

# Public Document Pack



To: Councillor Lumsden, Convener; Councillor Grant, Vice-Convener; and Councillors Boulton, Jackie Dunbar, Laing, McRae, Alex Nicoll, Yuill and Wheeler.

Town House,  
ABERDEEN 21 October 2020

## **CITY GROWTH AND RESOURCES COMMITTEE**

The Members of the **CITY GROWTH AND RESOURCES COMMITTEE** are requested to meet in **Council Chamber - Town House** on **WEDNESDAY, 28 OCTOBER 2020 at 2.00 pm.**

FRASER BELL  
CHIEF OFFICER - GOVERNANCE

Members of the press and public are not permitted to enter the Town House at this time. The meeting will be webcast and a live stream can be viewed on the Council's website.

### **B U S I N E S S**

#### **NOTIFICATION OF URGENT BUSINESS**

1.1 Notification of Urgent Business

#### **DETERMINATION OF EXEMPT BUSINESS**

2.1 Determination of Exempt Business

#### **DECLARATIONS OF INTEREST**

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## **MINUTE OF PREVIOUS MEETING**

- 5.1 Minute of Previous Meeting of 6 February 2020 - For Approval (Pages 9 - 22)

## **COMMITTEE PLANNER**

- 6.1 Committee Planner (Pages 23 - 38)

## **NOTICES OF MOTION**

- 7.1 UK Local Authority of the Year 2020 Award - Notice of Motion by the Convener (Pages 39 - 40)

## **REFERRALS FROM COUNCIL, COMMITTEE AND SUB COMMITTEES & GENERAL COMMITTEE BUSINESS**

- 8.1 Aberdeen's Winter Event Programme - Referral from Strategic Commissioning Committee of 27 August 2020 and Report - COM/20/183 (Pages 41 - 64)

Please note that an exempt appendix is located within the Exempt/Confidential Business Section of this agenda.

- 8.2 Committee Annual Effectiveness Report for 2019/20 - COM/20/120 (Pages 65 - 82)

## **BUDGETS**

- 9.1 Council Financial Performance, Quarter 2, 2020/21 - RES/20/166 (To Follow)

- 9.2 Medium Term Financial Strategy for the Council's General Fund - RES/20/200 (To Follow)

- 9.3 External Funding Plan & Town Centre Fund Phase 2 - COM/20/180 (Pages 83 - 98)

- 9.4 Unrecoverable Debt - CUS/20/174 (Pages 99 - 110)

Please note that an exempt and confidential appendix is located within the Exempt/Confidential Business Section of this agenda.

- 9.5 Financial Settlement from Transport Scotland for the Detrunking of the Old A92/A96 - OPE/20/113 (Pages 111 - 124)
- 9.6 Aberdeen City's Strategic Housing Investment Plan 2021/22 – 2025/2026 - COM/20/182 (Pages 125 - 152)
- 9.7 Aberdeen City's Affordable Housing Delivery Programme - COM/20/181 (Pages 153 - 160)
- 9.8 Update on Spaces for People Interventions - COM/20/189 (Pages 161 - 192)
- 9.9 Torry Heat Network - Third Progress Report - RES/20/172 (Pages 193 - 200)

Please note that exempt appendices are located within the Exempt/Confidential Business Section of this agenda.

### **SERVICE DELIVERY**

- 10.1 Performance Management Framework Report – City Growth and Resources - CUS/20/165 (Pages 201 - 244)
- 10.2 Climate Change Report 2019-2020 - COM/20/158 (Pages 245 - 326)

### **CITY GROWTH AND STRATEGIC PLACE PLANNING**

- 11.1 Tour of Britain 2022 - Update - COM/20/184 (Pages 327 - 332)
- 11.2 Aberdeen Low Emission Zone - COM/20/173 (Pages 333 - 370)
- 11.3 Socio-Economic Rescue Plan Update - COM/20/179 (Pages 371 - 390)

Please note that a promotional video will be shown prior to consideration of this item.

- 11.4 Aberdeen South Harbour Extension Update - COM/20/169 (Pages 391 - 404)
- 11.5 Bridge of Dee West Active Travel Corridor - COM/20/159 (Pages 405 - 594)
- 11.6 Bridge of Don to City Centre Active Travel Corridor - COM/20/160 (Pages 595 - 774)

- 11.7 Aberdeen to Westhill Transport Corridor Study - COM/20/174 (Pages 775 - 904)
- 11.8 Consultation Response to the Draft Regional Transport Strategy and Draft Strategic Transport Appraisal - COM/20/153 (Pages 905 - 1004)
- 11.9 Queen Street Redevelopment Programme Update - RES/20/158 (Pages 1005 - 1016)

Please note that an exempt appendix is located within the Exempt/Confidential Business Section of this agenda.

- 11.10 Aberdeen Hydrogen Hub Programme - COM/20/185 (Pages 1017 - 1030)

Please note that an exempt appendix is located within the Exempt/Confidential Business Section of this agenda.

## **PROPERTY AND ESTATES**

- 12.1 Condition & Suitability 3 Year Programme - RES/20/167 (Pages 1031 - 1066)

Please note that exempt appendices are located within the Exempt/Confidential Business Section of this agenda.

- 12.2 New Housing Programme Delivery Update - RES/20/132 (Pages 1067 - 1080)

Please note that exempt appendices are located within the Exempt/Confidential Business Section of this agenda.

## **EXEMPT / CONFIDENTIAL BUSINESS**

- 13.1 Community Asset Transfer - Tillydrone Library & Family Centre - RES/20/178 (Pages 1081 - 1102)

## **EXEMPT / CONFIDENTIAL BUSINESS - APPENDICES**

- 14.1 Aberdeen's Winter Event Programme - Exempt Appendix (Pages 1103 - 1104)
- 14.2 Unrecoverable Debt - Exempt and Confidential Appendix (Pages 1105 - 1106)

- 14.3 Torry Heat Network - Third Progress Report - Exempt Appendices (Pages 1107 - 1242)
- 14.4 Queen Street Redevelopment Programme Update - Exempt Appendix (Pages 1243 - 1244)
- 14.5 Aberdeen Hydrogen Hub Programme - Exempt Appendix (Pages 1245 - 1282)
- 14.6 Condition and Suitability 3 Year Programme - Exempt Appendices (Pages 1283 - 1300)
- 14.7 New Housing Programme Delivery Update - Exempt Appendices (Pages 1301 - 1308)

EHRIAs related to reports on this agenda can be viewed [here](#)

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Should you require any further information about this agenda, please contact Mark Masson, email [mmasson@aberdeencity.gov.uk](mailto:mmasson@aberdeencity.gov.uk), or telephone 01224 522989

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## **DECLARATIONS OF INTEREST**

You must consider at the earliest stage possible whether you have an interest to declare in relation to any matter which is to be considered. You should consider whether reports for meetings raise any issue of declaration of interest. Your declaration of interest must be made under the standing item on the agenda, however if you do identify the need for a declaration of interest only when a particular matter is being discussed then you must declare the interest as soon as you realise it is necessary. The following wording may be helpful for you in making your declaration.

I declare an interest in item (x) for the following reasons .....

*For example, I know the applicant / I am a member of the Board of X / I am employed by...* and I will therefore withdraw from the meeting room during any discussion and voting on that item.

### **OR**

I have considered whether I require to declare an interest in item (x) for the following reasons ..... however, having applied the objective test, I consider that my interest is so remote / insignificant that it does not require me to remove myself from consideration of the item.

### **OR**

I declare an interest in item (x) for the following reasons ..... however I consider that a specific exclusion applies as my interest is as a member of xxxx, which is

- (a) a devolved public body as defined in Schedule 3 to the Act;
- (b) a public body established by enactment or in pursuance of statutory powers or by the authority of statute or a statutory scheme;
- (c) a body with whom there is in force an agreement which has been made in pursuance of Section 19 of the Enterprise and New Towns (Scotland) Act 1990 by Scottish Enterprise or Highlands and Islands Enterprise for the discharge by that body of any of the functions of Scottish Enterprise or, as the case may be, Highlands and Islands Enterprise; or
- (d) a body being a company:-
  - i. established wholly or mainly for the purpose of providing services to the Councillor's local authority; and
  - ii. which has entered into a contractual arrangement with that local authority for the supply of goods and/or services to that local authority.

### **OR**

I declare an interest in item (x) for the following reasons.....and although the body is covered by a specific exclusion, the matter before the Committee is one that is quasi-judicial / regulatory in nature where the body I am a member of:

- is applying for a licence, a consent or an approval
- is making an objection or representation
- has a material interest concerning a licence consent or approval
- is the subject of a statutory order of a regulatory nature made or proposed to be made by the local authority.... and I will therefore withdraw from the meeting room during any discussion and voting on that item.



## CITY GROWTH AND RESOURCES COMMITTEE

ABERDEEN, 6 February 2020. Minute of Meeting of the CITY GROWTH AND RESOURCES COMMITTEE. Present:- Councillor Lumsden, Convener; Councillor Grant, Vice-Convener; and Councillors Boulton, Cooke, Jackie Dunbar, Laing, McLennan (as substitute for Councillor Cooke for article 21 and Councillor Jackie Dunbar for article 22), Alex Nicoll, Yuill and Wheeler.

The agenda and reports associated with this minute can be found [here](#).

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

### DETERMINATION OF EXEMPT BUSINESS

1. The Convener proposed that the Committee consider items 13.1 (Workplans and Business Cases - Capital - Exempt Appendix), 13.2 (Town Centre Fund - Exempt Appendix), 13.3 (Booking of Educational Establishments), 13.4 (Disposal of 165-167 Crown Street & 77-79 Bon Accord Street), 13.5 (Property Sale Report - Disposal of Ground Leases), 13.6 Community Asset Transfer - Tillydrone Library and Family Centre), 13.7 (Disposal of 120 Westburn Road) and 13.8 (Aberdeen City Council Housing Programme - Exempt Appendix) 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 during consideration of the above items so as to avoid disclosure of information of the classes described in the following paragraphs of Schedule 7(A) to the Act:- articles 19 and 26 (paragraph 8), article 20 (paragraph 9), article 21 (paragraphs 1 and 11), articles 22, 23, 24 and 25 (paragraphs 6 and 9).

### DECLARATIONS OF INTEREST

2. Members were requested to intimate any declarations of interest in respect of the items on today's agenda, thereafter the following were intimated:-

- (1) Councillor Cooke declared an interest in item 13.3 (Booking of Educational Establishments) by virtue of him being a Council appointed Board Member of Sport Aberdeen. He considered that the nature of his interest required him to leave the meeting and he therefore took no part in the consideration of this item;
- (2) Councillor Yuill declared an interest in item 11.3 (Low Emission Zone Options) by virtue of him being a Council appointed substitute member of Nestrans Board. He considered that the nature of his interest did not require him to leave the meeting and therefore chose to remain in the meeting for consideration of the item; and
- (3) Councillor Nicoll declared an interest in item 11.3 (Low Emission Zone Options) by virtue of him being a Council appointed member of Nestrans Board. He considered

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that the nature of his interest did not require him to leave the meeting and therefore chose to remain in the meeting for consideration of the item.

### DEPUTATIONS

3. The Convener advised that a request for deputation had been received by Ms Kelsey Gillies, Asthma UK and British Lung Foundation Partnership relating to item 11.3 (Low Emission Zone Options) and that the delegation would be heard immediately prior to the aforementioned item.

### MINUTE OF PREVIOUS MEETING OF 5 DECEMBER 2019 - FOR APPROVAL

4. The Committee had before it the minute of its previous meeting of 5 December 2019, for approval.

**The Committee resolved:-**

to approve the minute as a correct record.

### COMMITTEE PLANNER

5. The Committee had before it the Committee Business Planner prepared by the Chief Officer – Governance.

**The Committee resolved:-**

- (i) to remove items 15 (Community Transfer - Leased Community Centres), item 25 (Review of Leased Centres and Learning Centres) and item 49 (CCTV and Traffic Management Services - Marischal College Relocation) and item 51 (Schoolhill Public Realm Enhancement) for the reasons outlined in the planner;
- (ii) to note the reason for the reporting delay in relation to item 10 (External Funding Plan) and item 11 (Local Authority Bus Services/Controlled Bus Companies);
- (iii) that in relation to item 9 (Business Case for the Refurbishment of Harlaw Road Pavilion), to note the reason for the reporting delay and that officers would seek to submit a report to the Council's budget setting process; and
- (iv) to otherwise note the content of the Committee Planner.

### REVIEW OF LEASED CENTRES AND LEARNING CENTRES - REFERRAL FROM OPERATIONAL DELIVERY COMMITTEE OF 9 JANUARY 2020

6. The Committee had before it a referral from the Operational Delivery Committee of 9 January 2020, relating to the Review of Leased Centres and Learning Centres.

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### The Operational Delivery Committee resolved:-

- (a) to recommend to the City Growth and Resources Committee that they instruct the Chief Officer – Corporate Landlord to replace the existing leases and management agreements with ten year leases (or leases for such shorter periods as the tenants may wish) only; such leases to give the Council the power to terminate the leases at any time by providing 12 months' notice, on specified grounds, and otherwise to contain such provisions as are agreed with the tenants; and
- (b) notes that the leased community centre management committees will require to seek independent legal advice during the negotiation of new leases and recommends to the City Growth and Resources Committee that they instruct that the Council will meet the reasonable costs of this and that the Chief Officer – Corporate Landlord report to the relevant committee on how this can be facilitated.

### The Committee resolved:-

- (i) to instruct the Chief Officer – Corporate Landlord to replace the existing leases and management agreements with ten year leases (or leases for such shorter periods as the tenants may wish) only; such leases to give the Council the power to terminate the leases at any time by providing 12 months' notice, on specified grounds, and otherwise to contain such provisions as are agreed with the tenants; and
- (ii) to note that the leased community centre management committees will require to seek independent legal advice during the negotiation of new leases and that the Council will meet the reasonable costs of this.

## **PERFORMANCE MANAGEMENT FRAMEWORK REPORTING - PLACE FUNCTION - COM/20/017**

7. The Committee had before it a report by the Chief Officer - Business Intelligence and Performance Management which outlined the key performance management and framework measures relating to the Place function, incorporating the City Growth and Strategic Place Planning Clusters.

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

that the Committee scrutinise and offer comment on the performance information contained in the appendix attached to the report.

### The Committee resolved:-

- (i) approves the recommendation; and
- (ii) instruct officers to investigate the possibility of including base line figures in the appendix for future reports.

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### **CREDIT RATING ANNUAL REVIEW - RES/20/040**

8. With reference to article 15 of the minute of meeting of full Council of 14 December 2016, the Committee had before it a report by the Director of Resources which provided an overview of the recent credit rating annual review and outcome.

**The report recommended:-**

that the Committee note the outcome of the annual review was affirmation of the Aa3 rating, with the economic outlook reduced to 'negative' from 'stable', in line with the recent change to the UK's rating.

**The Committee resolved:-**

to approve the recommendation.

### **EMPLOYABILITY PIPELINE - PLA/20/022**

9. With reference to article 14 of the minute of meeting of 27 November 2018, the Committee had before it a report by the Chief Officer – City Growth which sought approval to reject the offer of a grant for phase 2 of the employability pipeline project from the European Social Fund, due to the Fund currently being suspended by the European Commission.

**The report recommended:-**

that the Committee –

- (a) approve the withdrawal of the application to the European Social Fund for grant funding made in May 2018 relating to phase 2 of the Employability Pipeline Project;
- (b) instruct the Chief Executive to inform the Managing Authority of the European Social Fund of this decision in writing; and
- (c) instruct the Chief Officer - City Growth, to seek to identify alternative sources of funding to support employability activity in Aberdeen.

**The Committee resolved:-**

- (i) to approve the recommendations; and
- (ii) to regret the Scottish Government's non-compliance with EU Commission audit requirements and consequential loss of funding to Aberdeen City Council and associated projects and instructs the Chief Officer – City Growth to write to the Scottish Government to urgently provide an alternative funding mechanism to support the associated projects.

### **WORKPLANS AND BUSINESS CASES - CAPITAL - COM/20/048**

10. The Committee had before it a report by the Chief Operating Officer which presented a procurement workplan where capital expenditure was included for the

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Operations Functions to Committee for review and to seek approval of the total estimated capital expenditure for the proposed contract as contained in the Procurement Business Case(s) appended to the report.

**The report recommended:-**

that the Committee –

- (a) review the workplan for the Operations Function as detailed in the appendices;
- (b) where a Business Case has been submitted, approve the total estimated capital expenditure for the proposed contract and delegates authority to the Head of Commercial & Procurement Services following consultation with the relevant Chief Officer to procure appropriate works and services, and enter into any contracts relating thereto; and
- (c) note that Business Cases for procurements exercises to be commenced after 6th February 2020 will be submitted on a phased basis to future meetings of the City Growth and Resources Committee.

The Business Case related to the Memorial Stone Stabilisation.

**The Committee resolved:-**

to defer consideration of this item to the Council's budget setting process.

### **COUNCIL FINANCIAL PERFORMANCE, QUARTER 3, 2019/20 - RES/20/032**

11. The Committee had before it a report by the Director of Resources, which provided the financial position of the Council as at Quarter 3 (31 December 2019) and the full year forecast position for the financial year 2019/20, including:-

- General Fund and Housing Revenue Account (HRA and capital accounts; and associated Balance Sheet; and
- Common Good Revenue Account and Balance Sheet.

**The report recommended:-**

that the Committee –

- (a) note the positive cash position that has been achieved for the General Fund and HRA to the end of Quarter 3 as detailed in Appendix 1 of the report;
- (b) note the Common Good financial performance to the end of Quarter 3 as detailed in Appendix 3 of the report;
- (c) note that the revenue budgets for the General Fund, HRA and Common Good are on target to achieve a balanced position for 2019/20 as detailed in Appendix 2 of the report;
- (d) note that the capital expenditure for the General Fund will be lower than budgeted, which will result in project budgets being carried forward into 2020/21; and for the Housing Capital programme the estimate remains that the budgeted funding requirements will be achieved, as detailed in Appendix 2 of the report; and

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- (e) approve the budget virements for Housing Capital as detailed in Appendix 2 of the report.

**The Committee resolved:-**

- (i) to approve the recommendations; and  
 (ii) to thank all officers who were involved in the preparation of the report.

**DONALD COLMAN PLAQUE - PLA/20/029**

12. The Committee had before it a report by the Chief Officer – City Growth which sought approval for the erection of a plaque to Donald Colman, Footballer, International Coach and inventor of the touchline dugout at 342 King Street, Aberdeen.

**The report recommended:-**

that the Committee approve the erection of a plaque to Donald Colman at 342 King Street.

**The Committee resolved:-**

- (i) to approve the recommendation; and  
 (ii) that officers consider publishing the qualification criteria for memorial plaques on the website, and to omit this information from future reports.

**THE PLANNING (SCOTLAND) ACT 2019 - PLA/20/011**

13. The Committee had before it a report by the Chief Officer – Strategic Place Planning which provided an update on the expected implications for the Council resulting from the Planning (Scotland) Act 2019.

**The report recommended:-**

that the Committee agree, in terms of the discretionary powers afforded to Aberdeen City Council by the Planning (Scotland) Act 2019 (as described in paragraphs 3.10.1 to 3.10.11 of the report):-

- (a) to instruct the Chief Officer - Strategic Place Planning to propose to Aberdeenshire Council a partnership for the production of a Regional Spatial Strategy for the Aberdeen City Region;  
 (b) that no current need for a Masterplan Consent Zone exists with the Council's administrative boundary;  
 (c) that no current need for a Short Term Let Control Area exists with the Council's administrative boundary;  
 (d) that any future decision on whether or not to charge discretionary planning fees would be considered through a Cost Benefit Analysis undertaken as part of the General Fund Revenue Budget process and the proposed budget for Strategic Place Planning; and

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- (e) that any necessary changes to the Council's Powers Delegated to Officers resulting from the Planning (Scotland) Act 2019 be undertaken through the annual review to the Council's Scheme of Governance, which is due to be presented to the Council meeting on 2 March 2020.

**The Committee resolved:-**

- (i) to approve the recommendations; and  
(ii) to thank all officers who were involved in the preparation of the report.

**LOW EMISSION ZONE OPTIONS - PLA/20/039**

14. With reference to article 4 of this minute, the Committee received a deputation from Kelsey Gillies, Asthma UK and British Lung Foundation Partnership and Frank Toner.

Ms Gillies intimated that the British Lung Foundation was the only charity in the UK dedicated to looking after the nation's lungs and air pollution posed a significant threat to respiratory health, and as such, addressing this was a key part of their mission to ensure that everyone in society could breathe clean air, with healthy lungs.

Ms Gillies advised that whilst they were pleased to see Aberdeen City Council progressing with their low emission zone (LEZ) plans, they urged the council to provide a more detailed timeline of when they could expect a full low emission zone to be implemented which covered all vehicles, not just buses.

Ms Gillies made reference to LEZ implementation plans in Edinburgh, Glasgow and London and the devastating impact of air pollution on human health.

Ms Gillies recommended that the Council agree a timeline which attempted to bring Aberdeen's low emission zone efforts in line with Edinburgh and Glasgow, with the latter being the first local authority to make progress with the low emission zone back in 2018, and was expected to achieve full compliance by 31 December 2022 with all vehicles entering the zone, required to meet the specified emissions standards.

Ms Gillies proposed that rather than copying Glasgow's five year implementation plan, Aberdeen City Council should also aim to ensure that all vehicle types were included in the Low Emission Zone by 2023. This would bring Aberdeen in line with other Scottish city councils and would ensure that they do not suffer a competitive disadvantage. Also, this would guarantee that Aberdonians could enjoy clean air and the associated health benefits as soon as possible and would also bring Aberdeen into alignment with numerous European Cities, such as Madrid, Berlin and Paris, who were all pushing towards zero emission zones.

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Ms Gillies and Mr Toner responded to questions from members, specifically regarding the proposed timeline and grace periods in terms of members of the public who were on low incomes who may be required to replace older vehicles.

The Committee thanked Ms Gillies and Mr Toner for their deputation.

With reference to article 15 of the minute of the previous meeting of 5 December 2019, the Committee had before it a report by the Chief Officer – Strategic Place Planning which sought approval to apply to the Traffic Commissioner for a Traffic Regulation Condition (TRC) for the purpose of reducing emissions from local bus services, and to undertake public and stakeholder engagement on options for a Low Emission Zone encompassing multiple vehicle types.

**The report recommended:-**

that the Committee –

- (a) agree that incremental improvements to the local public transport fleet is an appropriate first step in delivering a LEZ in Aberdeen;
- (b) instruct the Chief Officer – Strategic Place Planning to apply to the Traffic Commissioner for a TRC requiring that 20% of all local bus services in Aberdeen city centre achieve Euro VI (or better) compliance by 31st December 2020; and
- (c) instruct the Chief Officer – Strategic Place Planning to undertake public and stakeholder engagement on options for a city centre LEZ encompassing multiple vehicle types and report the outcomes of this process to the Committee in October 2020.

**The Committee resolved:-**

to approve the recommendations, subject to amending the percentage figure in recommendation (b) from 20% to 25%.

### **GRANITE CITY GROWING: ABERDEEN GROWING FOOD TOGETHER - PLA/20/013**

**15.** With reference to article 9 of the minute of meeting of 26 September 2019, the Committee had before it a report by the Chief Officer – Strategic Place Planning which sought approval of the final version of Aberdeen’s community food growing strategy ‘Granite City Growing: Aberdeen Growing Food Together 2020’ along with its associated Environmental Report.

**The report recommended:-**

that the Committee –

- (a) approve the Granite City Growing: Aberdeen Growing Food Together 2020 strategy as contained in Appendix A of the report;
- (b) approve the development of an implementation plan 2020 to 2026 based on the vision and key actions; and



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- (c) approve the Granite City Growing SEA Environmental Report, as contained in Appendix B of the report.

**The Committee resolved:-**

to approve the recommendations.

**TOWN CENTRE FUND - PLA/20/021**

**16.** With reference to article 8 of the minute of meeting of 6 June 2019, the Committee had before it a report by the Chief Officer – City Growth, which presented additional options for project proposals and sought approval to distribute the allocation of funds to each identified project in relation to the Scottish Government Town Centre Capital Grant Fund, where Aberdeen City Council received an allocation of £1,351,000, and of which £137,497.50 remained unallocated.

**The report recommended:-**

that the Committee –

- (a) approve the request of additional funding for the Living Wall Project as per Appendix 1 of the report;
- (b) approve the allocation of funding for the Queen Street demolition projects as per Appendix 1 of the report; and
- (c) delegate authority to the Chief Officer - Capital, following consultation with Commercial and Procurement Services to consider and approve business cases (including estimated expenditure) for the recommended projects for the purposes of Procurement Regulation 4.1.1: and thereafter to procure appropriate works and services, and enter into any contracts necessary for the delivery of the recommended projects without the need for further approval from any other Committee of the Council.

**The Committee resolved:-**

to approve the recommendations.

**TRADE AND EUROPEAN PARTNERSHIPS TRAVEL PLAN 2019/20 UPDATE - PLA/20/024**

**17.** With reference to article 15 of the minute of meeting of 25 April 2019, the Committee had before it a report by the Chief Officer – City Growth, which sought approval for an amendment to the international trade priorities for 2019-20 and for the associated travel plan.

**The report recommended:-**

that the Committee approve the changes to the Trade and European Partnerships Travel Plan as detailed in paragraph 4 of the report and outlined as follows:-

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- (1) the Lord Provost and one officer visit Esbjerg before the end of March 2020;
- (2) the Lord Provost and one officer attend CERAWeek, Houston 9-13 March 2020;
- (3) the Lord Provost and one officer to attend the HighWind Conference which will take place 17–19 March 2020 in Stavanger;
- (4) the Lord Provost and one officer to attend the Barents Sea Conference to be held in Hammerfest, Northern Norway on 20–22 April 2020;
- (5) one elected member and one officer to visit Tamaulipas, Mexico in April 2020 to explore the potential for relationship development with the state and with a view to sign a Memorandum of Understanding (MOU);
- (6) potential visits to Doha, Halifax, Karamay, Pemba and Brazil be reviewed as part of the Travel Plan for 2020–2021, and subject to Council budget setting process;
- (7) that Uganda be removed from the travel plan; and
- (8) delegate authority to the Chief Officer - City Growth to authorise only necessary and appropriate travel set out in paragraph 4 and associated expenditure to fulfil the travel plan occurring between April 2020 – March 2021, provided the cost of such travel is reasonable and does not exceed the budget allocation set out in the report.

Councillor Alex Nicoll, seconded by Councillor Yuill moved as a procedural motion:-  
that the Committee defer consideration of this item to the Council’s budget setting process.

On a division there voted:- for the procedural motion (4) – Councillors Cooke, Jackie Dunbar, Alex Nicoll and Yuill; against the procedural motion (5) – the Convener, the Vice Convener and Councillors Boulton, Laing and Wheeler.

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

- (i) to reject the procedural motion; and
- (ii) to approve the recommendations, subject to amending recommendation (8) to read “delegate authority to the Chief Officer - City Growth in consultation with the Convener of the City Growth and Resources Committee to authorise only necessary and appropriate travel set out in paragraph 4 and associated expenditure to fulfil the travel plan occurring between April 2020 – March 2021, provided the cost of such travel is reasonable and does not exceed the budget allocation set out in the report.”

### **ABERDEEN CITY COUNCIL - HOUSING PROGRAMME - RES/20/049**

**18.** The Committee had before it a report by the Director of Resources which provided an update on the development works that had been undertaken in relation to the Council house new build programme, including some works to refine and update the vision for the programme, but also to develop the future building specification requirements.

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

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that the Committee –

- (a) agree to adopt the Gold Technical Standards detailed at paragraph 3.13 of the report, for the new house build programme to meet the vision of the programme and to instruct the Chief Officer – Capital to incorporate this into the Council's High Level Employers Requirements with immediate effect; and
- (b) where on review of the tender returns the Gold Technical Standard cannot be achieved within a specific development site, agree to delegate authority to the Chief Officer – Capital to agree in consultation with the Chief Officer - Corporate Landlord and the Convener of the City Growth and Resources Committee, on an exception basis, variations to the standards.

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

to approve the recommendations.

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

### **WORKPLANS AND BUSINESS CASES - CAPITAL - EXEMPT APPENDIX**

**19.** The Committee had before it an exempt appendix relating to the Workplans and Business Cases - Capital report. (Article 10 of this minute refers).

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

to defer consideration of this item to the Council's budget setting process.

### **TOWN CENTRE FUND - EXEMPT APPENDIX**

**20.** The Committee had before it an exempt appendix relating to the Town Centre Fund report. (Article 16 of this minute refers).

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

to note the details contained within the exempt appendix.

### **DECLARATION OF INTEREST**

**In accordance with article 2 of this minute, Councillor Cooke withdrew from the meeting prior to consideration of the following item of business. Councillor McLennan substituted for Councillor Cooke for this item of business only.**

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**BOOKING OF EDUCATIONAL ESTABLISHMENTS - CUS/20/020**

21. The Committee had before it a report by the Director of Customer Services which sought approval to in-source the management and administration of the booking and lettings of educational establishments, currently provided by Sport Aberdeen.

**The report recommended:-**

that the Committee approve the in-sourcing of the management and administration of the bookings and lettings of educational establishments from 1st March 2020.

**The Committee resolved:-**

to approve the recommendation.

**DISPOSAL OF 165-167 CROWN STREET & 77-79 BON ACCORD STREET - RES/20/015**

22. The Committee had before it a report by the Director of Resources which provided details in relation to the offers received to purchase 165-167 Crown Street and 77-79 Bon Accord Street.

**The report recommended:-**

that the Committee –

- (a) accept the recommendation as detailed in paragraph 3.9 of the report; and
- (b) instruct the Chief Officer – Governance to conclude missives for the sale of the properties incorporating various qualifications as are necessary to protect the Council's interest, together with any other matters as are required to complete the sale.

**The Committee resolved:-**

to approve the recommendations.

**PROPERTY SALE REPORT - DISPOSAL OF GROUND LEASES - RES/20/044**

23. The Committee had before it a report by the Director of Resources which provided details of an approach made by a company to purchase two commercial sites.

**The report recommended:-**

that the Committee –

- (a) approve the proposal for the Council to sell the sites on the agreed heads of terms to the Council's tenant; and

**CITY GROWTH AND RESOURCES COMMITTEE**

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- (b) instruct the Chief Officer – Governance to conclude the appropriate legal agreement incorporating various qualifications as are necessary to protect the Council's interest.

**The Committee resolved:-**

to approve the recommendations.

**COMMUNITY ASSET TRANSFER - TILLYDRONE LIBRARY AND FAMILY CENTRE - RES/20/045**

**24.** The Committee had before it a report by the Director of Resources which provided details of the outcome of the assessment of the asset transfer request submitted by a company for the Tillydrone Library and Family Centre.

**The report recommended:-**

that the Committee –

- (a) approve the recommendation to proceed with the Community Asset Transfer of the Former Tillydrone Library and Family Centre; and
- (b) instruct the Chief Officer – Governance to conclude missives for the sale of the former library and family centre incorporating various qualifications as are necessary to protect the Council's interests.

The Convener, seconded by the Vice Convener, moved as a procedural motion:-

to defer consideration of the report to the next meeting of this Committee to allow the company to further their community engagement to ensure that the geographical community is fully consulted.

On a division there voted:- for the procedural (6) – the Convener, the Vice Convener and Councillors Boulton, Laing, Wheeler and Yuill; against the procedural motion (3) – Councillors Cooke, Jackie Dunbar and Nicoll.

**The Committee resolved:-**

to adopt the procedural motion.

**DISPOSAL OF 120 WESTBURN ROAD - RES/20/047**

**25.** The Committee had before it a report by the Director of Resources which advised of an approach by the Council's tenant to purchase the ground landlord's interest in a site at 120 Westburn Road.

**The report recommended:-**

that the Committee –

**CITY GROWTH AND RESOURCES COMMITTEE**

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- (a) approve the recommendation to sell the site to the Council's sitting tenant 'CLAN' on the terms outlined in this report; and
- (b) instruct the Chief Officer – Governance to conclude missives for the sale of the site incorporating various qualifications as are necessary to protect the Council's interests.

**The Committee resolved:-**

to approve the recommendations.

**ABERDEEN CITY COUNCIL HOUSING PROGRAMME - EXEMPT APPENDIX**

**26.** The Committee had before it an exempt appendix relating to the Aberdeen City Council Housing Programme report. (Article 18 of this minute refers).

**The Committee resolved:-**

to note the details contained within the exempt appendix.

- **COUNCILLOR DOUGLAS LUMSDEN, Convener**

	A	B	C	D	E	F	G	H	I
1	<b>CITY GROWTH AND RESOURCES COMMITTEE BUSINESS PLANNER</b> The Business Planner details the reports which have been instructed by the Committee as well as reports which the Functions expect to be submitting for the calendar year.								
2	Report Title	Minute Reference/Committee Decision or Purpose of Report	Update	Report Author	Chief Officer	Directorate	Terms of Reference	Delayed or Recommended	Explanation if delayed, removed or transferred
3			<b>28 October 2020</b>						
4	Car Parking Framework	The CG&R Committee on 6 June 2019 agreed to note the findings of the SCPR and instruct the Chief Officer – Strategic Place Planning to develop a draft Car Parking Strategy and to report back to this Committee in summer 2020.	Originally due for the August 2020 meeting of the committee.	Will Hekelaar	Strategic Place Planning	Commissioning	3.3	<b>D</b>	Development of the Car Parking Framework has been delayed due to sensitivities in terms of consulting with members of the public and stakeholders on such an issue during, and as we emerge from, lockdown and to avoid confusion between permanent proposals and those being delivered on a temporary basis in response to Covid-19. It is hoped that consultation can now take place in the autumn (subject to no second wave or further lockdowns) as a degree of normality returns to the city, and a report will be taken to the February 2021 meeting of this committee.







	A	B	C	D	E	F	G	H	I
	Report Title	Minute Reference/Committee Decision or Purpose of Report	Update	Report Author	Chief Officer	Directorate	Terms of Reference	Delayed or Recommended	Explanation if delayed, removed or transferred
2									
9	Performance Management Framework Report – City Growth and Resources	To inform Members of service delivery performance, commitments and priorities relating to City Growth and Resources as reflected within the Council's commissioning intentions and the Council Delivery Plan 2019/20.		Alex Paterson	Chief Officer – Data and Insights	Customer	2.1.4		
10	Bridge of Dee West Active Travel Corridor	Approval to begin detailed design.	This was originally due in April 2019, however issues securing a venue for the public consultation event has led to a slippage in the scheme, however the engagement process is now underway but it will mean officers wont be able to finalise a report for the Committee in April. Defer to the June Committee.	Kevin Pert/ Jane Obi	Strategic Place Planning	Commissioning	3.2 & 3.3		
11	Sustainable Drainage System (SUDS) Section 7	Maintenance of SuDS within the boundaries or curtilage of a private property, such as a residential driveway or a supermarket car park, is the responsibility of the land owner or occupier. The Scottish Environment Protection Agency's (SEPA's) preference is for SuDS constructed outside the boundaries or curtilage of a private property to be adopted by Scottish Water, the local authority or a public body, and as such SEPA seeks a guarantee for the long term maintenance and sustainability of any SuDS implemented.	This was due to be reported to the June 2019 meeting, however only 8 out of 32 local authorities signed up to the MOU with Scottish Water. Officers need to understand SuDS and their associated costs within the bigger surface water management framework, a paper will be prepared for the Corporate Management Team explaining the direction of travel and likely impact on our budgets. In light of the additional consultation and appraisal, a delay is required to allow a better understanding of the costs and risks to be developed.	Claire Royce	Operations and Protective Services	Operations	3.2 and/or 3.3	D	The position is the same as stated in the update at column C. Report likely to be submitted to the meeting in February 2021



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	Report Title	Minute Reference/Committee Decision or Purpose of Report	Update	Report Author	Chief Officer	Directorate	Terms of Reference	Delayed or Recommended	Explanation if delayed, removed or transferred
2 15	Local Authority Bus Services/Controlled Bus Companies	The CG&R Committee on 26/09/19 agreed to instruct the Director of Resources to monitor the sale position of First Aberdeen Limited and report back to the City Growth and Resources Committee on 6 February 2020 with an update on the proposed sale and recommended next steps for the Council	An exempt Service Update was circulated to members on 7 January 2020 (not published on website). Officers are not in a position to report to April meeting as there has been no update on the proposed sale of First Aberdeen. The Director of Resources will report to the committee following release of sale information from First Group.	Steve Whyte/ Jonathan Belford/ Chris Cormack	Finance	Resources	1.1.8 or 3.2	R	First Bus have indicated that the business is no longer for sale and therefore this item is recommended for removal.
16	Strategic Partnership and the Scottish Local Government Pension Scheme	The CG&R Committee on 7/2/19 agreed to instruct the Chief Officer – Finance to explore the opportunities for a strategic partnership between the Council and the North East Scotland Pension Fund (NESPF) for the purposes of supporting local infrastructure investment, and to report on the feasibility of this within three committee cycles.		Jonathan Belford/R. Sweetnam	Finance/City Growth	Resources	1.1 & 3.3	D	This has been delayed due to staff capacity. The Pension Fund has continued to engage with colleagues in the City Growth function but with the reprioritisation of work over the last 6 months there hasn't been the capacity to complete a report as previously advised. The Chief Officers will determine how a report to the next meeting can be prepared.
17	External Funding Plan & Town Centre Fund Phase 2	To seek approval of the external funding plan; to note the success of the funding team for 17/18 and to note the implications of EU Exit on future funding opportunities	This report was originally due at the February 2020 meeting and was delayed due to uncertainty of future access to EU funds caused by EU Exit.	Stuart Bews	City Growth	Commissioning	1.1.7		
18	Review of School Estate	Council on 6/3/18 agreed to instruct the Chief Officer – Corporate Landlord to bring a review of the School Estate report within the next 9 months to the Education Operational Delivery Committee, thereafter to forward the report to the Capital Programme Committee.  Transferred from the Capital Programme Committee Planner in line with the changes to the Terms of Reference agreed by Council.	This was initially scheduled for the December 2019 meeting. Officers recommended delaying the finalising of the School Estate Plan report until after the Council budget meeting in March 2020. The estate plan will then be aligned to support the delivery of budget decisions made at that meeting. A report will be considered by the EODC in August 2020.	Stephen Booth / Andrew Jones	Corporate Landlord	Resources	4.1	D	Given the impact of the pandemic on the provision of education, this item be deferred until Summer 2022. This will provide officers time to determine if Scottish Government guidance will be provided on how education will be delivered in the future and how a school estate may look in light of this.

	A	B	C	D	E	F	G	H	I
2	Report Title	Minute Reference/Committee Decision or Purpose of Report	Update	Report Author	Chief Officer	Directorate	Terms of Reference	Delayed or Recommended	Explanation if delayed, removed or transferred
19	Carbon Budgeting for Climate Transition - Options	Council on 3 March 2020 agreed to instruct the Chief Operating Officer to provide the City Growth and Resources Committee, by July 2020, options of how Carbon Budgeting for Aberdeen City Council could be introduced to support the organisation's climate transition plans	Amalgamated with the Climate Change Report below.	Alison Leslie	Chief Operating Officer	Operations	1.1		
20	Committee Annual Effectiveness Report for 2019/20	To present the annual effectiveness report for the Committee.		Mark Masson	Governance	Commissioning	GD 8.5		
21	Financial Settlement from Transport Scotland for the Detrunking of the old A92/A96 - OPE/20/113	As of 19th February 2019 the AWPR Special Road scheme became operational. On 1st April 2019 sections of the existing trunk road were detrunked and became part of the local authority road network. This report is intended to inform the Committee of the monies being paid by Transport Scotland to bring the A92/A96 road, at time of transfer, to the level of service provided on average by the road network in the North East of Scotland Trunk Road Unit as a whole.	added to planner on 17/03/20. The final settlement with Transport Scotland is currently 90% complete and has been held up due to COVID and the TS staff being transferred to more priority work. The remaining element of work is quite complex and will take some time to resolve. However officers intend to submit a report to the October meeting outlining the majority of the detrunking settlement, with a further update report coming back to committee once all elements have been completed.	Doug Ritchie	Operations and Protective Services	Chief Operating Officer	1.1.7, 1.1.8, 2.1.2 & 4.1		
22	Bridge of Don to City Centre Active Travel Corridor	To inform committee of recommendations resulting from the Options Appraisal Report and obtain approval to progress with a detailed design of the preferred route and associated connections		Kevin Pert	Strategic Place Planning	Commissioning	3.2 & 3.3		

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	Report Title	Minute Reference/Committee Decision or Purpose of Report	Update	Report Author	Chief Officer	Directorate	Terms of Reference	Delayed or Recommended	Explanation if delayed, removed or transferred
2	Council Financial Performance, Quarter 2, 2020/21	To present the Council's financial position for the quarter.  UBC agreed on 30 June 2020 to instruct the Chief Officer - Finance to report back to the City Growth and Resources Committee, 28 October 2020, with details of any progress on letters issued to local authorities and Kevin Stewart MSP regards supporting any future grant from the Scottish Government to mitigate the effects of Covid-19 on Council budgets be distributed in a manner which takes full cognisance of the existing payments which have been made and the need in future to make any payments to the disproportionately affected Councils such as will allow them to be reimbursed for the total financial impact of the Covid-19 pandemic on an equitable basis, in line with the costs Councils have identified to COSLA as part of the Q2 financial performance report.		Lesley Fullerton	Finance	Resources	1.1.1		
23	Integrated Joint Board - Recovery Plan	The UBC on 30 June 2020 agreed to note the current position of the IJB and instructs the Chief Officer - Finance to report the details of the IJB recovery plan to the City Growth & Resources Committee on 28 October 2020	Note that details of the IJB Recovery Plan will be incorporated within the Council Financial Performance Q2 report	Lesley Fullerton	Finance	Resources			
24									



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	Report Title	Minute Reference/Committee Decision or Purpose of Report	Update	Report Author	Chief Officer	Directorate	Terms of Reference	Delayed or Recommended	Explanation if delayed, removed or transferred
2	Aberdeen to Westhill Transport Corridor Study	To present the outcomes and recommendations of the Westhill to Aberdeen transport corridor study and gain agreement on next steps. There is some urgency around this as we hope to use the outcomes of this work as the basis for a funding application to the Scottish Government's recently announced bus prioritisation fund therefore we need Member endorsement of the recommendations and approach in order to prepare the application within the necessary timescale.		Gregor Whyte	Strategic Place Planning	Commissioning	3.2 & 3.3		
28									



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	Report Title	Minute Reference/Committee Decision or Purpose of Report	Update	Report Author	Chief Officer	Directorate	Terms of Reference	Delayed or Recommended	Explanation if delayed, removed or transferred
2									
29	Consultation Response to the draft Regional Transport Strategy and draft Strategic Transport Appraisal	The purpose of the Report is to gain the approval of the committee for the Council's response to the draft Regional Transport Strategy and draft Strategic Transport Appraisal		Alan Simpson	Strategic Place Planning	Commissioning	3.3		
30	Climate Change Report 2019-2020	To approve the statutory annual ACC Climate Change Report 2019/20. Carbon budgeting options could be provided as an appendix to this report as this work is relevant.		Oluwatoyin Fatokun/Alison Leslie	Strategic Place Planning	Commissioning	2.1.3 & 2.1.6		
31	Medium Term Financial Strategy for the Council's General Fund	To present the medium term financial strategy for the Council in the current economic and operating context		Jonathan Belford	Finance	Resources			
32	Torry Heat Network – Third Progress Report	The Capital Programme Committee on 19/3/19 agreed to note that the business case was not included in the report before Council on 4 March and that this item would transfer to the City Growth and Resources Committee and that the Director of Resources would determine which committee cycle the report would be presented to that Committee.	This was originally scheduled for the December 2019 meeting. A grant application had been submitted to the Scottish Government's Low Carbon Infrastructure Transition Programme, so as to increase the benefits that can be achieved from this project. The decision on this application is due early 2020. A report is to be presented to Committee once the results of this application are known.	Bill Watson	Capital	Resources	1.1.2, 1.1.7, 2.1.1 & 4.1		
33	Queen Street Redevelopment Programme Update	Council on 3 March 2020 agreed to instruct the Director of Resources, following consultation with the Head of Commercial and Procurement Services, to arrange for a partnership agreement in relation to the mortuary project to be put in place, including the funding mechanism, and thereafter report back to the City Growth and Resources Committee with a draft partnership agreement for approval along with the Full business case		Sandy Beattie	Finance	Resources	3.2, 3.3 & 4.4		

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	Report Title	Minute Reference/Committee Decision or Purpose of Report	Update	Report Author	Chief Officer	Directorate	Terms of Reference	Delayed or Recommended	Explanation if delayed, removed or transferred
2									
34	Aberdeen's Winter Event Programme	The Strategic Commissioning Committee on 27 August 2020 agreed that due to issues relating to Covid-19, Committee recommends to the City Growth and Resources Committee that Council no longer proceeds with a Christmas village for 2020 as planned, and instructs the Chief Officer – City Growth to work with Aberdeen Inspired and other stakeholders to consider alternative uses for the funding budgeted to support the city centre at Christmas and report back to City Growth and Resources Committee.		Stephen O'Neill	City Growth	Commissioning			
35	Unrecoverable Debt	To advise numbers and values of Council Tax, Non-Domestic Rates, Housing Benefit Overpayments and Rent made unrecoverable during 2019/20 as required in terms of Financial Regulations and approve Non-Domestic Rates write offs in excess of £25,000		Wayne Connell	Chief Officer-Customer Experience	Customer	1.1		
36	Condition & Suitability 3 Year Programme	This report seeks approval of an updated 3-year Condition and Suitability (C&S) Programme.		Alastair Reid	Corporate Landlord	Resources	4.1		
37	Aberdeen City's Strategic Housing Investment Plan 2021/22 – 2025/2026	Seek approval of the Strategic Housing Investment Plan (SHIP)		Mel Booth	Strategic Place Planning	Commissioning	1.1.7		
38	Aberdeen City's Affordable Housing Delivery Programme	Provide an update on the Aberdeen City affordable housing delivery programme.		Mel Booth	Strategic Place Planning	Commissioning	1.1.7		
39	Tour of Britain 2022 - Update	The purpose of this report is to update the Council on the impact of Covid-19 on the 2021 Tour of Britain; and seek additional approval for the city to now host the Grand Depart of the Tour of Britain in 2022.		Stephen O'Neill	City Growth	Commissioning	3.2		
40	Aberdeen Hydrogen Hub Programme	Aberdeen City Council has been nominally awarded £15m of funding from the Scottish Government subject to approval of a detailed business case. This report presents the draft (outline) business case for the proposed Aberdeen Hydrogen Hub and recommendations for delivery of the initial programme of work including time critical approvals for h2 buses.		Louise Napier	City Growth	Commissioning	1.1 and 3.3		
41	Update on Spaces for People Interventions	To update committee on the temporary urban realm works completed to date through Spaces for People in relation to the Councils response to COVID-19 pandemic		John Wilson/ Gale Beattie/ Mark Reilly	Strategic Place Planning	Commissioning	1.1		

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	Report Title	Minute Reference/Committee Decision or Purpose of Report	Update	Report Author	Chief Officer	Directorate	Terms of Reference	Delayed or Recommended	Explanation if delayed, removed or transferred
2	New Housing Delivery Programme	To seek approval to progress with Developer Led sites to award contract		John Wilson	Capital	Commissioning	4.1		
42									
43			<b>03 February 2021</b>						
44	Community Benefit Societies and Co-operatives	The UBC on 30 June 2020 agreed (1) to instruct the Chief Officer – Early Intervention and Community Empowerment to investigate the feasibility of the Council working in partnership with businesses, existing Co-ops, Co-operative UK and social enterprise, and local citizens to set up or enable citizens, communities' entrepreneurs, social enterprise and others to set up Community Benefit Societies and Co-operatives within Aberdeen; and report back to the appropriate Committee; and (2) to agree to redistribute the £75,000 from the Co-op development fund to bring forward the initiative set out in paragraph 8 above and instruct the Chief Officer – Early Intervention and Community Empowerment to report to the City Growth and Resources Committee within 2 cycles and thereafter for the report to be forwarded to the Community Planning Partnership		Linda Clark	Early Intervention and Community Empowerment				
45	External Transportation Links to Aberdeen South Harbour - STAG Part 2	The City Growth and Resources Committee on 18 September 2018 agreed to instruct the Chief Officer – Strategic Place Planning to conduct a STAG Part 2 Appraisal, to consider the eight options identified in the STAG Part 1 report, as detailed in section 3.4, and that consideration be given to the emerging options from the STAG Part 1 External Transportation Links to Aberdeen South Harbour and ensure that both STAG Part 2 reports are submitted to this committee for consideration at the same time.	Given the length of time needed to undertake a full STAG 2 Appraisal, we wouldn't expect this work to be complete until late 2020 so we would be anticipating reporting March/April 2021 (or nearest appropriate committee around that time).	Gale Beattie	Strategic Place Planning	Commissioning	3.2		
46	Wellington Road Multimodal Corridor Study - STAG Part 2	The City Growth and Resources Committee on 18 September 2018 agreed to instruct the Chief Officer – Strategic Place Planning to conduct a STAG Part 2 Appraisal, to consider the eight options identified in the STAG Part 1 report, as detailed in section 3.4, and that consideration be given to the emerging options from the STAG Part 1 External Transportation Links to Aberdeen South Harbour and ensure that both STAG Part 2 reports are submitted to this committee for consideration at the same time.	Given the length of time needed to undertake a full STAG 2 Appraisal, we wouldn't expect this work to be complete until late 2020 so we would be anticipating reporting March/April 2021 (or nearest appropriate committee around that time).	Will Hekelaar/Gale Beattie	Strategic Place Planning	Commissioning	3.2		

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	Report Title	Minute Reference/Committee Decision or Purpose of Report	Update	Report Author	Chief Officer	Directorate	Terms of Reference	Delayed or Recommended	Explanation if delayed, removed or transferred
2									
47	Aberdeen Electric Vehicle (EV) Framework	The purpose of the Report is to gain the approval of the committee to adopt the Aberdeen Electric Vehicle (EV) Framework		Anthony Burns	Strategic Place Planning	Commissioning	3.3		
48	Emergency Powers	Update on the Use of Emergency Powers for Officers		Fraser Bell	Governance	Commissioning			
49	Cluster Risk Registers and Assurance Maps	To report on the Cluster Risk Register (Governance, Strategic Place Planning, City Growth and Finance)		Ronnie McKean/TBC	Various	Various	2.1.4		
50			<b>11 May 2021</b>						
51	No reports to add at present								
52			<b>24 June 2021</b>						
53	Developer Obligations - Asset Plans	The CG&R Committee on 26/09/19 agreed to note that the Chief Officer – Strategic Place Planning would undertake the consultation on the draft Asset Plan template as outlined within this report and report the outcomes to a future meeting of this committee.	Due to implications of consulting during the COVID19 pandemic and the ongoing review of service delivery it is proposed to report back in June 2021, however if it is possible this will be brought back sooner.	David Dunne/David Berry	Strategic Place Planning	Commissioning	3.2		
54			<b>10 August 2021</b>						
55	No reports to add at present								
56			<b>03 November 2021</b>						
57	Condition & Suitability 3 Year Programme	This report seeks approval of an updated 3-year Condition and Suitability (C&S) Programme.		Alastair Reid	Corporate Landlord	Resources	4.1		
58			<b>Date TBC</b>						



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2	Report Title	Minute Reference/Committee Decision or Purpose of Report	Update	Report Author	Chief Officer	Directorate	Terms of Reference	Delayed or Recommended	Explanation if delayed, removed or transferred
63	Queens Square as Part of the Masterplan	<p>Council on 6/3/18 agreed to instruct the Chief Officer – City Growth to bring forward an all options business case to the Capital Programme Committee in September 2018 on how best to proceed with Queens Square as part of the next phase of the masterplan.</p> <p>Transferred from the Capital Programme Committee Planner in line with the changes to the Terms of Reference agreed by Council.</p>	With the complexity of the site and co-location aspects, a business case for Queen's Square will not be available until all discussions and actions from the report RES/18/176 have been concluded with partners.	Sandy Beattie	City Growth	Commissioning	4.1		
64	Marywell to A956 Wellington Road – Cycle Path (RCD5394) 19/20	The CG&R Committee on 6 June 2019 agreed to instruct the Chief Officer – Capital and Chief Officer – Strategic Place Planning to undertake detailed design and cost estimates of the Preferred Route and connections, and to report back to this Committee for approval to construct in due course.	Discussions are continuing with an external funder regarding funding the design stage of the project. Once funding is confirmed the scheme will be progressed by the Roads Projects team	Alan McKay	Capital	Resources	3.2		
65	Transport Delivery Programme	The CG&R Committee on 5 December 2019 agreed to instruct the Chief Officer – Strategic Place Planning and Chief Officer – Capital, to develop a prioritised delivery programme of transport interventions (to encompass larger-scale interventions recommended in the SUMP and the City Centre Masterplan, as well projects arising from the recent Roads Hierarchy review and the ongoing Low Emission Zone development process) to inform the Capital budget process and report this programme back to Committee in due course.		Will Hekelaar/ Joanna Murray	Strategic Place Planning	Commissioning	3.2 & 3.3		

## Notice of Motion by Convener

- 1.1 Notes with pride that Aberdeen City Council, has been named as the United Kingdom's Local Authority of the Year 2020 at the MJ Achievement Awards, an outstanding achievement given we were the only Scottish local authority shortlisted and we beat off competition from 6 other local authorities;
- 1.2 Notes the Local Authority of the Year category recognised success across the organisation, including strong performance in major services, innovation, good synergy between the executive and political functions, and sound financial stewardship;
- 1.3 Notes this UK award is a first for Aberdeen City Council since its creation in 1996, under the Local Government etc. Act 1994 and reflects the hard work of the Council since 2012 onwards;
- 1.4 Notes the finalists were selected based on evidence of having delivered meaningful and positive change to the communities they serve;
- 1.5 Notes the judges said the council had "an impressive story to tell in terms of its changing economic context and the bold steps it is taking to deliver an unprecedented transformation of the city through a pioneering capital programme and significant investments in the social and cultural future of its communities.";
- 1.6 Notes the judges described the Council as bold, brave, impressive and ambitious, commending them on the collaboration between officers and politicians who have worked together and created partnerships, focusing with a clarity of purpose for the sake of the city as a whole;
- 1.7 Agrees that this award is dedicated to all council employees, citizens and businesses in Aberdeen as well as the council's public, private and voluntary sector partners including the trade unions;
- 1.8 Agrees that this award could not have been achieved without the endeavours of our hardworking council staff, both past and present, and the political foresight of the Administration who have adopted a programme of investing in the people and the place in order to secure Aberdeen's long-term future prosperity;
- 1.9 Agrees that an email or letter, if no email is available, be sent from the Co-Leaders of the council to every council employee; recognised trade unions; and the council's public and private sector partners, thanking them for the part they have played in helping Aberdeen City Council secure the Local Authority of the Year 2020 award; and
- 1.10 Agrees that this motion be referred to the Full Council meeting in December to afford all elected members the opportunity to comment and reflect on this success and the fact that Aberdeen City Council is also the only Scottish finalist in the running for the Council of the Year Award at the LGC National Awards.

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## STRATEGIC COMMISSIONING COMMITTEE 27 AUGUST 2020

### CHRISTMAS VILLAGE 2019 EVALUATION – COM/20/105

With reference to article 6 of the minute of its meeting of 28 May 2019, the Committee had before it a report by the Chief Officer – City Growth which presented the evaluation on the 2019 Christmas Village as required by the Council's Funding and Service Provision Agreement with Aberdeen BID Company Ltd (trading as Aberdeen Inspired), which ran from 16 September 2019 to 20 February 2020, to enable the Committee to monitor the service delivery against expected outcomes.

Mr Adrian Watson, Chief Executive, Aberdeen Inspired was in attendance and answered questions from Members.

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

that the Committee –

- (a) monitor the Christmas Village 2019 Evaluation Report contained as Appendix 1 against the expected outcomes; and
- (b) note the 2019 Accounts contained as Appendix 2 for information.

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

- (i) to note that Aberdeen Inspired would circulate the additional information available to Members outwith the meeting;
- (ii) to note the findings of the Christmas Village 2019 Evaluation Report;
- (iii) to note the 2019 Accounts contained as Appendix 2 for information; and
- (iv) to agree that due to issues relating to Covid-19, Committee recommend to the City Growth and Resources Committee that Council no longer proceeds with a Christmas village for 2020 as planned, and instructs the Chief Officer – City Growth to work with Aberdeen Inspired and other stakeholders to consider alternative uses for the funding budgeted to support the city centre at Christmas and report back to City Growth and Resources Committee.

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## ABERDEEN CITY COUNCIL

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<b>COMMITTEE</b>	City Growth and Resources
<b>DATE</b>	28 October 2020
<b>EXEMPT</b>	Not Exempt, except for Appendix 3 - Paragraph 8
<b>CONFIDENTIAL</b>	No
<b>REPORT TITLE</b>	Aberdeen's Winter Event Programme
<b>REPORT NUMBER</b>	COM/20/183
<b>DIRECTOR</b>	
<b>CHIEF OFFICER</b>	Richard Sweetnam
<b>REPORT AUTHOR</b>	Stephen O'Neill
<b>TERMS OF REFERENCE</b>	3.2

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### 1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to seek approval to cancel elements of Aberdeen's winter event programme, due to the impact of Covid-19; and to approve the repurposing of the funding budgeted for the 2020 Christmas Village to support the city centre at Christmas.

### 2. RECOMMENDATION(S)

That the Committee:-

- 2.1 Instructs the Chief Officer, City Growth to cancel the 2020 Christmas Village, Carol Concerts, Nativity Service, and Aberdeen's Hogmanay celebrations, due to the impact of Covid-19.
- 2.2 Approves the revised proposals to the Christmas Village at paragraph 4 of this report and instructs the Chief Officer - City Growth to implement them;

### 3. BACKGROUND

- 3.1 On 27 August 2020, the Strategic Commissioning Committee agreed that due to issues relating to Covid-19, Committee recommends to the City Growth and Resources Committee that Council no longer proceeds with a Christmas village for 2020 as planned, and instructs the Chief Officer – City Growth to work with Aberdeen Inspired and other stakeholders to consider alternative uses for the funding budgeted to support the city centre at Christmas and report back to City Growth and Resources Committee.
- 3.2 Following the introduction of a lockdown to minimise the spread of Covid-19, the Scottish Government published a 'route map through and out of the crisis'.
- 3.3 As of the 24 August 2020, some outdoor events with restricted numbers, increased hygiene measures, and social distancing, were permitted to take place in Scotland. This relaxation permitted Outdoor Open Spaces Events and

Outdoor Seated Live Events, which can demonstrate they are able to sufficiently mitigate risks associated with Covid-19. To accompany this phased relaxation, the Scottish Government updated their sectoral guidance, to include specific restrictions, including:

- Event capacities must ensure 2m social distancing between households, up to limit of 200 attendees at any one time.
- Attendees must be able to enter and exit via fixed points in order to control capacity.
- Contact details of those involved in the events and those in attendance must be recorded and held to support Test and Protect measures.

- 3.4 A 'normal' Aberdeen's Winter Event Programme traditionally encompasses the 5 November Fireworks Display, Christmas Light Switch On Parade, Christmas Tree Switch On, Aberdeen's Christmas Village, Carol Concerts, the Blessing of the Nativity Scene and Aberdeen's Hogmanay celebrations. Delivery of this programme would not be able to adhere to the guidance and restrictions as a result of Covid-19, as they would attract significant levels of attendance. It is not possible therefore to deliver a safe programme of events.
- 3.5 The Council's Incident Management Team, an officer-led group set up in response to day-to-day management of the response to Covid-19 has already cancelled Aberdeen's Highland Games, Armed Forces Day, 5 November Fireworks Display, the Christmas Light Switch on Parade and the Christmas Tree Switch on celebration.
- 3.6 Elements of the Winter Events Programme will still go ahead as planned, such as the 12 Days of Christmas Sculpture Trail and although the switch-on ceremonies have been cancelled, the Union Street Christmas lights, the Christmas Tree at the Castlegate and Nativity Scene in St Nicholas Kirkyard will be installed as normal.
- 3.7 Officers are investigating options for celebrating the Council's festive programme digitally in the absence of a normal programme of events.
- 3.8 As instructed by the Strategic Commissioning Committee, officers have worked with Aberdeen Inspired, and other relevant stakeholders, to consider alternative proposals to the 2020 Christmas Village to support the city centre at Christmas.
- 3.9 Officers explored the use of the Marischal College Quadrangle to accommodate market activity. However, the appraisal showed that it would not be possible to install the required crowd management/ public safety measures without impacting the day to day operations that have been installed to maintain the Customer Service Centre safely during the pandemic. As a result, use would be restricted to the weekends, that in turn raised questions around the feasibility of a market in relation to the infrastructure costs involved for what would only be an eight day (four weekends) offer.

## **4. THE REVISED PROPOSAL**

### **HAAN @ the Gallery**

- 4.1 HAAN features a diverse collection of artistic enterprises showcasing the work of local and national designers and makers. Since 2017 HAAN has showcased over 150 creative practitioners by providing them with high quality events to sell jewellery, ceramics, textiles, illustration, apparel, homeware and lifestyle products.
- 4.2 Each year HAAN delivers a high-quality Christmas Design Pop-Up Market that has become a highlight in the festive calendar, as well as being highly profitable for the creative practitioners involved. The proposal for 2020 is to hold a pop-up event within Aberdeen Art Gallery on 27-29 November. By locating in the Gallery, it will help to raise the profile of local designers and makers and their products. It will also complement the aims of Aberdeen Art Gallery to attract visitors to the iconic venue in the city. Further details on the proposal are provided in Appendix 1 to this report.

### **Festive Dressing of the City Centre**

- 4.3 Feedback from the work of the Business Resilience Group (set up in response to Covid-19 and the second lockdown in the city in August) and the Socio-Economic Rescue Plan Implementation Group has been to prioritise attracting footfall back into the city, increasing consumer confidence and improving the atmosphere in the city centre. In response, this proposal aims to transform the city centre environment with additional festive lighting installations to create a new 'trail' throughout the city centre, to encourage people to dwell longer and support local businesses. The Projects covered by this proposal include:
- Guild Street - four column mounted lighting features will be installed between Guild Street and Carmelite Street, leading people from Union Square / Train and Bus Station to the Green;
  - The Green - visitors and residents will be welcomed by a 9.5m artificial Christmas Tree, spotlights highlighting the NUART murals on Aberdeen Market and Trinity Centre, and over 1,000 white 'p lights' decorating the trees in the area;
  - Correction Wynd - leaving The Green, pedestrians will be led towards Correction Wynd and under Union Street, where the underside of the bridge will be lit with overhead sheet lighting, creating a welcoming and festive ceiling of light walkway. Festoon lighting will be installed on both sides of Correction Wynd to compliment the historic environment that leads pedestrians towards St Nicholas Street;
  - St Nicholas Street - Two 9.5m artificial Christmas Trees will welcome people to the pedestrian area of St Nicholas Street;
  - Union Street - Three 9.5m artificial Christmas Trees will be located in the pedestrian area of Union Street, between Market Street and Bridge Street, that has been created as part of the Space for People project. This will add to the existing cross street festive lighting in this area and the Nativity within St Nicholas Kirkyard, which will be installed as normal.

- Broad Street - will see the return of three Christmas trees at the front of Marischal College, with the addition of a new arched lighting feature on the raised grass area and a giant Santa positioned to the left of Marischal College welcoming people to the area;
  - George Street - Leaving the Bon Accord Centre onto George Street people will immediately see a 9.5m artificial Christmas Tree to the left of the entrance to John Lewis. Heading towards St Andrew Street the pedestrian area will be lined with eight column mounted lighting features;
  - The West End – eight column mounted lighting features will be installed between Rose St, Thistle St and Chapel St, complimenting the Spaces for People works within this area and extending the Council’s annual festive lighting offering.
- 4.4 The proposal is to purchase the column mounted lighting features, on George St, The West End and Guild St, so that they may be installed annually, along with the current festive lighting contract. Further details of this proposal are provided in Appendix 2 to this report.
- 4.5 The proposals would also be complemented by two further initiatives being developed as part of the Council’s Socio-Economic Rescue Plan: extension of Aberdeen Restaurant Week beyond the Business Improvement District (BID) area; and the launch of an Aberdeen Gift Card. Further update on these initiatives is included elsewhere in the Agenda to this Committee.

### **Supporting Marketing Campaign**

- 4.6 Officers will work with Aberdeen Inspired to develop a marketing campaign which promotes the winter festival installations and activities and showcases the retail and hospitality sector of Aberdeen, driving additional footfall to the city centre over the festive period.
- 4.7 All options within this report will be subject to, and depend on, the public health position, guidance and legislation at the time and may therefore subject to change. It is anticipated that these decisions would be made by Chief Officer, City Growth.

## **5. FINANCIAL IMPLICATIONS**

- 5.1 At its budget meeting in March 2020, the Council approved that £150,000 would allocated from the Common Good Fund to the support the 2020 Christmas Village. As a result of this report, it is proposed to repurpose this budget to support the revised proposals. A full breakdown of the proposed costs is provided in Appendix 3 to this report, which total £87,026.

## **6. LEGAL IMPLICATIONS**

- 6.1 The service has liaised with the CPS Legal Team in regards to the recommendations and will seek any further input from CPS Legal Team as required regarding the implementation of the new proposals.

## 7. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
<b>Strategic Risk</b>	Aberdeen's winter programme fails to contribute to the objectives of the City Centre Masterplan, due to the impact of Covid-19.	Low	The proposals allow for the city centre to be activated safely whilst encouraging residents and visitors into the city and supporting local businesses during the festive period.
<b>Compliance</b>	Aberdeen's festive offer breaches Covid-19 guidance and legislation, subsequently putting residents at risk.	Low	Officers will work with suppliers, contractors and Aberdeen's Safety Advisory Group to ensure that any activity is delivered in line with industry specific guidance, legislation and in accordance with best practice at the time.
<b>Operational</b>	Resources within the City Growth and supporting clusters are not sufficient to deliver these projects  Health & Safety of staff required to oversee the installation and delivery of these proposals.	Low	The Chief Officer – City Growth will identify and allocate resources to deliver the programme of Christmas activities taking into consideration the wellbeing of relevant officers.  A risk assessment has been carried out, to ensure that City Events staff can carry out their duties, related to the delivery of these proposals, safely.
<b>Financial</b>	Projects exceed the funding approved by City Growth and Resources Committee.	Low	Projects have been costed during the preparation of this report. A contingency of 10% has been factored in, to the attached budget to account for unforeseen costs. The Chief Officer – City Growth, will maintain a

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
			close watching brief on the budget associated with the proposals.
<b>Reputational</b>	Aberdeen City Council uphold the principles of the Common Good Fund. The cessation of festive activities, which support the city centre during the festive period, could result in the breakdown of projects 'which are good for the community as a whole'.	Low	<p>Whilst the traditional programme is not viable, due to the ongoing public health risks presented by the pandemic, the proposals ensure that Aberdeen City Council can support the city centre over the festive period without the risk, liability and costs of the original projects.</p> <p>Officers will work closely with delivery partners and contractors to ensure that the projects supported by the committee are delivered safely and successfully.</p>
<b>Environment / Climate</b>	Additional lighting results in increased carbon footprint within the city centre over the festive period.	Low	<p>Additional lighting installations will utilise modern low power LED lights.</p> <p>Projects will also utilise fixed power supplies within the city centre, mitigating the need for mobile generators, further reducing the carbon footprint of the proposals.</p>

## 8. OUTCOMES

<b><u>COUNCIL DELIVERY PLAN</u></b>	
	<b>Impact of Report</b>
<b>Aberdeen City Council Policy Statement</b>	The proposals within this report support many of the objectives of the City Centre Masterplan:



	<ul style="list-style-type: none"> <li>• Promoting the view of Aberdeen city centre as an energetic, inclusive and fascinating place where people will want to live, work and visit.</li> <li>• Creating a stronger and more diverse city centre economy.</li> <li>• Building on local distinctiveness and maximising local business opportunities.</li> <li>• Ensuring Aberdeen city centre reflects its distinctive local culture, so it is like no other place.</li> </ul>
<b>Aberdeen City Local Outcome Improvement Plan</b>	
Prosperous Economy Stretch Outcomes	The report and the proposal contribute to the economic growth strands of the Prosperous Economy chapter of the LOIP. Effective delivery will further enhance the city's profile and standing over the festive period and make the city a more attractive retail and hospitality destination.
Prosperous People Stretch Outcomes	In addition, the proposals will support growth in retail and hospitality sectors in particular, as well as local makers and producers.
Prosperous Place Stretch Outcomes	Aberdeen's competitiveness as a destination for retail and hospitality in the lead up to Christmas– is reliant on our strong festive offer, which has been dramatically impacted by Covid-19. The proposals look to support the Prosperous Place theme, with new, Covid-secure, alternatives to our traditional programme.
<b>Regional and City Strategies</b>	The proposals support the City Council's Economic Rescue plan by strengthening local supply chains and contributing towards local business growth; creating space to move and enjoy; and supportive the Shop, Visit, Eat Local initiatives.
<b>UK and Scottish Legislative and Policy Programmes</b>	Any event / activation will be subject to, and dependant on, the public health position, guidance and legislation at the time and are, therefore, subject to change.

## 9. IMPACT ASSESSMENTS

Assessment	Outcome
Impact Assessment	Not required
Data Protection Impact Assessment	Not required

## 10. BACKGROUND PAPERS

- 10.1 Strategic Commissioning Committee, 27 August 2020, Christmas Village 2019 Evaluation - COM/20/105

## 11. APPENDICES

- 11.1 Appendix 1: HAAN Market at Aberdeen Art Gallery;
- 11.2 Appendix 2: Additional Festive Dressing of the City Centre;
- 11.3 Appendix 3: Budget Breakdown

## 12. REPORT AUTHOR CONTACT DETAILS

<b>Name</b>	Stephen O'Neill
<b>Title</b>	Senior Events Officer
<b>Email Address</b>	Stoneill@aberdeencity.gov.uk
<b>Tel</b>	01224 522956

## HAAN at Aberdeen Art Gallery 2020

Friday 27 – Sunday 29 November (TBC)

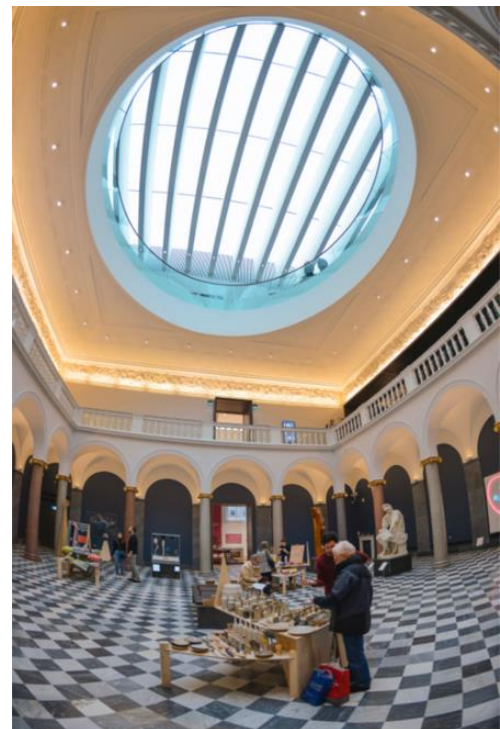


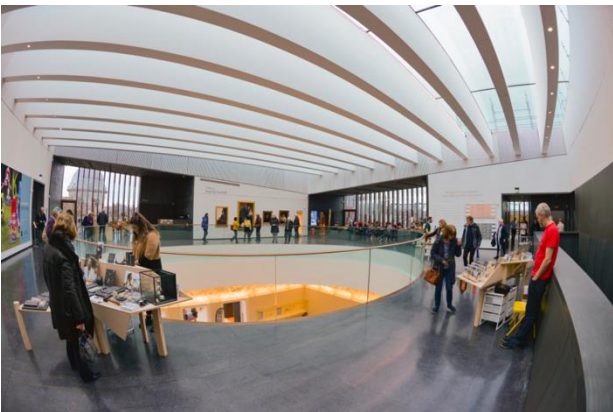
HAAN Design Pop-Up features a diverse collection of artistic enterprises showcasing the work of local and national designers and makers. A local word for 'hand', HAAN celebrates and showcases the best crafted and handmade products in the north east. Since 2017 HAAN has showcased over 150 creative practitioners by providing them with high quality events to sell their products e.g. jewellery, ceramics, textiles, illustration, apparel, homeware and lifestyle products.

Each year HAAN delivers a high-quality Christmas Design Pop-Up/Market. This yearly event has become a highlight in the cities festive calendar, as well as being highly profitable for the creative practitioners involved. This pop-up event allows residents and visitors to the city, discover the wide range of top-quality creative products from Aberdeen and beyond. In the past highly skilled designers and makers have been presented in our city's civic spaces – Marischal College Quad and last year we took over the newly refurbished Aberdeen Art Gallery & Museums which elevated the event by providing a stunning backdrop for HAAN and also a unique selling platform for the creative businesses.

We want to continue this partnership with AAGM in 2020, to once again profile our local designers and makers in this stunning venue, allowing a range of creative businesses, who have desperately been affected by the pandemic, get their products back out there in the public domain and not just for sale online.

Face to face selling is crucial to their success and we want to ensure that cultural organisations are there to support them.







**CHRISTMAS**

**IN ABERDEEN**

**2020**

**FESTIVE LIGHTING  
PROPOSAL**

# FESTIVE LIGHTING PROPOSAL

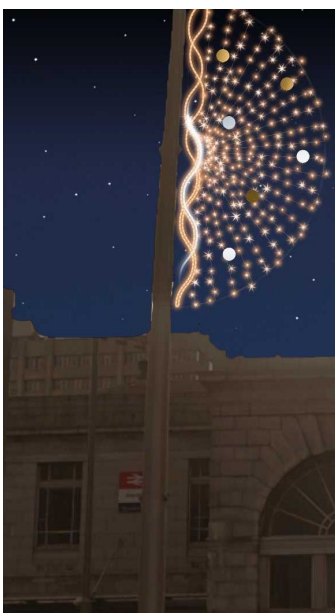
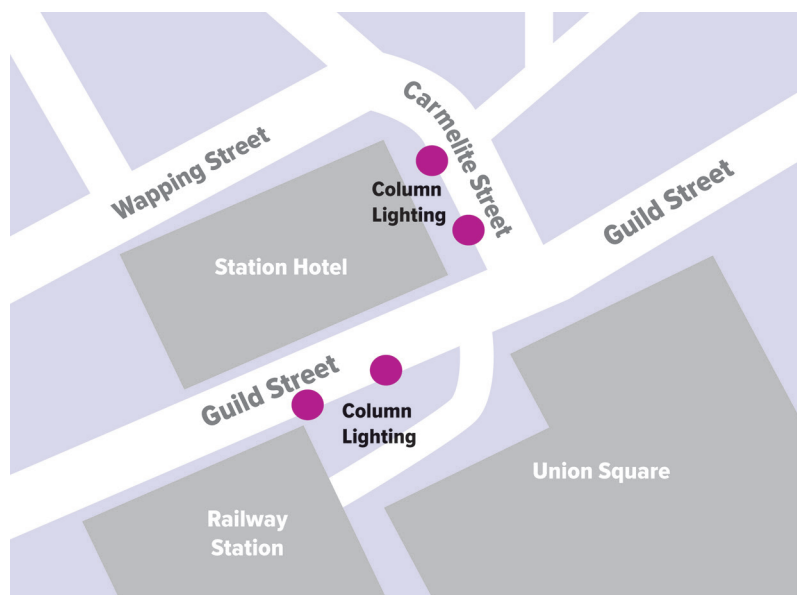
## Introduction

The city centre environment will be transformed by additional festive lighting installations, bringing the city to life over the festive period. Boosting the economy is a vital focus when repurposing the festive budget, and it is hoped that the warm and friendly lighting will create a welcoming atmosphere in the city centre, consequently encouraging residents and local visitors to stay longer and support local businesses. The proposal is designed to create a welcoming trail from Aberdeen's transport hub into the City Centre.

## Guild Street & Carmelite Street

4 column mounted lighting features will be installed between Guild Street and Carmelite Street, leading people from Union Square / Train and Bus Station to the Green.

These column mounted lighting features, will be purchased to allow for Aberdeen City Council to install these additional features annually, along with the current festive lighting contract.



*Example of potential lighting features, dependent on availability others may be used*

## The Green

Upon entering The Green, visitors and residents will be welcomed by a 9.5m artificial Christmas Tree, spotlights highlighting the NUART murals on Aberdeen Market and Trinity Centre, and over 1000 white 'p lights' decorating the trees in the area.



## Christmas Tree

9.5m artificial Christmas Tree dressed, lit with P Lights and with a star on top. These features are in secured in place within concrete bases which will be dressed with white picket style fencing.



# FESTIVE LIGHTING PROPOSAL

## Existing Trees

The 2 trees at the entrance to The Green from Hadden Street will be lit with 1000 white p lights, these lights will remain in situ for the duration of their lifespan and can be turned on annually as part of the annual festive lighting programme for the city.



## NUART Murals

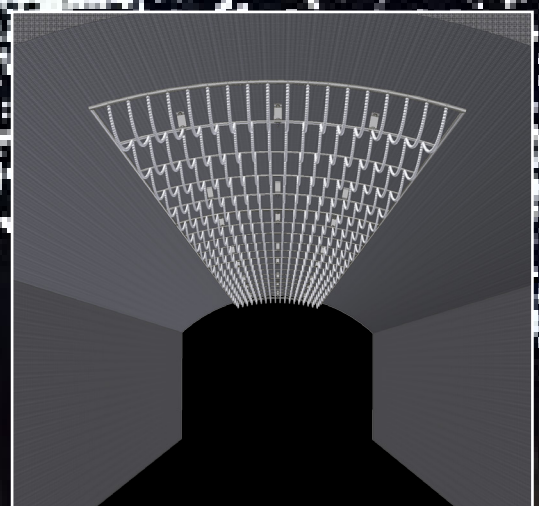
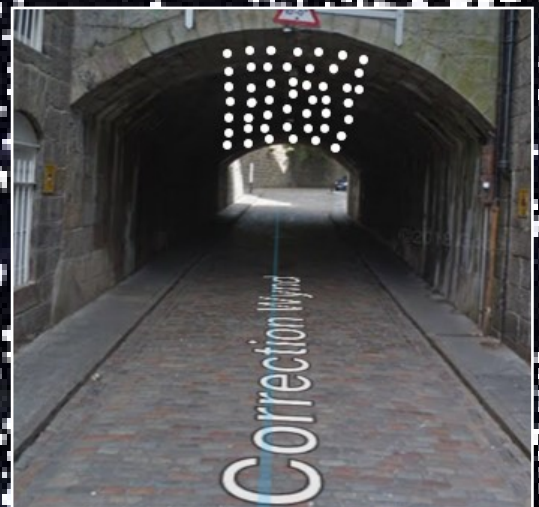
6 temporary LED Spotlights will be used at night to highlight the NUART murals located at either end of The Green on Aberdeen Market and the Trinity Centre.





## Correction Wynd

Leaving The Green, pedestrians will be led towards Correction Wynd and under Union Street, where the underside of the bridge will be lit with overhead sheet lighting, creating a welcoming and festive ceiling of light walkway. Festoon lighting will be installed on both sides of Correction Wynd to compliment the historic environment that leads pedestrians towards St Nicholas Street.



## Ceiling of Light

Frames containing 4,000 white P Lights will be fixed to the underside of the bridge crossing Correction Wynd. This work will be subject to securing the relevant permissions. This feature will be removed at the end of the festive period but could be installed annually, along with the current festive lighting contract.

# FESTIVE LIGHTING PROPOSAL

## Festoon Lighting

LED festoon style lighting will be added to both sides of Correction Wynd on the way to St Nicholas Street, ending at the TSB bank.

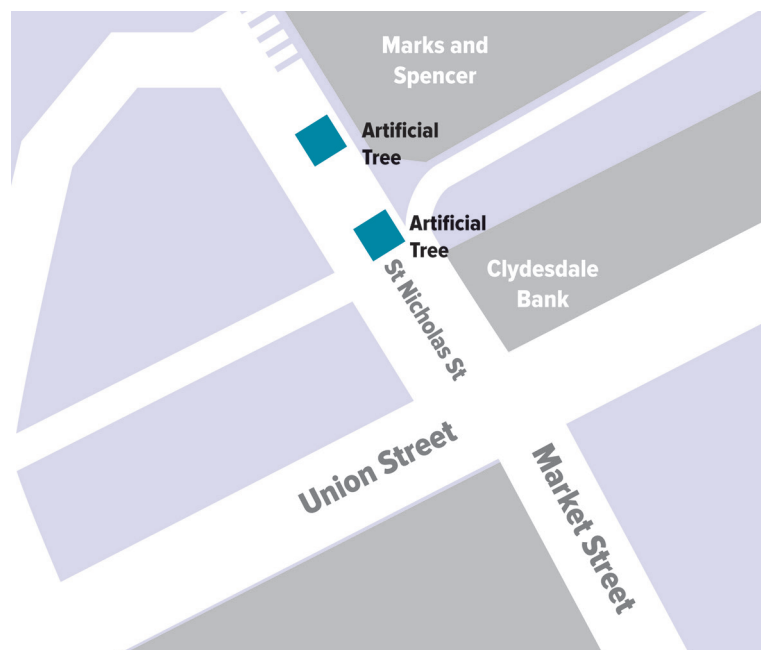
This festoon lighting will be removed at the end of the festive lighting display period but could be installed annually, along with the current festive lighting contract.



## St Nicholas Street

Upon arrival in the St Nicholas Street pedestrian area you will be met with 2 additional 9.5m artificial Christmas Trees. These will both be located on the Marks and Spencer side of the pedestrian area, one opposite the entrance to Five Guys and the second further along towards union Street near to the entrance of Marks and Spencer.

These features are in secured in place within concrete bases which will be dressed with white picket style fencing.



## Union Street

The existing cross street festive lighting on Union Street between Market Street and Bridge Street will be enhanced with the addition of 3 artificial Christmas Trees. Currently this area is pedestrianised as part of the Space for People project and the Nativity scene is located nearby in St Nicholas Kirkyard.

9.5m high Christmas Tree dressed, lit with P Lights and with a star on top. These features are in secured in place within concrete bases which will be dressed with white picket style fencing.



# FESTIVE LIGHTING PROPOSAL

## Broad Street

Broad Street will see the return of three lit real Christmas trees at the front of Marischal College, the addition of a new arched lighting feature on the raised grass area a giant Santa positioned to the left of Marischal College welcoming people to the area and the lighting of the Marischal College Box Trees. These installations, along with the building's new lighting scheme which is currently in development, will create a visually stunning photo opportunity for residents and visitors alike.



## Christmas Trees

The popular real lit Christmas Trees will return to the front of Marischal College. These trees will be approximate 15 foot high and dressed in white P Lighting.





### Giant Santa

Santa is a large scale festive lighting display, 3.40 Metres High x 2.60Metres Wide. This feature will be located in the fenced area immediately to the left of the entrance to Marischal College. To increase the impact Santa will sit on a platform 2 metres off the ground.

### Arche Cadeau

The Arche Cadeau is a large scale festive lighting display that is 4.70 metres high x 5.25 metres wide, which will create a big impact in this area of Broad Street and allow visitors a perfect photo opportunity.



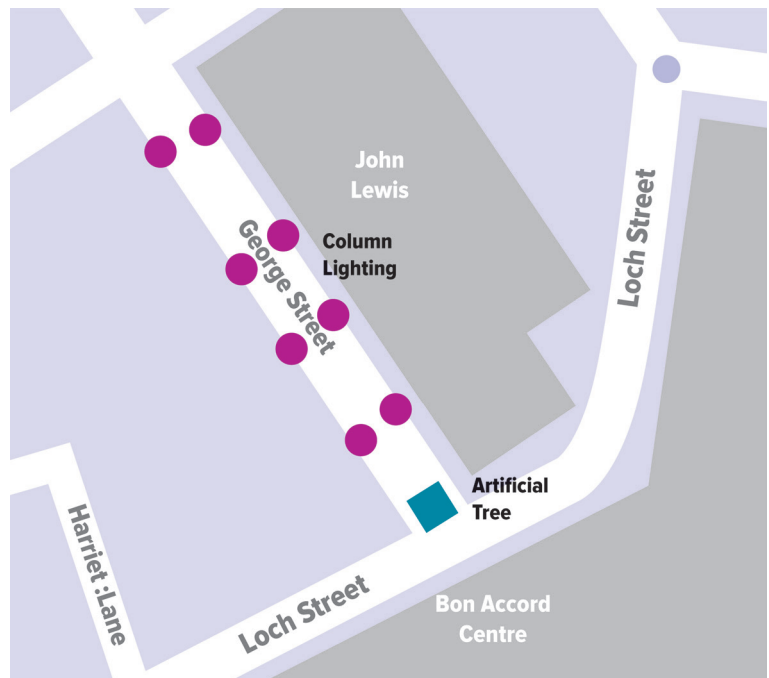
### Tree Box Lighting

The 5 box trees within the Marischal College garden at Littlejohn Street and Gallowgate will be wrapped in white P lights.

# FESTIVE LIGHTING PROPOSAL

## George Street

Leaving the Bon Accord Centre onto George Street you will immediately see a lit Christmas Tree to the left of the entrance to John Lewis and 8 column lighting features will be added either side of the pedestrian area, creating an avenue of light.



## Christmas Tree

9.5m high Christmas Tree dressed, lit with P Lights and with a star on top. These features are in secured in place within concrete bases which will be dressed with white picket style fencing.



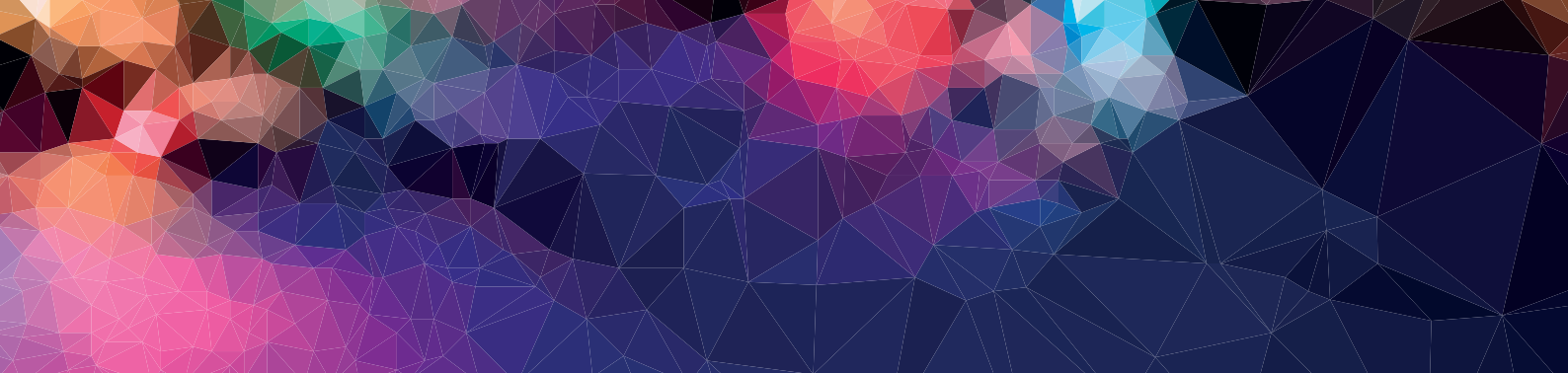
## Column Mounted Lighting

Up to 8 column mounted lighting features will be added either side of the George Street pedestrian area. Examples of the type features are shown below, specific lighting features are subject to availability, and can only be confirmed once approval for expenditure is granted.

These column mounted lighting features will be removed at the end of the festive lighting display period but could be installed annually within the festive lighting programme for the city, in this location or elsewhere.



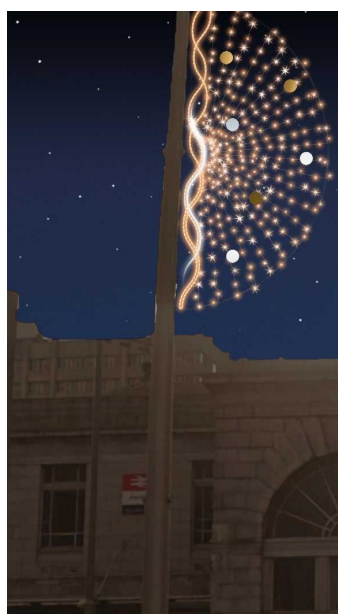
*Example of potential lighting features, dependent on availability others may be used.*



## West End

8 column mounted lighting features will be installed between Rose St, Thistle St and Chapel St, complimenting the Spaces for People works within this area and extending the Council's annual festive lighting offering.

The column mounted lighting features, will be purchased to allow for Aberdeen City Council to install these additional features annually, along with the current festive lighting contract.



*Example of potential lighting features, dependent on availability others may be used*

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## ABERDEEN CITY COUNCIL

<b>COMMITTEE</b>	City Growth and Resources Committee
<b>DATE</b>	28 October 2020
<b>EXEMPT</b>	No
<b>CONFIDENTIAL</b>	No
<b>REPORT TITLE</b>	City Growth and Resources Committee Annual Effectiveness Report
<b>REPORT NUMBER</b>	COM/20/120
<b>DIRECTOR</b>	Commissioning
<b>CHIEF OFFICER</b>	Governance – Fraser Bell
<b>REPORT AUTHOR</b>	Mark Masson
<b>TERMS OF REFERENCE</b>	GD 8.5

### 1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to present the annual report of the City Growth and Resources Committee to enable Members to provide comment on the data contained within.

### 2. RECOMMENDATION

That Committee:-

- 2.1 provide comments and observations on the data contained within the annual report; and
- 2.2 note the annual report of the City Growth and Resources Committee.

### 3. BACKGROUND

#### **Annual Reports on Committee Terms of Reference**

- 3.1 The annual committee effectiveness reports were introduced in 2018/19 following a recommendation from the Chartered Institute of Public Finance and Accountancy (CIPFA) as part of the Council's work towards securing that organisation's accreditation in governance excellence. The Terms of Reference set out that each Committee will review its own effectiveness against its Terms of Reference through the mechanism of the annual report.
- 3.2 The annual effectiveness reports were mentioned by CIPFA in their recent report which awarded the Mark of Excellence in Governance accreditation to Aberdeen City Council. CIPFA highlighted the implementation of the annual

effectiveness reports as a matter of good practice in governance and were encouraged that, during consideration of the reports at Committee and Council, Members had made suggestions for improvements to the reports in future years.

- 3.3 As well as the CIPFA Accreditation, Committee Services also recently won SOLAR Administration Team of the Year 2020 in March 2020 in recognition of the introduction of the annual committee effectiveness reports and the process which allows Committees to examine how they can improve the way they do business, while providing assurance that they are undertaking their role effectively.
- 3.4 Data from the annual effectiveness reports was used to inform the review of the Scheme of Governance, ensuring that Committee Terms of Reference were correctly aligned, and identifying any areas of the Terms of Reference which had not been used throughout the year in order that they could be reviewed and revised if necessary. The information from the effectiveness reports will also be used to feed into the Annual Governance Statement.
- 3.5 The reports provide a mechanism for each committee to annually review its effectiveness, including data on attendance, any late reports, referrals to Council and the number of times officer recommendations were amended, and to ensure that it is following its Terms of Reference.
- 3.6 Similarly, recording the sections of the Local Outcome Improvement Plan (LOIP) which apply to each report allows Members to be aware of the direct impact of any proposals before them on the LOIP, and gives a general overview at the end of each year of the number of reports which have had an impact on the LOIP outcomes. Officers also actively review the data gathered to ensure that it aligns to Council's operating model and decisions taken by the Council throughout the year. This part of the annual report will be expanded for the next year of reporting to incorporate the changes to the outcomes section of the committee report template. That section now asks report authors to consider the implications of their report for the Council Delivery Plan, which incorporates the LOIP outcomes.
- 3.7 While the above is one section of the annual effectiveness report template which officers aim to amend for future reporting, any comments from Members on additional areas of data that should be considered would be welcomed to ensure that Members are presented with meaningful data.
- 3.8 The annual report for 2019/2020 is therefore appended for the Committee's consideration. Following consideration by the Committee, the report will be submitted to Council in December for noting.

#### **4. FINANCIAL IMPLICATIONS**

- 4.1 There are no direct financial consequences from the recommendation of this report.

## 5. LEGAL IMPLICATIONS

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

## 6. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
Strategic Risk	N/A		
Compliance	Failure to submit this report means that the committee would not be complying with the instruction from Council that all committees receive such a report each year.	L	Committee is given the opportunity to consider the report and provide feedback on any amendments Members would wish to see in the content so that this can be taken on board for next year's Scheme of Governance review
Operational	N/A		
Financial	N/A		
Reputational	N/A		
Environment / Climate	N/A		

## 7. OUTCOMES

- 7.1 There are no links to the Council Delivery Plan, however the committee effectiveness annual reports link to the Scheme of Governance, by ensuring that each committee is fulfilling its Terms of Reference.

## 8. IMPACT ASSESSMENTS

Assessment	Outcome
Impact Assessment	Full impact assessment not required
Data Protection Impact Assessment	Not required

## 9. BACKGROUND PAPERS

None.

## 10. APPENDICES

10.1 City Growth and Resources Committee Annual Effectiveness Report (29 April 2019) to (30 April 2020).

**11. REPORT AUTHOR CONTACT DETAILS**

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Committee Services Officer  
[mmasson@aberdeencity.gov.uk](mailto:mmasson@aberdeencity.gov.uk)  
01224 522989

# City Growth and Resources Committee Annual Effectiveness Report 2019/20



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## **1. INTRODUCTION**

- 1.1** I am pleased to present the second annual effectiveness report for the City Growth and Resources Committee. As members will be aware, as part of their interim assessment of the Council's governance arrangements in 2016, CIPFA recommended that committees review the extent to which they have operated within their Terms of Reference, through an annual report. This has been an aspiration for some time, representing good practice in governance terms and evidencing the Council's progress towards achieving CIPFA accreditation and I am glad to see the second report for the City Growth and Resources Committee presented.
- 1.2** This second annual report is a good mechanism for the Committee to support the Council's improvement journey by demonstrating the ways that the Committee supports the principles of the Target Operating Model; contributes to the Local Outcome Improvement Plan, whilst also providing the opportunity to reflect on the business of the Committee over the past year and to look to the Committee's focus for the year ahead.



Councillor Douglas Lumsden

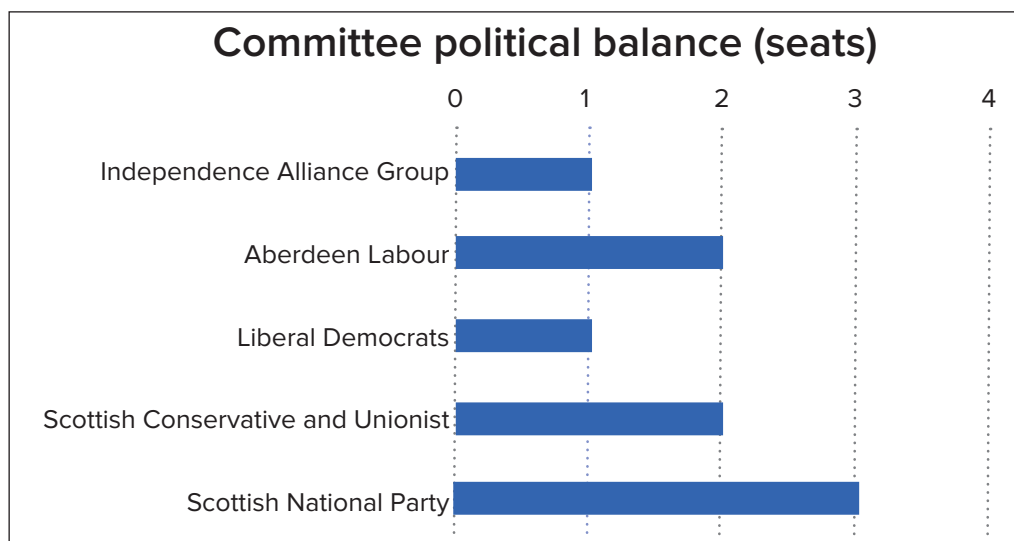
Convener, City Growth and Resources Committee.

## **2. THE ROLE OF THE COMMITTEE**

- 2.1** The role of the Committee is to focus on the Council's management of the institution's resources and place shaping strategies for the future growth of the city. This will include for example, local transport strategies. This mirrors the focus on the annual credit rating assessment.
- 2.2** The Terms of Reference for the Committee as approved by Council are appended to the report.

### 3. MEMBERSHIP OF THE COMMITTEE DURING 2019/20

3.1 The City Growth and Resources Committee has nine Elected Members.



### 4. MEMBERSHIP CHANGES

4.1 During the reporting period Councillor Jackie Dunbar replaced Councillor Catriona Mackenzie, Councillor Wheeler replaced Councillor Donnelly and Councillor Cooke replaced Councillor Flynn as members on the Committee.

### 5. MEMBER ATTENDANCE

Member	Total Anticipated Attendances	Total Attendances	Nominated Substitute
Douglas Lumsden (C)	6	5	John Wheeler
Ross Grant (VC)	6	6	
Marie Boulton	6	5	Jennifer Stewart
Alan Donnelly	5	3	Avril Mackenzie & John Wheeler
Stephen Flynn	5	4	Gordon Townson
Jenny Laing	6	5	Sarah Duncan
Catriona Mackenzie	2	2	
Alex Nicoll	6	6	
Ian Yuill	6	5	Steve Delaney
John Wheeler	1	1	
Jackie Dunbar	4	2	Alexander McLellan & Gordon Townson



## 6. MEETING CONTENT

**6.1** During the 2019/2020 reporting period (29 April 2019 to 30 April 2020), the Committee had 6 meetings (2 of which were Special meetings) and considered a total of 66 reports.

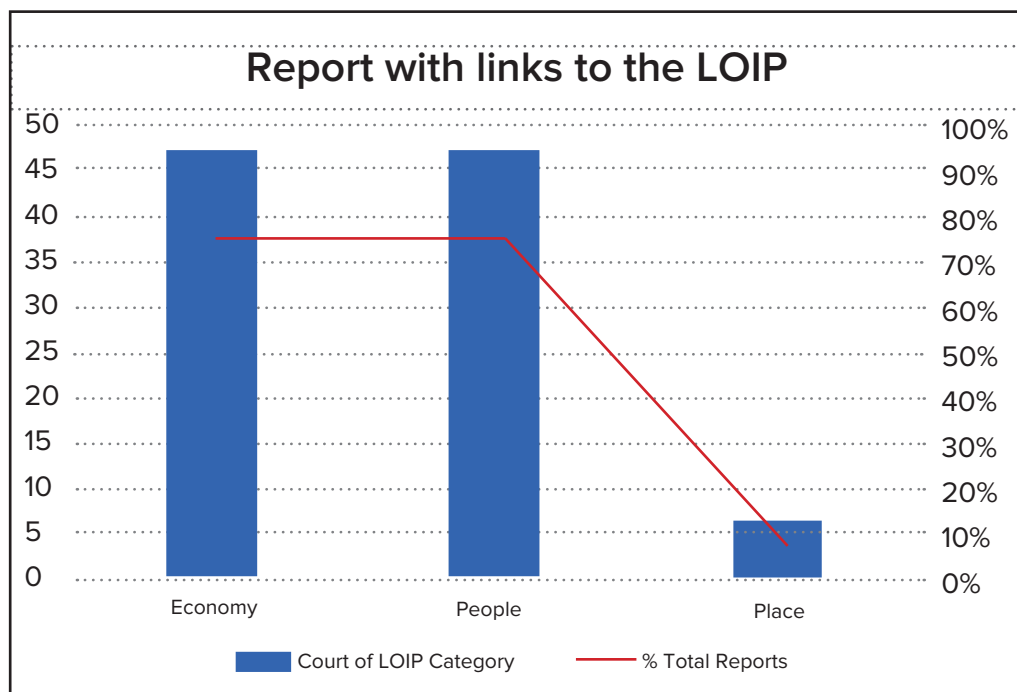
### 6.2 Terms of Reference

Of the 66 reports received the following table details how the reports aligned to the Terms of Reference for the Committee. It is worth noting that some reports fall under more than one Terms of Reference.

**6.3** The vast majority of reports have fallen under Purpose of Committee 2 (To approve the addition of new projects and associated budgets to the capital programme, to approve additional funding for existing projects and to approve procurement relating to the Capital Programme) and Remit 2.2 (Determine the Council's Strategies for City Growth and Place Planning Except in Relation to Major Infrastructural Planning. All Terms of Reference were used, this would indicate that the Committee has discharged its role throughout the course of the reporting period

### 6.4 Local Outcome Improvement Plan

The following table details of the 74 reports how many had a link to the themes of the Local Outcome Improvement Plan.



## 6.5 Reports and Committee Decisions

The following table details the outcome of the Committee's consideration of the 66 reports presented to it throughout the year.

Reports	Total	% Total Reports
Number which were Confidential	1	1.5%
Number which were Exempt	15	23%
Number of reports where the Committee has amended officer recommendations	3	4.5%
Number and percentage of reports approved unanimously	38	57.5%
Number of reports requested by members during the consideration of another report to provide additional assurance and not in forward planner	4	6 %
Number of Service Updates requested	3	4.5%
Number of decisions delayed for further information	0	0%
Number of times the Convener has had to remind Members about acceptable behaviour and the ethical values of Public Life	0	0%
Number of late reports received by the Committee (i.e. reports not available for inspection by members of the public at least three clear days before a meeting)	0	0%
Number of referrals to Council, or other Committees in terms of Standing Order 33.1	0	0%

## 6.6 Notices of Motion, Suspension of Standing Orders, Interface with the Public

Number of notices of motion	1
Number of times Standing Orders were suspended and the specific Standing Orders suspended	0
Standing order number (ref)	N/A
Number of deputations or other indicators of interface with the public, i.e. engagement and social media.	1
Number of petitions considered	0
Number of Members attending meetings of the committee as observers	18
Number of Meetings held by the Convener with other Conveners, relevant parties, to discuss joint working and key issues being raised at other Committee meetings	As and when required

## 7. TRAINING REQUIREMENTS

- 7.1** Although there were no specific training requirements required for the members of the Committee this year, relevant training was made available by officers and included training on the Councillors' Code of Conduct, Effective Decision Making, 'paper-light' meetings. These training opportunities were designed to help members carry out their roles at committee meetings.

## 8. CODE OF CONDUCT – DECLARATIONS OF INTEREST

- 8.1** Thirty declarations of interest were made by Councillors during the reporting period. Information in respect of declarations of interest is measured to evidence awareness of the requirements to adhere to the Councillors' Code of Conduct and the responsibility to ensure fair decision-making.

## 9. CIVIC ENGAGEMENT

- 9.1** The timing of the financial settlement for financial year 2020/21 was much later than in previous years therefore there was no opportunity to undertake a similar engagement event to the one that had been carried out in 2019.
- 9.2** Ongoing engagement with individual stakeholder organisations continued on a regular basis through representation on a range of external organisation boards.

## 10. OFFICER SUPPORT TO THE COMMITTEE

Officer	Total Anticipated Attendances	Total Attendances	Substitute Attendances
Chief Officer - Capital	3	2	Chief Officer - Corporate Landlord
Chief Officer - City Growth	4	4	
Chief Officer - Corporate Landlord	4	3	
Chief Officer - Finance	6	6	
Chief Officer - Governance	6	6	Legal Services Manager
Chief Officer - Strategic Place Planning	4	3	Policy and Strategy Manager
Chief Operating Officer	2	2	
Director of Customer Services	1	1	
Director of Resources	6	5	

## 11. EXECUTIVE LEAD'S COMMENTS

- 11.1** One of the Council's transformation projects was to deliver the CIPFA Mark of Excellence in Good Governance, and this was successfully achieved in March 2020. As part of this project, CIPFA recommended that each Committee should annually review its effectiveness, including its information reporting needs, to help ensure that each Committee was following its Terms of Reference; operating effectively; and would assist in identifying any training needs or improvements to the Council's decision-making structures.
- 11.2** This was a busy Committee with the statistics indicating, on average for the four regular meetings, sixteen reports were considered at each. Two meetings were Special meetings for specifically for the quarterly financial performance reports and in total only three reports were considered at these two meetings. The volume of reports was similar to the previous year.
- 11.3** A substantial amount, approximately 75%, of business was done in public, which assists in maintaining transparency in the democratic process. Given the nature of the Committee and specifically the financial nature of some of the subjects there was a proportion of business conducted in private. Exempt and confidential reports are only used where they meet the legal definitions set out in the Local Government (Access to Information) Act 1973 (Schedule 7A). Where appropriate reports have been split so that exempt information is considered separately from information that can be included in a public report.
- 11.4** Compliance with London Stock Exchange (LSE) reporting requirements have been maintained throughout the year, notice being given to the LSE ahead of Quarterly financial reports being published for the Committee.

- 11.5** Despite a few changes in membership of the Committee, there was a strong continuity attendance of the Committee with Members rarely being absent and knowledge built up over time can assist in the effective operation of the Committee. Nine out of eleven Members who were expected to be at the Committee missed no more than a single meeting.
- 11.6** There was a healthy interest in the Committee business from other Members, where on 18 occasions Members attended as observers, 3 per meeting on average.
- 11.7** Giving due consideration and making fully informed decisions are founded upon having access to reports in line with the approved Scheme of Governance. In pursuit of this late reports are not helpful. The Committee had no reports that were not issued in sufficient time to give 3 clear days notice prior to being considered, an improvement on the previous year.

## **12. NEXT YEAR'S FOCUS**

- 12.1** On 3 March 2020 the Council approved a budget for financial year 2020/21. In order to effectively and efficiently monitor the progress of the budget and the forecast for the year a continued emphasis will be placed on presenting comprehensive quarterly reports one month after the quarter end. This would normally require two special meetings of the Committee to meet, end of July and October. With the changes forced by the Coronavirus pandemic the first special meeting was cancelled. Instead early reports on financial implications and budget rebalanced were considered at meetings of the Urgent Business Committee in May and June 2020.
- 12.2** The October 2020 meeting of the Committee will return to consider normal business, and this will include the quarter 2 financial performance report.
- 12.3** The Business Planner shows a focus on Strategic Place Planning, City Growth, Capital and Resources. The Committee expects to receive reports on the climate and emissions; Socio-Economic Action Plan; the condition and suitability of Council buildings/properties; the Queen Street Redevelopment Project; Strategic Housing Investment Plan; and the Affordable Housing Delivery Programme. Regular reports on performance, quarterly financial monitoring reports and an update on the Credit Rating annual review will be prepared for the Committee.
- 12.4** Council on 2 March 2020 approved new Terms of Reference and a further review will be reported to Council in March 2021. Throughout the next reporting year, we will review the Terms of Reference in line with the business submitted to the Committee and reflect on whether any areas require refinement moving forward to ensure the efficient operation of the Committee

## **13. TERMS OF REFERENCE**

### **City Growth and Resources Committee Terms of Reference Approved by Council on 4 March 2019**

#### **CITY GROWTH AND RESOURCES COMMITTEE**

##### **PURPOSE OF COMMITTEE**

1. To approve and monitor appropriate short, medium and long term financial strategies and
2. plans for the Council in light of available funding.
3. To approve the addition of new projects and associated budgets to the capital programme, to approve additional funding for existing projects and to approve procurement relating to the Capital Programme.
4. To review the in-year financial performance of the Council and its committees and to make appropriate recommendations where a forecast overspend is projected.
5. To oversee and take action to ensure adherence to the Council's budgetary control system.
6. To approve and monitor an appropriate strategy for the Council's estate, including plans for investment, disposal and maintenance.
7. To approve and monitor Council place based strategies to support the City's plans for future economic growth.
8. On receipt of the annual re-assessment of the Council's credit rating, to advise Council on appropriate financial strategies in

##### **REMIT OF COMMITTEE**

###### **1. Budgets**

The Committee will:

- 1.1 approve changes to the Council's resources including finance, staffing structures and property; and
- 1.2 monitor all Council budgets including the Transformation Fund, and in particular:
  - 1.2.1 scrutinise function budget monitoring reports;
  - 1.2.2 hold budget holders to account for the proper control of the budget which they are responsible;
  - 1.2.3 take such action as necessary to ensure that the Council's budget is always balanced;
  - 1.2.4 approve changes to the budget including to vire between function budgets where this is in excess of the amount delegated to officers in the Financial Regulations and Powers Delegated to Officers;
  - 1.2.5 review annual workplans and scrutinise and approve outline and full business cases for supporting new capital investments, ensuring that all appropriate consultation has been undertaken;

- 1.2.6** approve the allocation of additional funding to existing projects, both capital and revenue;
- 1.2.7** approve the addition of new projects to the Capital Programme;
- 1.2.8** approve procurement relating to the Capital Programme;
- 1.2.9** approve use of the Council's General Reserve;
- 1.2.10** approve use of the Council's Transformation Fund;
- 1.2.11** scrutinise the implementation of plans and monitor associated budgets; and
- 1.2.12** monitor the Code of Guidance on Funding External Bodies and Following the Public Pound and take such action as is required to ensure that the Council meets its duties.

## **2. City Growth and Place**

The Committee will:

- 2.1** consider the annual report from the Economic Policy Panel set up to support the annual re-assessment of the Council's credit rating;
- 2.2** determine the Council's strategies for city growth and place planning except in relation to major infrastructural planning and the Local Development Plan; and
- 2.3** consider reports on key actions by the Council towards the delivery of the Regional Strategy and the Inward Investment Plan and take such appropriate action as it sees fit.

## **3. Property and Estates**

The Committee will:

- 3.1** Determine, review and monitor a Portfolio Management Strategy for the Council;
- 3.2** approve an Estate and Investment Strategy;
- 3.3** hear and determine requests for review under s86(10) of the Community Empowerment (Scotland) Act 2015 against the refusal by officers to approve community asset transfers; and
- 3.4** approve the acquisition and disposal of land and property.

## **JOINT WORKING WITH OTHER COMMITTEES:**

The Committee will maintain an awareness of key issues arising through the work of other committees of the Council, through lead officers, conveners and vice conveners working together, and attending other committees as observers. Specifically:-

- 1.** the City Growth and Resources Committee and Strategic Commissioning Committee will cooperate to ensure that resources are allocated strategically to support outcomes.
- 2.** the City Growth and Resources Committee and the Capital Programme Committee will cooperate in promoting city growth and place planning.

## **JOINT WORKING WITH NON COUNCIL BODIES:**

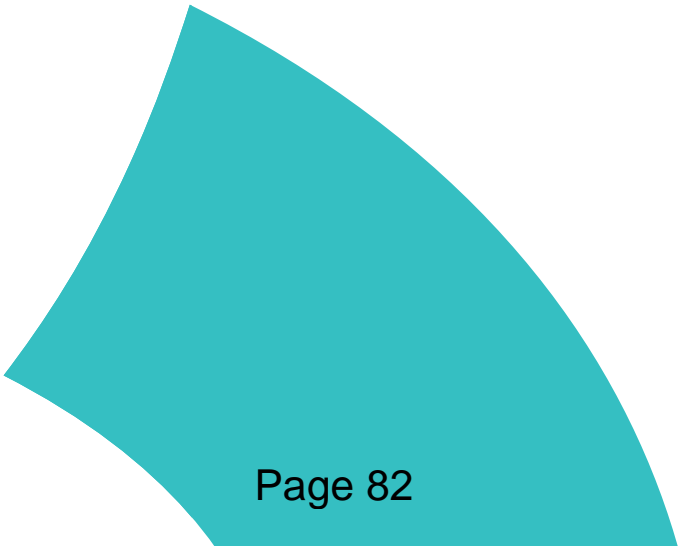
The Committee, through its lead officers, will regularly consider key issues arising through other external organisations, including:

- the Aberdeen City Region Deal Joint Committee;
- Opportunity North East;
- the Regional Advisory Board;
- Aberdeen Inspired;
- VisitAberdeenshire;
- the Scottish Cities Alliance;
- the Aberdeen Renewables Energy Group;
- the Strategic Development Planning Authority;
- EU Regional and Thematic Groups;
- the World Energy Cities partnership;
- CoSLA

**Executive Lead: Chief Officer – Finance**







DSE0053/CG&RC/AFR/BR/19/10/2020

## ABERDEEN CITY COUNCIL

<b>COMMITTEE</b>	City Growth and Resources
<b>DATE</b>	28 <sup>th</sup> October 2020
<b>EXEMPT</b>	No
<b>CONFIDENTIAL</b>	No
<b>REPORT TITLE</b>	External Funding Plan & Town Centre Fund Phase 2
<b>REPORT NUMBER</b>	COM/20/180
<b>DIRECTOR</b>	N/A
<b>CHIEF OFFICER</b>	Richard Sweetnam
<b>REPORT AUTHOR</b>	Stuart Bews
<b>TERMS OF REFERENCE</b>	1.1.7 approve the allocation of funding or removal of funding to existing projects, both capital and revenue

### 1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to update committee on the external funding priorities for the year ahead and to seek approval of the proposed allocation of phase 2 Town Centre Fund to the proposed projects.

### 2. RECOMMENDATION(S)

That the Committee: -

- 2.1 Approves the External Funding Plan included at section 4.
- 2.2 Approves the allocation of an additional £77,295 to the Queen Street Demolition (29-31 Queen Street) project.
- 2.3 Approves the allocation of £48,623 to the Belmont Filmhouse Project.
- 2.4 Approves the allocation of £300,000 to the Intelligent Street Lighting project phase 3.
- 2.5 Approve in principle support for the acquisition of the University of Aberdeen Surface car park on Queen Street, without allocation of funding at this time.
- 2.6 Agree that remaining funds of £58,082 be allocated to any additional costs for existing projects and then to the Queen Street land acquisition.

### 3. BACKGROUND

#### External Funding Plan

- 3.1 The Council's External Funding team support the submission of grant funding applications and provide guidance on funding eligibility criteria to support the

delivery of the Council's priorities, for example, recently the team have helped secure £5,787,234 of European Regional Development Fund towards the Torry District Heat Network. The team were also responsible for securing almost £18,000,000 for the original hydrogen bus projects, as well as a further £2,500,000 for Hytrec2 and Hector projects which will see the deployment of hydrogen cars, vans and waste trucks across the city. Outside of the Council, the team supported Aberdeen Science Centre to secure their £5m funding package for a transformation of their premises, and are currently awaiting the outcome of bids submitted on behalf of Torry Development Trust and Inchgarth Community Council which could see a further £2m of capital funding secured to improve community facilities in the City. This is far from an exhaustive list, but an illustration of the work that the team undertakes.

- 3.2 The purpose of the External Funding Plan is to illustrate the areas of focus for the team and ensure that the Council use its resource to secure funding for priority projects.
- 3.3 Since 2012, officers have secured £35,889,039 of grant funding for the Council. Given the financial pressures on all local authorities, a renewed focus on our priorities will help to ensure that the Council maintain its position as one of the most successful Local Authorities in securing grant funding.

### The External Funding Plan

- 3.4 The proposed External Funding Plan is presented below. It is acknowledged that it is likely that new projects will emerge for inclusion. It is also acknowledged that post Brexit, there is a risk that the Council could lose access to some of these funds, and new funds may emerge as part of the proposed UK Shared Prosperity Fund.

Council Priority	Projects	Fund
<b>Prosperous Economy</b> - Support sustainable inclusive economic growth	Employability Pipeline.	European Social Fund (ESF)
	Innowind – business support for renewable energy SMEs	Horizon 2020 CoSME EU fund
<b>Prosperous People (Adults)</b> Identify opportunities (social, economic) aligned to the priorities of our communities	Infrastructure	SG Infrastructure Investment Plan (£32bn over 5 years)
	Torry Development Trust Victoria road School project	Regeneration Capital Grant Fund, Gaelic Language Act
	Inchgarth Community centre Expansion	Implementation Fund (GLAIF) 2020/21
	Ensuring employability and skills support for adults to progress into and through employment	European Social Fund SDS Digital Skills Fund Parental Employability Support Fund

<b>Council Priority</b>	<b>Projects</b>	<b>Fund</b>
<b>Prosperous People (Children)</b> - Every child and young person in Aberdeen has equal opportunities to thrive and prosper.	Outdoor education teacher learning Ensuring opportunities for young people	Erasmus+ National Lottery (Awards for All) Parental Employability Support Fund
<b>Prosperous Place</b> - Promote and improve the positive qualities of Aberdeen as a place to live, work, and visit.	Deployment of low carbon technology	Interreg North Sea Region (NSR) Interreg North West Europe INTERREG Europe Town Centre Fund, Low Carbon Infrastructure Transition Programme, Scottish Government Sustrans
<b>Net Zero Vision</b>	Integration of stakeholders objectives to accelerate achievement of net zero vision - behavioural change  District Heat Network construction in Torry  Greening of Aberdeen harbour  Reducing emissions from non-domestic buildings	EU LIFE fund ERDF – Low Carbon Transition Fund Horizon 2020 Green deal  Programme for Government refers to H2 Action Plan and CCUS Funding  SG – Decarbonisation of public sector estate  Green Growth Accelerator Programme
<b>Hydrogen Strategy</b>	Increasing hydrogen production opportunities and infrastructure  Deployment of additional H2 vehicles  Use of h2 for non-transport applications  Production of offshore h2  Development of an H2 hub	Horizon 2020 ERDF Interreg North Sea Region INTERREG North West Europe INTERREG Europe Transport Scotland (Switched on Fleets) Fuel Cells and Hydrogen Joint Undertaking (FCH JU). Air Quality Grants
<b>Socio-economic rescue plan</b>	Increase capacity of community facilities – e.g expansion of premises  Support the increased availability of digital inclusion training and opportunities	European Social Fund  No-one left behind Fund  SDS Digital Skills Fund  Regeneration Capital Grant Fund

<b>Council Priority</b>	<b>Projects</b>	<b>Fund</b>
	Creation of opportunities for young people	
<b>Employability &amp; Skills</b>	Support employability and skills training opportunities  Create opportunities for financial inclusion and social inclusion for vulnerable individuals.	European Social Fund (ESF) No-one left behind Fund  DYW – Youth Guarantee – (SG)  National Transition Training Fund (£25m)  Green Jobs Funding (£100m over five years)

### **Town Centre Fund**

- 3.5 In June 2019, and February 2020, the Council’s City Growth and Resources Committee approved the award of a total of £1,271,000 for the projects outlined below. For all projects there is an obligation that they have a commitment of expenditure by 31 March 2021 and a project completion deadline of the 30 September 2021.
- 3.6 The table below provides an update on the progress of those approved projects for Committee.
- 3.7 Officers wish to draw attention to “The Living Wall” and “Suspended Signage”.
- 3.8 The living wall project is being led by ACC and the reason for lack of progress was due to talks still being ongoing between Aberdeen City Council and Marks and Spencer. At this time there is still no commitment to spend.
- 3.9 The suspended signage project is being led by Aberdeen Inspired, and the reason for lack of progress relates to discussions over the future maintenance of the equipment. In June 2019 Committee indicated that whilst supportive of the project they did not want ACC to be liable for future maintenance. Aberdeen City Council and Aberdeen Inspired have been trying to find mutually agreeable terms around this clause. As such, the grant agreement remains unsigned at this time, though recent discussions have led to a revised offer of grant agreement from ACC to Aberdeen Inspired. Aberdeen Inspired have offered assurances that once a grant agreement is signed, they can progress quickly to deliver this project, and within the required timescales.

<b>Approved Project</b>	<b>Locality</b>	<b>Cost</b>	<b>Timescale</b>
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Hayton Road - Street Design Project (Walking& cycling in the area including environmental improvements)	Tillydrone	£90,000	Project on track - due to be completed Summer 2021
Parklets Development (Huntly Street and Castlegate) – taking unused spaces and making them more useable i.e. seating area, tables, bike racks etc.	City Centre	£85,000	Project complete
Suspended Signage	City Centre	£400,000	A revised Grant Agreement provided to Aberdeen Inspired for signing
Intelligent Street Lighting Phase 2 – using smart technology to improve the current lighting in the city especially for events and to improve safety in the city centre.	City Centre	£125,000	Project complete
Union Street Public Realm – Phase 2	City Centre	£68,502	Project on track
Mither Kirk – funding requested for the replacement heating system	City Centre	£390,000	Project on track
Queen Street Demolition (29-31 Queen Street)	City Centre	£97,098	On track for completion March 2021 but requesting additional funds of £77,295
Living Wall – Flourmill Lane	City Centre	£100,400	At risk - no signed agreement as yet.
<b>Total Fund</b>		<b>£1,271,000</b>	

- 3.10 Should any of the projects be required to withdraw, or they underspend, the funding previously approved would become unallocated. If it is not reallocated and then committed to spend by 31<sup>st</sup> March 2021, it would require to be returned to Scottish Government.
- 3.11 In September 2020 the Scottish Government announced that they would be allocating each Local Authority a second phase of Town Centre Fund. For Aberdeen City Council an additional allocation of £484,000 has been made available for eligible capital activities.
- 3.12 Officers have sought to identify any suitable projects which would be able to deliver within the required timescale and would meet the other criteria associated with the fund. Four proposals have been brought forward for consideration of allocation of the funding as illustrated below. These four projects require a total of £725,918 with only £484,000 of fund available to award. The funding criteria from Scottish Government indicates that priority be given to projects which support construction activity. As such

officers propose that lower prioritisation be given to the University of Aberdeen Surface Car park acquisition on Queen Street as this purchase of land involves no construction work at this time, although the purchase of land is confirmed as an eligible cost. This proposal would leave £58,082 uncommitted for allocation towards any additional costs of approved projects, and then for use towards the Queen Street land acquisition.

Project Proposal	Locality	Cost	Proposed Grant Award	Timescale
Queen Street Demolition (29-31 Queen Street)	City Centre	£77,295	£77,295	In line with fund requirements
Belmont Filmhouse	City Centre	£48,623	£48,623	In line with fund requirements
Intelligent Street Lighting Phase 3	Various	£300,000	£300,000	In line with fund requirements
University of Aberdeen Surface Car Park – Queen Street land acquisition	City Centre	£300,000	£0	In line with fund requirements
<b>TOTAL</b>		<b>£725,918</b>	<b>£425,918</b>	

3.13 With the agreement of Committee officers propose that should any of the previously approved projects fail to make sufficient progress by Friday 13<sup>th</sup> November that officers can revoke their award of grant and offer it to other approved projects subject to approval by the Convener of City Growth and Resources Committee.

3.14 This step is requested because the next meeting of this committee would be too late to satisfy the requirements of the fund and could result in loss of the grant to Aberdeen.

#### **4. FINANCIAL IMPLICATIONS**

4.1 There are no financial implications arising from the External Funding Plan. Any requirement for ACC to provide match funding would be brought before Committee where appropriate or required.

4.2 Town Centre Fund grant has been offered by Scottish Government and is in addition to the Council's 2020/21 budget. There are specific funding requirements, and it is essential that the projects comply with the set requirements to avoid issues around eligibility and repayment of grant to Scottish Government if conditions are not complied with.

4.3 The additional funding made available from the Scottish Government is £484,000. Eligible projects have been identified and further detail is available within Appendix 1 on each of the projects. These projects total more than the £484,000 available and officers have made a recommendation on how to allocate the £484,000.



4.4 If either of the two at risk projects – Suspended Signage and Living Wall require to be decommitted then the funds allocated to those projects would become unallocated. Officers have made a proposal to allow any unallocated funds to be reallocated to an approved project which requires additional budget.

## 5 LEGAL IMPLICATIONS

5.1 There are no legal implications arising from the External Funding Plan.

5.2 Town Centre Fund - By accepting the grant ACC has agreed to the conditions outlined in the grant offer letter and the legislative details that are contained within. The grant has been allocated under the grant making powers of Scottish Ministers; Section 37 of the Local Government in Scotland Act 2003 - Scottish Ministers may make grants to local authorities in respect of their capital expenditure. Capital expenditure that falls to be capitalised in accordance with proper accounting practices (section 39 of the Act)

## 6. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
<b>Strategic Risk</b>	Strategic risks will be monitored by the External Funding Team	L	
<b>Compliance</b>	Risks around compliance will be a monitored by the External Funding Team	L	
<b>Operational</b>	Operational risks will be a monitored by the External Funding Team	L	
<b>Financial</b>	As per the grant conditions the money must be committed by the end of Financial Year 2020/21  Any unspent, or unallocated funds will require to be returned to Scottish Government	M	Projects benefiting from the fund will have undertaken measures which will take into account the delivery timescales of the project. Close project monitoring will take place throughout to ensure these timescales will be met.  Approval to reallocate any unallocated funds is sought from Committee.

<b>Reputational</b>	Risk of reputational damage with the relationship with Scottish Government if we do not spend the funds in accordance to the grant conditions therefore potentially impacting on future funds received from Scottish Government	L	It is the intention to spend the allocated amount and ensuring that the conditions of grant are met accordingly, informing Scottish Government of any deviation, or issues along the way
<b>Environment / Climate</b>	No risks identified		None

## 7. OUTCOMES

<b><u>COUNCIL DELIVERY PLAN</u></b>	
	<b>Impact of Report</b>
<b>Aberdeen City Council Policy Statement</b>	The proposals in this report supports the majority of objectives in the Aberdeen City Council Policy Statement
<b>Aberdeen City Local Outcome Improvement Plan</b>	
Prosperous Economy Stretch Outcomes	Each individual Project has completed section 7; contained within Appendix 1
Prosperous People Stretch Outcomes	Each individual Project has completed section 7; contained within Appendix 1
Prosperous Place Stretch Outcomes	Each individual Project has completed section 7; contained within Appendix 1
<b>Regional and City Strategies</b>	The proposals within this report support the Regional Economic Strategy by ensuring the EU Structural Funding success schemes are aligned to the need of the city and region; supports the delivery of the Hydrogen Strategy Action Plan

## 8. IMPACT ASSESSMENTS

Assessment	Outcome
Impact Assessment	not required
Data Protection Impact Assessment	not required

## 9. BACKGROUND PAPERS

CG&R 6<sup>th</sup> June 2019 - PL/19/290

CG&R 6<sup>th</sup> February 2020 - PLA/20/021

## 10. APPENDICES

Appendix 1 - Town Centre Capital Fund – Description of Additional Fund Projects

## 11. REPORT AUTHOR CONTACT DETAILS

<b>Name</b>	Stuart Bews
<b>Title</b>	Senior External Funding Officer
<b>Email Address</b>	stbews@aberdeencity.gov.uk
<b>Tel</b>	01224 523773

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**Appendix 2: Town Centre Capital Fund – Description of Additional Fund Projects; Links to Council Delivery Plan**

**Project 1: Queen Street Demolition Additional Fund request - £77,295**

**Project Description:**

Funding is required to conclude site preparation of the 29-31 Queen Street site ahead of demolition. Due to the dilapidated state that ACC acquired the property extensive costs have been incurred due to an asbestos presence. Therefore, a request for further funding is being made to cover the costs of future demolition, which is scheduled to take place early 2021. The demolition of 29-31 Queen Street will enable the first phase delivery of this residential led mixed-use development. As a whole delivery of the Queen Street programme will result in a drastically improved streetscape, urban realm, and sense of place for this currently under utilised and dated city-centre location. The amount requested is £77,295.

<b>Local Outcome Improvement Plan Themes</b>	
	<b>Impact of Report</b>
<b>Prosperous Economy</b>	This project has no impact on the prosperous economy stretch outcomes of the LOIP
<b>Prosperous People</b>	This project has no impact on the prosperous people stretch outcomes of the LOIP
<b>Prosperous Place</b>	This project will create useable space for areas of the city centre that currently need investment that contribute to Stretch Outcome 14. "Addressing climate change by reducing Aberdeen's carbon emissions by 42.5% by 2026 by 2026 and adapting to the impacts of our changing climate.

<b>Design Principles of Target Operating Model</b>	
	<b>Impact of Report</b>
<b>Customer Service Design</b>	None
<b>Organisational Design</b>	None
<b>Governance</b>	None
<b>Workforce</b>	None
<b>Process Design</b>	None
<b>Technology</b>	None

<b>Partnerships and Alliances</b>	None
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## **Project 2: Belmont Filmhouse - £48,623**

### **Project Description:**

The building occupied by Belmont Filmhouse is owned by Aberdeen City Council, and was re-developed in 1998 as a modern multi media centre. Centre for the Moving Image was awarded the lease and operating contract by Aberdeen City Council from April 2014. No significant refurbishment has been carried out to the décor, air handling, heating, or public area lighting since the building opened and it is in these areas where initial opportunities for energy saving were identified.

A Resource Opportunity Assessment/Energy Consumption Survey from Resource Efficient Scotland (RES) was undertaken in 2016 to inspect the air handling, heating and lighting services, with a view to assessing opportunities for reducing the overall energy consumption.

The RES report identified the following opportunities which would significantly improve Belmont's energy use, while additionally improving the visitor experience for audiences. These activities would be undertaken if Town Centre Fund is allocated:

- Install VSD controls on the building's eight principal supply and extract air fan motors
- Change foyer and bar down lighters to G24 type LED lamps
- Install modern LED panel lights in toilets with automatic motion sensors
- Change stair lights to LED lights with automatic dimming sensors

In addition, to improve the visitor experience and audience access an upgrade Belmont's internal signage is required. This would improve the quality of customer journey, provide clear access information, and improve navigation the venue.

Combined, these measures could save up to 78,230 kWh per year. To put that into context, the average house in the United Kingdom uses 3,100 kWh per year, so this is a considerable reduction for the venue in the energy consumption.

<b>Local Outcome Improvement Plan Themes</b>	
	<b>Impact of Report</b>
<b>Prosperous Economy</b>	This project has no impact on the prosperous economy stretch outcomes of the LOIP
<b>Prosperous People</b>	This project has no impact on the people economy stretch outcomes of the LOIP

<b>Prosperous Place</b>	This project has no impact on the prosperous place stretch outcomes of the LOIP
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<b>Design Principles of Target Operating Model</b>	
	<b>Impact of Report</b>
<b>Customer Service Design</b>	None
<b>Organisational Design</b>	None
<b>Governance</b>	None
<b>Workforce</b>	None
<b>Process Design</b>	None
<b>Technology</b>	None
<b>Partnerships and Alliances</b>	The progression of this project is likely to enhance opportunities for future partnership working in the city.

### **Project 3: Intelligent Street Lighting – Phase 3 - £300,000**

#### **Project Description:**

The Council is progressing with earlier phases of deployment of an innovative Intelligent Street Lighting project, which will deploy across 3,500 streetlights to revolutionise the way we monitor and control our lighting assets. This provides dynamic control under varying conditions, such as decreased lighting levels when adequate to do so, or increased lighting levels for reasons such as events or safety issues. It would be proposed to utilise this fund to progress with phase 3 of the project, which would deploy more streetlights within the City. This would enable the ability to dynamically control lighting levels to compliment events and the safety of our communities, whilst monitoring their condition and reacting quicker to maintenance requirements where possible. This would require the full deployment of the Smart City communications technology that is utilised for earlier phases of the Intelligent Street Lighting project, which would in turn, provide a fully deployed network to support other Smart City initiatives around Waste, Flooding and Tourism, as an example.

<b>Local Outcome Improvement Plan Themes</b>	
	<b>Impact of Report</b>

<b>Prosperous Economy</b>	This project has no impact on the prosperous economy stretch outcomes of the LOIP
<b>Prosperous People</b>	This project, through the introduction of a smarter way to use city lighting and creating a safer city centre will contribute to Stretch Outcome 9; 25% fewer people receiving a first ever Court conviction each year by 2026
<b>Prosperous Place</b>	This project, through the use of smart energy lighting will contribute to Stretch Outcome 14. "Addressing climate change by reducing Aberdeen's carbon emissions by 42.5% by 2026 by 2026 and adapting to the impacts of our changing climate. With smarter lighting this may encourage more walking and cycling contributing to Stretch Outcome 15; 38% of people walking and 5% of people cycling as main mode of travel by 2026.

<b>Design Principles of Target Operating Model</b>	
	<b>Impact of Report</b>
<b>Customer Service Design</b>	None
<b>Organisational Design</b>	None
<b>Governance</b>	None
<b>Workforce</b>	None
<b>Process Design</b>	None
<b>Technology</b>	This project has a positive impact on the smart cities strategy which will see improvements in the use of smarter lighting.
<b>Partnerships and Alliances</b>	This project builds on from earlier phases which saw a strong collaborative partnership between Scotland's major cities and the learnings from this will continue to benefit exchange of best practice.

**Project 4: University of Aberdeen Surface Car Park on Queen Street land acquisition - £300,000**

The purchase of the surface car park is crucial in order to conclude land assembly for Phase 1 of the Queen Street Redevelopment. Following the recent acquisition of



the neighbouring surface car park (previously owned by Baxel Ltd.) it is prudent that ACC enter negotiations with the University of Aberdeen to provide a clear site for future development. Completion of Phase 1 Land Assembly will enable ACC (in conjunction with a development partner) to deliver up to 40-45 contemporary one and two-bed homes alongside potential commercial units at ground floor (street) level. This proposal is in accordance with the recommendations of the City Centre Living Study whereby the Council facilitate new residential development opportunities in line with the growing housing demand. The estimated cost is £300,000.

<b>Local Outcome Improvement Plan Themes</b>	
	<b>Impact of Report</b>
<b>Prosperous Economy</b>	None
<b>Prosperous People</b>	None
<b>Prosperous Place</b>	This project will create useable space for areas of the city centre that currently need investment that contribute to Stretch Outcome 14. "Addressing climate change by reducing Aberdeen's carbon emissions by 42.5% by 2026 by 2026 and adapting to the impacts of our changing climate.

<b>Design Principles of Target Operating Model</b>	
	<b>Impact of Report</b>
<b>Customer Service Design</b>	None
<b>Organisational Design</b>	None
<b>Governance</b>	None
<b>Workforce</b>	None
<b>Process Design</b>	None
<b>Technology</b>	None
<b>Partnerships and Alliances</b>	None



## ABERDEEN CITY COUNCIL

<b>COMMITTEE</b>	City Growth and Resources
<b>DATE</b>	28 October 2020
<b>EXEMPT</b>	The report is not exempt Appendix 4 of this report is exempt under paragraph 6 of Schedule 7A to the Local Government (Scotland) Act 1973 as information relating to the financial or business affairs of particular persons.'
<b>CONFIDENTIAL</b>	Appendix 4 of this report is confidential as it contains personal or sensitive personal information about a particular person(s), disclosure of which is likely to breach the terms of the Data Protection Act 2018/GDPR and
<b>REPORT TITLE</b>	Unrecoverable Debt
<b>REPORT NUMBER</b>	CUS/20/171
<b>DIRECTOR</b>	Andy MacDonald
<b>CHIEF OFFICER</b>	Jacqui McKenzie
<b>REPORT AUTHOR</b>	Wayne Connell
<b>TERMS OF REFERENCE</b>	1.1

### 1. PURPOSE OF REPORT

- 1.1 To advise numbers and values of Council Tax, Non-Domestic Rates, Housing Benefit Overpayments and Council house rent debts made unrecoverable during 2019/20 as required in terms of Financial Regulations and approve Non-Domestic Rates write offs in excess of £25,000.

### 2. RECOMMENDATION(S)

The Committee:-

- 2.1 Approve the listing of the Non-Domestic Rates debts in excess of £25,000 shown in Appendix 4 as unrecoverable and instruct the Chief Officer -Customer to write them off.

### 3. BACKGROUND

- 3.1 It must be emphasised that prior to completing the list, full advice, where appropriate, has been received from the Council's Debt Recovery Agents (Sheriff Officers) in determining that debts are indeed unrecoverable.
- 3.2 Despite a debt being deemed unrecoverable, should the debt become collectable, e.g. debtor subsequently located, the debt will be reinstated and pursued. Where a debt has been previously written off e.g. sequestration and a dividend from the Accountant in Bankruptcy is received, the write off amount will be adjusted accordingly.
- 3.3 The figures included within this report relate to those debts treated as unrecoverable during the financial year 2019/20. These figures include where write offs have been reinstated or adjusted.

3.4 Apart from Sequestrations, debts are not deemed unrecoverable where there is on-going liability. The sums mostly relate to previous years where all approved recovery procedures have been followed. Full bad debt provision has been made in the accounts.

### 3.5 **Council Tax:**

3.5.1 In total 10,449 debts were deemed unrecoverable by the Chief Officer - Finance and Chief Officer – Customer Experience with a value of £1,197,166.61. This is compared with the previous year where 9,802 debts were deemed unrecoverable with a net value of £901,194.17.

3.5.2 A breakdown over the years and reasons is shown in Appendix 1.

### 3.6 **Housing Benefit Overpayments:**

3.6.1 In total 1,855 debts were deemed unrecoverable by the Chief Officer - Finance and Chief Officer – Customer Experience with a value of £281,704.08. This is compared with the previous year where 2,050 debts were deemed unrecoverable with a value of £270,876.42.

3.6.2 A breakdown of the reasons is shown in Appendix 2.

### 3.7 **Non-Domestic Rates:**

3.7.1 In total 100 debts were deemed unrecoverable by the Chief Officer - Finance and Chief Officer – Customer Experience with a value of £532,276.51. This is compared with the previous year where 113 debts were deemed unrecoverable with a net value of £828,062.11.

3.7.2 A breakdown over the years and reasons are shown in Appendix 3.

3.7.3 Appendix 4 shows 4 debts with values above £25,000 and reasons are shown. The Committee is asked to deem the value of £196,826.91 as unrecoverable (totals also included in Appendix 3).

### 3.8 **Council house rents**

3.8.1 The value of Council house rent deemed by the Chief Officer – Early Intervention and Community Empowerment as unrecoverable during 2019/20 was £171,006. A breakdown of the reasons is shown in Appendix 5.

## 4. **FINANCIAL IMPLICATIONS**

4.1 The sums deemed as unrecoverable are fully provided for in terms of bad debt provision.

4.2 To put the level of unrecoverable debt into context, Council Tax cash collected during 2019/20 (including water charges) was £159,034,931.65 (0.75% Write-Off). Business Rates cash collected for 2019/20 was £249,155,394.70 (0.21% Write-Off). The total rent charged for Council housing during 2018/19 was

£84,975,023. The sums deemed unrecoverable cover a number of financial years.

## 5. LEGAL IMPLICATIONS

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

## 6. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
<b>Strategic Risk</b>	None Identified		
<b>Compliance</b>	Non-Compliance with Council's Financial Regulations and non-compliance with legislation around prescription of debts	L	By writing off debts that are no longer collectable and reporting to committee compliance is met.
<b>Operational</b>	None Identified		
<b>Financial</b>	Loss of income to the Council	L	The sums deemed as unrecoverable are fully provided for in terms of bad debt provision and debts are only written off where absolutely necessary.
<b>Reputational</b>	There is the possibility of a negative perception of the decision to write off debt due.	L	Communication to advise debts are pursued vigorously but there is no option but to class some debts as unrecoverable when businesses fail and when individuals are sequestrated (made bankrupt). This Council only writes-off debts in exceptional circumstances but reinstates amounts owed regularly when further information becomes available.
<b>Environment / Climate</b>	None Identified		

## 7. OUTCOMES

The proposals in this report have no impact on the Council Delivery Plan'.

## 8. IMPACT ASSESSMENTS

Assessment	Outcome
Impact Assessment	Not Required
Data Protection Impact Assessment	Not Required

## 9. BACKGROUND PAPERS

None

## 10. APPENDICES

Appendix 1 – Council Tax Write Offs 2019/20

Appendix 2 – Housing Benefit Overpayments Write Offs 2019/20

Appendix 3 – Business Rates Write Offs 2019/20

Appendix 4 - Business Rates Write Offs 2019/20 over £25,000 (Exempt)

## 11. REPORT AUTHOR CONTACT DETAILS

<b>Name</b>	Wayne Connell
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<b>Tel</b>	01224 346868

Council Tax Write Offs 2019/20

Appendix 1

<u>Reason</u>	<u>Bills</u>	<u>Prior Years</u>	<u>2011/12</u>	<u>2012/13</u>	<u>2013/14</u>	<u>2014/15</u>	<u>2015/16</u>	<u>2016/17</u>	<u>2017/18</u>	<u>2018/19</u>	<u>2019/20</u>	<u>Total</u>
Unable to Trace	75	-4,278.01	-60.15	0.00	-65.14	-268.53	0.00	-1.74	167.63	320.34	-726.15	-4,911.75
Deceased	1,329	135,700.67	9,757.79	15,329.05	13,574.48	13,756.10	19,022.31	17,420.40	12,884.76	22,365.02	11,466.23	271,276.81
Sequestration	2,167	181,427.91	31,047.81	27,351.47	17,664.20	20,563.58	37,431.01	50,168.11	84,394.83	149,688.50	38,360.93	638,098.35
Unrecoverable/No Assets	2,990	327,969.67	12.87	12.76	-296.49	7.52	-977.07	904.67	2,644.40	-13,727.81	-25,783.22	290,767.30
Uneconomical	3,888	322.32	12.16	2.49	60.19	-228.58	87.62	100.70	465.61	1,473.02	-365.63	1,929.90
	<b>10,449</b>	<b>641,142.56</b>	<b>40,770.48</b>	<b>42,695.77</b>	<b>30,937.24</b>	<b>33,830.09</b>	<b>55,563.87</b>	<b>68,592.14</b>	<b>100,557.23</b>	<b>160,119.07</b>	<b>22,952.16</b>	<b>1,197,160.61</b>

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HOUSING BENEFIT OVERPAYMENT WRITE-OFFS 2019/20

Appendix 2

<u>Reason</u>	<u>Cases</u>	<u>Total</u>
Deceased	133	102,285.69
Sequestration	155	98,428.63
Uneconomical	1176	26,024.05
Unrecoverable - no assets	391	54,965.71
	<u>1,855</u>	<u>281,704.08</u>

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Non-Domestic Rates Write Offs 2019/20

Appendix 3

<u>Reason</u>	<u>Cases</u>	<u>Prior Years</u>	<u>2014/15</u>	<u>2015/16</u>	<u>2016/17</u>	<u>2017/18</u>	<u>2018/19</u>	<u>2019/20</u>	<u>Total</u>
Receivership/ Liquidation	45	2,027.59		5,168.06	4,787.12	76,205.72	57,043.03	64,048.05	209,279.57
Unrecoverable/No Prospect of Recovery									0.00
Ceased Trading	54	4,113.12	669.27	34,746.67	67,001.62	124,869.14	78,144.65	13,352.89	322,897.36
Small balance (w/off and w/on total)	1					99.58			99.58
	<b>100</b>	<b>6,140.71</b>	<b>669.27</b>	<b>39,914.73</b>	<b>71,788.74</b>	<b>201,174.44</b>	<b>135,187.68</b>	<b>77,400.94</b>	<b>532,276.51</b>

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COUNCIL HOUSE RENT WRITE-OFFS 2019/20

Appendix 5

<u>Reason</u>	<u>Total</u>
Unable to trace	514,033
Deceased	16,924
Sequestration	9,184
Uneconomical	949
Unrecoverable - no assets	-370,022
	<u><u>171,068</u></u>

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## ABERDEEN CITY COUNCIL

<b>COMMITTEE</b>	City Growth and Resources
<b>DATE</b>	28 October 2020
<b>EXEMPT</b>	No
<b>CONFIDENTIAL</b>	No
<b>REPORT TITLE</b>	Financial Settlement from Transport Scotland for the De-trunking of the A92/A96
<b>REPORT NUMBER</b>	OPE/20/113.
<b>DIRECTOR</b>	Rob Polkinghorne
<b>CHIEF OFFICER</b>	Mark Reilly
<b>REPORT AUTHOR</b>	Doug Ritchie
<b>TERMS OF REFERENCE</b>	1.1.7: 1.1.8: 2.1.2 & 4.1

### 1. PURPOSE OF REPORT

- 1.1 To update the committee on the outcome of negotiations with Transport Scotland and the financial settlement achieved for investment in the de-trunked sections of the A92 and A96.

### 2. RECOMMENDATION(S)

That the Committee

- 2.1 Note the funding being awarded by Transport Scotland for the work required to be carried out on the detrunked section of road as of 1<sup>st</sup> April 2019. (See Appendix A)
- 2.2. Delegate authority to the Chief Officer – Operations and Protective Services to accept the current agreed figures with Transport Scotland.
- 2.3 Instruct the Chief Officer – Operations and Protective Services to add the agreed repairs to our current works programme and implement the required repairs in order to maintain these roads to the required standards.

### 3. BACKGROUND

- 3.1 Following the opening of all sections of the Aberdeen Western Peripheral Route, the existing A92 and A96 through the City were transferred as part of the detrunking process to Aberdeen City Council on the 1<sup>st</sup> April 2019. A total of 44 km of mainly Dual Carriageway, associated footpaths, 23 structures including two major river bridges, traffic signals and landscaped areas were returned to the Council for on-going upkeep and maintenance.

It should be noted that the current section of the existing trunk road from Middlefield Place to Haudagain Roundabout on the A92 and Haudagain Roundabout to Auchmill Terrace on the A96 will not be detrunked until the first April 1<sup>st</sup> after completion of the new duelled section at Manor Drive/ Manor

Avenue. This section of the A92/A90 will be subject to a further round of de-trunking meetings with Transport Scotland to determine the level of outstanding work required to these roads at point of handover. This next negotiation is anticipated to be completed more quickly with only a small payment from Transport Scotland expected.

There are three general principles adopted by Transport Scotland when considering the financial settlement that will be made at the time of detrunking. These principles are used to determine what would be included as detrunking works and what would be omitted.

- 3.1.1 The detrunking works should be sufficient such that the detrunked sections of the road network provide a level of service in all categories similar or greater to the level of service provided on average by the road network in the North East of Scotland Trunk Road Unit as a whole. It should be noted that a “mature” road such as the A92 through Aberdeen will by virtue of its age and usage not be in brand new condition. As with the whole North East of Scotland Trunk Road Unit, the road can be expected to have defects that constitute a reduction in level of service or amenity, involve a risk of structural deterioration or risk development into a Category 1 Defect at some time in the future, with all further costs being the responsibility of others.
- 3.1.2 The achievement of higher levels of service in any given category does not mean that lower levels of service than trunk road unit averages may be proposed in any other category.
- 3.1.3 De-trunking settlements are not intended to allow for designing road improvements, only manage the inherent condition of the existing infrastructure.

## **3.2 Adopted Asset**

- 3.2.1 With the completion of the Aberdeen Western Peripheral Route on the 19th February 2019, the assets of the A92 and A96 were transferred, on 1st April 2019, to the Council’s roads adopted network This transfer included all revenue costs associated with its maintenance.
- 3.2.2 The A92 Trunk Road (Charleston to Blackdog) De-trunking Order 2010 set out proposed de-trunking routes which includes Stonehaven Road, South Anderson Drive, Anderson Drive, North Anderson Drive, The Parkway, Ellon Road to Blackdog, Auchmill Road and Inverurie Road covering approximately 40 Kilometres. It should be noted that currently the section of A92 between Middlefield Place and Haudagain Roundabout and Haudagain Roundabout and Auchmill Terrace are excluded from the de-trunking order until such times as the Haudagain improvements have been completed.
- 3.2.3 The transfer of the asset to the Council incurred immediate annual maintenance costs that have had to be met from the existing resources It should be noted that the levels of inspection, response times winter maintenance etc. are not carried out to Trunk Road standards but have reverted to the current Council policies and procedures as agreed at the Operational Delivery Committee of the 14th March 2019.



Asset	Type	Quantity
Traffic Signals	Junctions and Crossings	31
Street Lighting	Lanterns	1084
Footway	Footway	35.0km
Carriageway	Dual	16.6km
	Double	1.2km
	Single	5.4km
	Roundabouts	2.0km
Drainage	Gullies	1115
	Network	90km
Structures	Major Bridges	2
	Other Bridges	2
	Retaining Walls	
	Culverts	11
	Underpasses	5
	Bridge of Dee Flood Tunnels	

3.2.4 Transport Scotland have funded the installation of traffic lights at the Kingswells South Junction between the A90 and the A944. These traffic lights are now part of the Councils assets and funded for management and maintenance from the Revenue budget.

3.2.5 A small staff resource will be required for a minimum of two years to promote and manage the schemes associated with the de-trunked sections of road

### **3.3 Bridge of Dee**

3.3.1 The Bridge of Dee is one of the structures that was transferred to the Council as of 1<sup>st</sup> April 2019. There were some problems highlighted with the Structure which relate to the condition of the masonry on the bridge the Flood Tunnels and the scour around the Bridge Piers as a result of the flooding event of 2015/2016. A significant amount of the funds received to date relate to future works required to provide scour protection. Full details are contained in Appendix B

## **4. FINANCIAL IMPLICATIONS**

4.1 An initial payment for the de-trunking, of £3,656,170.79 was received by the Council in April 2019; a further payment of £4,414,626.56 was received in April 2020.

4.2 A request for payment of £479,000 for the revenue maintenance operations for the period 2019-2020 has been turned down by Transport Scotland with the following comment received:

*“The position is that, given the overall funding settlement for Aberdeen City Council through the GAE assessment, a “floor” adjustment was made to*

*increase the level of funding made available to the Council. Had we made an adjustment to the Council's funding settlement to reflect the increased road length as a proportion of total road length in the GAE assessment the "floor" adjustment would have been adjusted accordingly and the Council would have been no better or worse off as a result."*

- 4.3 £543,109.98 has been included in the payments to change existing lanterns to LEDs. This allows for 75% of lanterns on the A92 and A96 to be changed, this is to achieve the average condition of LED replacement on the North East Trunk Roads.
- 4.4 An estimated annual revenue budget will be required for the maintenance and management of the A92 and A96 of approx.£700,000. Full details are included in Appendix C. A proportion of this will have been received in the 2020-2021 grant funding to cover the increase in the council's maintained road lengths. The additional adopted road lengths will increase the pressures on both the roads revenue and capital budgets and as such there will need to be an ongoing re-evaluation of existing priorities.
- 4.5 The detrunked sections of the road are now covered by the Council's Inspection and maintenance procedures and as such will be subject to normal insurance claims from the general public. The Council's Insurance Company has been informed of the change in status of these roads.

## 5. LEGAL IMPLICATIONS

- 5.1 The Council is obligated under Section 34 of the Roads (Scotland) Act 1984 to take such steps as they consider reasonable to prevent snow and ice endangering the safe passage of pedestrians and vehicles over a public road. Failure to provide a robust and justifiable "Roads Winter Service Plan" including the de-trunked sections of road would leave the Council more vulnerable to legal challenges and 3<sup>rd</sup> party insurance claims.

## 6. MANAGEMENT OF RISK

	Risk	Low (L), Medium (M), High (H)	Mitigation
<b>Financial</b>	The additional road lengths and structures returned to the Council create additional demand for limited financial resources and may therefore impact on other maintenance budgets in the future.  Potential increase in insurance claims	M	This will be minimised by prioritising works across the city, by using high-quality design and materials to ensure longevity of renewed infrastructure.  Inspection regime for detrunked roads included within the existing inspection programmes of the city

<b>Legal</b>	<p>There are risks in promoting Traffic Regulation Orders due to possible public objection and this may delay the progression of some of the proposed schemes.</p> <p>Lack of Investment in Roads will increase claims against the council</p>	L	<p>Ensure that orders are progressed taking into account the longest possible time required for delivery.</p> <p>Continue to prioritise spend in order to repair higher used higher damaged roads and footpaths</p>
<b>Employee</b>	Staff resources	H	There is a need to ensure that there are sufficient adequately trained staff resources to deliver the proposed programmes within the specified timescales.
<b>Customer</b>	Increased perception of poor quality road infrastructure	H	The implementation of a detrunked roads works programme will assist roads and footways being maintained to an acceptable standard thus increasing ease of travel whilst reducing the risk to all members of the travelling public
<b>Environment</b>	The risks of inaction (not improving and increasing pedestrian and cycle infrastructure) are also significant in terms of a poor quality environment, poor reputation for Aberdeen and a decline in active travel which would have significant implications for the health and wellbeing of the citizens of Aberdeen	M	
<b>Technology</b>	Lack of Asset Management information to deliver annual work programme	M	Carry out a digital asset survey of the City Roads Infrastructure to manage the spend over several years and continue to optimise our use of resources to provide best value. Use the information obtained to update annually the Roads Asset Management Plan
<b>Reputational</b>	Lack of Investment in Roads will increase negative press involvement and claims against the council	M	Continue to prioritise spend in order to repair higher used higher damaged roads and footpaths. Works to be determined in line with Roads Asset Management Plan

7.

<b><u>COUNCIL DELIVERY PLAN</u></b>	
	<b>Impact of Report</b>
<p><b>Aberdeen City Council Policy Statement</b> 5. Commit extra funding to resurface damaged roads and pavements throughout the city.</p>	<p>£10 million extra funding provided over a 4-year period. Currently we are in year 3 of the current capital spend.</p>

<b>Aberdeen City Local Outcome Improvement Plan</b>	
	<b>Impact of Report</b>
<p><b>Prosperous Economy Stretch Outcomes</b></p>	<p>Investment in road's infrastructure will assist in maximising the economy of the city.</p>
<p><b>Prosperous People Stretch Outcomes</b></p>	<p>Using the roads and footways, street lighting and traffic safety measures to assist in making Safe and Resilient Communities for people to live in.</p>
<p><b>Prosperous Place Stretch Outcomes</b></p>	<p>Supporting different ways for active travel in everyday journeys, working with partners and volunteers to address safety, and infrastructure to assist in the increase of Active Travel.</p>

	<b>Impact of Report</b>
<p><b>Regional and City Strategies</b></p>	<p>The views of affected residents and road users are sought on our performance on specific schemes. Records held in the Confirm (Roads Maintenance Management) System and records of Claims by road users against alleged defects can be analysed to indicate areas of concern. Specific surveys may be carried out from time to time to address specific areas of concern. Results of these various analyses can be used in conjunction with inspection data to establish customers' areas of concern and expectations of the maintenance of the roads network.</p>
<p><b>Organisational Design</b></p>	<p>Our organisational structure is such that it reflects our services and the statutory duties we have to deliver.</p>
<p><b>Governance</b></p>	<p>The Asset Management Plan will be used to manage the allocated budget and spend over several years to continue to optimise our use of resources to continue to provide best value.</p>

<b>Workforce</b>	Need to ensure that there are sufficient adequately trained staff resources to deliver the proposed programmes
<b>Process Design</b>	Required Technical staff to understand improved innovative processes that will assist in an improved service delivery and best value.
<b>Technology</b>	There is a need to modify the reporting systems from paper to digital in order that we can measure outputs
<b>Partnerships and Alliances</b>	Continue to improve on customer information relating to works delivery

## 8. IMPACT ASSESSMENTS

<b>Assessment</b>	<b>Outcome</b>
<b><i>Equality &amp; Human Rights Impact Assessment</i></b>	This report has no direct implications in relation to Equalities and Human Rights Impact Assessment and as such a full EHRIA is not required. Funding received from Transport Scotland will be used to benefit all road users.
<b>Data Protection Impact Assessment</b>	Not required
<b>Impact Assessment</b>	Not Required

## 9. BACKGROUND PAPERS

<https://committees.aberdeencity.gov.uk/documents/s108019/Signalisation%20report%20AWPR%20final.pdf>

## 10. APPENDICES (if applicable)

Appendix A: Summary of Payment  
Appendix B: Bridge of Dee Scour Assessment  
Appendix C: Anticipated Revenue Expenditure

## 11. REPORT AUTHOR CONTACT DETAILS

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Tel 01224-522325

## Appendix A

### Summary of Payments

A92

Ref	ITEM	Original Payment £	Additional Monies £	Revised Payment £	Traffic Management and Overheads £	Total Payment £
B1a	Works Necessary to Maintain Pavement Structural Integrity	177,325.77	930,663.52	1,107,989.24	506,452.53	1,661,984.24
B1b	Deflectograph derived pavement treatment; 0 years or less residual life	711,822.71	52,988.36	764,811.07	382,405.54	1,147,216.61
B2*	Works Necessary to Maintain Pavement Surface Condition	408,951.53	0.00	408,951.53	204,475.77	613,427.30
B3a	Works Necessary to Enable Effective Operation of Structural Elements	80,000.00	144,000.00	224,000.00	112,000.00	336,000.00
B4	Traffic Signals	201,145.13	63,570.60	264,715.73	132,357.87	397,073.60
B5	Works Necessary to Enable Effective Drainage of the Road Network	41,506.60	136,351.21	177,857.81	88,928.91	266,786.72
B6a**	Works to Enable Effective Illumination of Sections of the Road Network	50,250.00	0	52,250.00	26,125.00	78,375.00
B7	Works Necessary to Enable Effective Performance of Safety Barriers	12,581.20	6,351.00	18,932.20	9,466.10	28,398.30
B8	Works Necessary to Enable Effective Operation of the Road Network – Lines	98,140.60	78,744.00	176,884.60	88,442.30	265,326.90
B9	Works Necessary to Enable Effective Operation of the Road Network – Update Signs	125,172.94	9,083.60	134,256.54	67,128.27	201,384.81
B10	Landscaping, Planting Beds and Sponsorships	9,600.00	23,400.00	33,000.00	16,500.00	49,500.00
	TOTAL	1,916,496.48	1,445,152.29	3,361,648.77	1,680,824.39	5,042,473.16

**A96**

Ref	ITEM	Original Payment £	Additional Monies £	Revised Payment £	Traffic Management and Overheads £	Final Payment £
B1a	Works Necessary to Maintain Pavement Structural Integrity	95,084.28	0	95,084.28	47,542.14	142,626.42
B1b	Deflectograph derived pavement treatment; 0 years or less residual life	208,246.01	15,501.92	223,747.93	111,873.97	335,621.90
B2*	Works Necessary to Maintain Pavement Surface Condition	111,008.60	0.00	111,008.60	55,504.30	166,512.90
B3	Works Necessary to Enable Effective Operation of Structural Elements	35,000.00	6,000.00	41,000.00	20,500.00	61,500.00
B4	Traffic Signals – included in A92 works	0.00	0.00	0.00	0.00	0.00
B5	Works Necessary to Enable Effective Drainage of the Road Network	12,895.15	11,417.69	24,312.84	12,156.42	36,469.26
B6a	Works to Enable Effective Illumination of Sections of the Road Network	9,245.00	0	9245.00	4,622.50	13,867.50
B7**	Works Necessary to Enable Effective Performance of Safety Barriers	5,270.58	0.00	5,270.58	2,635.29	7,905.87
B8	Works Necessary to Enable Effective Operation of the Road Network – Lines	23,410.44	17,113.08	40,523.52	20,261.76	60,785.28
B9	Works Necessary to Enable Effective Operation of the Road Network – Update Signs	20,790.66	0.00	20,790.66	10,395.33	31,185.99
B10	Landscaping, Planting Beds and Sponsorships, included in A92 works	0.00	0.00	0.00	0.00	0.00
	<b>SUB-TOTAL</b>	<b>520,950.72</b>	<b>55,146.61</b>	<b>576,097.33</b>	<b>288,048.67</b>	<b>864,146.00</b>

**Total for detrunking works £ 5,898,948.27**

## Other Payments

Change existing lanterns to LEDs. 75% of lanterns changed, A92 + A96 to achieve average condition.

**£551,168.92**

**Previously paid for bulk change Payment** **£ 59,945.00**  
**£491,223.92**

**Installation of Traffic lights at Kingswells Roundabout** **£375,000.00**

Costs Associated with the Maintenance of A92 and A96 for 2019-2020 **£479,000** has been rejected by Transport Scotland

## Summary

**Total for detrunking works** **£ 5,898,948.27**

**Change existing lanterns to LEDs** **£ 491,223.92**

**Installation of Traffic lights at Kingswells Roundabout** **£ 375,000.00**

**River Dee Bridge Scouring (Initial Payment)** **£ 940,000.00**

**Advanced Payment on Outstanding Items.** **£ 366,030.16**  
**£8,071,202.35**

## Payments to date

£3,656,575.79

£4,414,626.56

£8,071,202.35

\* Items B2 on the A92 and A96 are still under discussion as ACC do not agree with the proposed rate for the work

\*\* Column Testing still in discussion

A further update will be provided to CG&R Committee once these figures have been finalised



## **Appendix B**

### **Bridge of Dee**

#### **Level 2 Scour Assessment**

A Level 2 Scour Assessment, carried out on 23<sup>rd</sup> May 2017 reported the following: -

*“the overall structure of the bridge appears in good condition and any scour / undercut found during this survey was to the protecting bag work that surrounds all the piers and abutments. The scour protection aprons extend a minimum of 2.5m from the piers into the channel. As noted by the dive survey, some areas of the aprons are undermined by 200mm to 1200mm penetration from the front face of the apron. Based on the assumption that the remaining width of the protective aprons continue to provide adequate scour protection from the face of the piers the structure is considered to have a low risk of scour. However, as identified in the dive survey, further investigation is required to determine if the voids below the scour aprons in spans 2, 3 and 4 do threaten the integrity of the piers. It is recommended remedial works are undertaken to secure the edge protection, infill voids, cut back / treat woody vegetation and secure the surface of the apron”.*

Following the level 2 scour assessment; in August 2017 BEAR commissioned Jacobs to develop a set of construction options for the remediation and future resilience of the bridge pier foundations and river channel. This report was titled; A90 860 Bridge of Dee Scour Repair and Resilience Remedial Options Report Scheme and issued in February 2018. In addition to the task brief, BEAR provided underwater inspection reports dated 13th & 14th February 2016, but this was restricted due to fast flowing water and elevated water level.

A subsequent, more comprehensive survey was undertaken by UK Diving Services (Titanium (UK) Ltd) (UKDS) between the 17th to 20th September 2016, utilising sonar to supplement the underwater inspection. This survey identified that the submerged elements of the bridge could be categorised in two halves, left and right. The right abutment and Piers 4, 5 and 6 were considered, by UKDS, to be in “good condition”. The submerged elements associated with the left abutment and Piers 1, 2 and 3 were considered to be in “poor condition”. UKDS noted that the river at this location had a greater flow and that there was a commensurate difference in the erosion and scouring effect on the submerged concrete bag work edge protection to the aprons. The survey also noted that at worst, the concrete bag work is loose and in the vicinity of Piers 1, 2 and 3 entire courses of concrete bags have been lost. Within Spans 1, 2, 3 and 4 the river bed level was noted to be between 200-400mm lower compared to the river bed level recorded during the February 2016 inspection exposing the bed work at this location. However, at the middle of the left side on Pier 2 the bed level was noted to have dropped 900mm between the February and September 2016 surveys.

A repeat survey undertaken by UKDS in October 2017 noted that generally river bed levels had fluctuated by +/- 100mm, with the exception of Span 2 (the right side of Pier 1 and the left side of Pier 2) where bed levels at the middle of the piers had dropped by a further 300mm from that recorded in September 2016. Therefore, the bed level at the middle of the left side of Pier 2 has dropped 1200mm since the February 2016 underwater inspection undertaken by UKDS.

Based on the A90 Bridge of Dee Scour Repair and Resilience Report, an estimate of costs for this work, using contract rates from 2016, of £1.6M has been tabled for this work. A council decision on whether a detailed design and estimate is required before this figure is agreed.

River Dee Bridge – Scouring Estimate of £1.6M discussed with Transport Scotland who agreed that reasonable design cost would be covered  
Reasonable design cost for Aberdeen City Council to be provided. These are detailed below:

Estimated Construction Cost	£ 1,444,855.00
Recommended Initial Payment 15% of Construction Cost	£ 220,000.00
Management Cost	£ 20,000.00
Advanced Construction Payment	£ 700,000.00
<b>Initial Payment</b>	<b><u>£ 940,000.00</u></b>

Transport Scotland provided the £700,000 advanced Construction payment with a possible final payment of £660,000. Aberdeen City Council will need to work closely with Transport Scotland during the design, tender and construction to ensure transparency and that final costs can be agreed.

**The last General Inspection took place on 07/05/2018** and the following works were identified in the inspection report: -

Span 1 - £20,500
Span 2 - £12,500
Span 3 - £10,000
Span 4 - £12,500
Span 5 - £12,500
Span 6 - £12,500
Span 7 - <u>£12,500</u>
Total = <u>£93,000</u>

Of this total £1,000 was for the removal of graffiti, £5,000 for surfacing and £2,000 for footway repairs leaving **£85,000** of works from the earlier PI. The works identified in this GI were exactly as described in the PI including the estimate.

General comments for each of the spans state that “masonry repairs, stone stitching and crack injection are to be considered to coincide with future scour protection works to the piers/cutwaters.

## Appendix C

### Anticipated Annual Revenue Expenditure

Below are the expected increased annual revenue budgetary allowances for providing maintenance of the de-trunked A92 and A96. Figures quoted are extrapolated from the actual costs incurred in maintaining the existing road network.

#### Traffic Lights and Pedestrian Crossing

Increased annual maintenance costs	£45,000
Increased Energy costs	£ 7,000
Increased Communication costs	<u>£ 5,000</u>
	<u>£67,000</u>

#### Lighting Improvements

Increased annual maintenance costs	£ 35,000
Increased Energy costs	£165,500
Column knock downs should be recoverable from driver	<u>£ 0</u>
	<u>£200,500</u>

#### Winter Maintenance (based on 60 runs per winter + 6 Snow Days).

Additional gritter cost per year	£30,000
Additional maintenance, diesel, insurance etc. of vehicle	£13,900
Additional salt	£22,000
Additional labour	<u>£ 9,500</u>
	<u>£75,400</u>

#### Ice Detection and Weather Stations

Maintenance & Contract costs of 3 additional stations	£10,000
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#### Footway Patching

Assume per annum.	£20,000
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#### Carriageway Patching

Assume per annum	£60,000
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#### Drainage and Gully Cleaning

Gully cleaning 1115 gullies @ £35	£39,000
Filter drainage 6000m @ £20/m every 5 years	£24,000
Beany blocks drainage	<u>£ 4,000</u>
	<u>£67,000</u>

## Bridge Repairs & Inspection

Assume per annum	£ 5,000
Annual Inspections	£ 9,000
Principal Inspections every 6 years (£20,000)	<u>£ 3,600</u>
	<u>£17,600</u>

## Road Sign.

Accident Damage should be recoverable from driver	
Annual Maintenance	£ 2,000

## Safety Fence

Accident Damage: majority should be recoverable from driver	
Annual Maintenance	£ 4,000

## Landscaping

Annual Maintenance	£56,000
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## Traffic Management

Assume 100 hours of work on road +20hrs overtime. Cost of Traffic Management per hour £315	
Total cost	£ 40,000

## Inspections

Safety Inspections, increase public responses	£ 15,000
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## Depot Overheads

Staff, Personal Protective Equipment (PPE), holidays, Sickness	£ 50,000
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**Estimated uplift in revenue budgets required** **£684,500**

The adopted assets have been added to the Road Asset Management Plan (RAMP) and will be added to future Capital Works Programme; the inclusion of these additional assets would put further budgetary pressures on the maintenance of the overall network. These figures are based on handover on 1/04/2019.

## Road Sign Replacement:

It should be noted that Road Sign Replacement has only been considered on the sections of road network to be de-trunked. No consideration has been given to works that have been necessary on other parts of the road network, such as relating or replacement of signs on the local road network to reflect the operation of the AWPR/B-T project and associated changes in route numbering.

## ABERDEEN CITY COUNCIL

<b>COMMITTEE</b>	City Growth & Resources Committee
<b>DATE</b>	28 October 2020
<b>EXEMPT</b>	No
<b>CONFIDENTIAL</b>	No
<b>REPORT TITLE</b>	Aberdeen City's Strategic Housing Investment Plan 2021/22 – 2025/26
<b>REPORT NUMBER</b>	COM/20/182
<b>DIRECTOR</b>	N/A
<b>CHIEF OFFICER</b>	Gale Beattie
<b>REPORT AUTHOR</b>	Mel Booth
<b>TERMS OF REFERENCE</b>	1.1.7

### 1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to seek approval of the Strategic Housing Investment Plan (SHIP) for the period 2021/22– 2025/26 which is due to be submitted to the Scottish Government by 30 October 2020.

### 2. RECOMMENDATION(S)

That the Committee:

- 2.1 Approve the SHIP and its submission to the Scottish Government.

### 3. BACKGROUND

- 3.1 The core purpose of the SHIP is to set out strategic investment priorities for affordable housing over a 5-year period to achieve the outcomes set out in the Local Housing Strategy (LHS). The SHIP reinforces the local authority as the strategic housing authority and details how investment priorities will be delivered. The SHIP should:

- Set out the investment priorities for affordable housing
- Demonstrate how these will be delivered
- Identify the resources required to deliver these priorities
- Enable the involvement of key partners.

- 3.2 The SHIP is a realistic and practical plan that rolls forward projects identified in previous SHIPs and introduces new projects. It demonstrates how, when and where Aberdeen City Council and its partners intend to deliver new affordable homes across the city. It also illustrates how a variety of funding mechanisms are maximised to ensure the delivery of the projects.

- 3.3 In line with Scottish Government guidance issued in July 2017, all local authorities are required to submit their SHIP on an annual basis. The SHIP can

be updated as and when required and Committee have received regular reports seeking agreement to add sites into the SHIP which reflects continuous discussions with RSLs and developers to identify opportunities for the delivery of affordable housing. After submission of the SHIP, new opportunities will be reported to Committee as and when they arise to ensure the maximisation of the delivery of affordable housing from all available resources.

- 3.4 Aberdeen City Council, with the involvement of its key partners via the SHIP Working Group has prepared this SHIP submission. The SHIP illustrates how the council and its RSL partners will seek to deliver the city's affordable housing investment needs and priorities identified in the Aberdeen City Local Housing Strategy 2018-2023 over a rolling 5-year planning programme. The SHIP Working Group is the Council's key working group that is responsible for development of the SHIP and the ongoing review of new and current projects through collaboration with Scottish Government via quarterly meetings.
- 3.5 The SHIP has been drafted in accordance with the Resource Planning Assumptions as provided by the Scottish Government. Overall, the SHIP currently shows the potential to deliver 3,095 units in the next 5 years from grant funded development by the Council and RSLs and a further 384 units from outwith the main grant funded development programme.
- 3.6 There is more certainty about projects and delivery numbers for the initial three years with the final two years showing lower numbers. This will change as new projects are developed and 'windfall' opportunities arise.
- 3.7 There are projects within the current SHIP with the potential to spend £81.494m Scottish Government Grant in 2021/22. However, the Scottish Government grant expenditure is limited to the allocated grant, but guidance suggests that a minimum slippage factor of 25% be applied on an annual basis. Grant levels post 31 March 2021 have yet to be determined.
- 3.8 Council house new build programme
- Aberdeen City Council has made a commitment to provide an additional 2,000 council homes for social rent. Funding has been identified through the allocation of Section 75 Agreements and Council Tax funds to contribute to this with £15,232,449 being allocated to date and a further £6,593,878 is to be allocated subject to a separate report to this committee on 28 October 2020.
- 3.9 £3,819,000 is to be allocated to the site at Wellheads which has 67 units due for completion in January 2021 through the affordable housing supply programme grant.
- 3.10 All of the council's new build homes for social rent are to be built to the council's "gold standard" and are to incorporate dementia friendly design, with a minimum 15% being delivered as fully wheelchair accessible.

#### 4. FINANCIAL IMPLICATIONS

- 4.1 There are no direct financial implications arising from the recommendations of this report. Given the extent of the affordable housing projects seeking grant funding over the next five years, all Scottish Government grant will be utilised, and any potential underspends that may be identified will be allocated.
- 4.2 Any proposal for grant funding to a Registered Social Landlord (RSL) for such a project requires to be considered against the State Aid rules. Such grants come within the ambit of the Services of General Economic Interest block exemption which permits funding to Registered Social Landlords in the area of social housing, however the service consults with Legal Services on individual cases where necessary.
- 4.3 Through the Affordable Housing Supply Programme, the Scottish Government has not yet confirmed the Resource Planning Assumptions for the period of this SHIP. However, for planning purposes, Scottish Government has advised that local authorities should plan based on existing RPA levels. This provides a suggested allocation of £97.180 million.

	<b>RPA £ m</b>
2019/20	18.133
2020/21	19.436
2021/22	19.436
2022/23	19.436
2023/24	19.436
<b>Total</b>	<b>97.180</b>

#### 5. LEGAL IMPLICATIONS

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

#### 6. MANAGEMENT OF RISK

<b>Category</b>	<b>Risk</b>	<b>Low (L) Medium (M) High (H)</b>	<b>Mitigation</b>
<b>Strategic Risk</b>	Failure to deliver affordable housing.	L	Council has an ambitious new build programme and RSL partners work with us to deliver affordable housing across the city.
<b>Compliance</b>	Provision of affordable housing ensures compliance with the council's duty to house homeless	H	Approval of the recommendations would prevent this from occurring

	households. Failure to deliver may result in there being insufficient housing to meet the demand.		
<b>Operational</b>	Provision of affordable housing is a priority for residents of Aberdeen City Council. Failure to deliver may result in housing need and demand levels not being met. The delivery of affordable housing identified in the SHIP will significantly increase the supply of affordable housing in the city. In addition to providing new homes it will provide significant employment opportunities during the construction of the houses.	L	Ensure the provision of affordable housing continues across the city via the council and RSL partners.
<b>Financial</b>	Failure to allocate fund through developer obligations may result in funds being paid back.	L	Ensure robust procedures are in place to monitor developer obligations.
<b>Reputational</b>	The SHIP identifies significant opportunities for the delivery of affordable housing. The delivery of these sites require partnership working across the public and private sector. Failure to fully utilise funds may harm the council's reputation when affordable housing is much needed across the city.	L	The relationships are already well developed to deliver the positive outcomes. There is a low risk that some projects may not progress as quickly as envisaged. That said there are other opportunities which will ensure all grant is spent and the affordable housing delivered.



<b>Environment / Climate</b>	Provision of new build affordable housing is built to current building regulations which has a reduced carbon footprint.	L	Ensure the provision of affordable housing continues across the city.
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## 7. OUTCOMES

<b><u>COUNCIL DELIVERY PLAN</u></b>			
		<b>Impact of Report</b>	
<b>Aberdeen City Council Policy Statement</b>		The proposals within this report support the delivery of Policy Statement 10 – Build 2,000 new Council homes and work with partners to provide more affordable homes.	
<b>Aberdeen City Local Outcome Improvement Plan</b>			
Prosperous Economy Stretch Outcomes		The proposal within this report support the delivery of LOIP Stretch Outcome 1 – 10% increase in employment across priority and volume growth sectors by 2026. The paper seeks approval for the allocation of funds which will help to deliver the LOIP Improvement Project Aim ‘to increase the number of people employed in growth sectors by 5% by 2021. The affordable housing programme represents significant investment in the city which contributes to a prosperous economy and relates to 1.1 of the LOIP.	
Prosperous People Stretch Outcomes		The proposal within this report support the delivery Stretch Outcomes 11 - Healthy life expectancy (time lived in good health) is five years longer by 2026. The paper seeks approval for the allocation of funds which will help achieve the LOIP Improvement Project Aim “Supporting vulnerable and disadvantaged people, families and groups.”	
Prosperous Place Stretch Outcomes		The proposals within this report support the delivery of LOIP Stretch Outcome 14 – Addressing climate change by reducing Aberdeen's carbon emissions by 42.5% by 2026 and adapting to the impacts of our changing climate. The paper seeks approval for the allocation of funds which will help to contribute to the delivery of new build housing which is energy efficient.	
<b>Regional and City Strategies</b>		The proposals within this report support the City Region Deal and the Strategic Development Plan through the delivery of affordable housing.	

<b>UK and Scottish Legislative and Policy Programmes</b>	The report sets detail in relation to affordable housing which fulfils the requirements placed upon the Council by the Housing (Scotland) Act 1987.
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## 8. IMPACT ASSESSMENTS

Assessment	Outcome
Impact Assessment	Full impact assessment not required
Data Protection Impact Assessment	Not required

## 9. BACKGROUND PAPERS

- 9.1 Previous committee reports in relation to this are detailed below:  
 CHI 1st November 2016  
 CHI 24th May 2017  
 CGR 18 September 2018  
 CGR 26 September 2019

## 10. APPENDICES

- Appendix 1 – Strategic Housing Investment Plan 2021/22– 2025/26  
 Appendix 2 – Strategic Housing Investment Plan 2021/22– 2025/26 Tables

## 11. REPORT AUTHOR CONTACT DETAILS

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**Strategic Housing  
Investment Plan  
2021/22– 2025/26**

# Contents

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3. Aberdeen City SHIP 2021-2026
4. Prioritisation
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10. Specialist Housing Provision
11. Wheelchair Accessible Housing – Position Statement
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## **1. Introduction**

- 1.1 The core purpose of the SHIP is to set out strategic investment priorities for affordable housing over a 5-year period to achieve the outcomes set out in the Local Housing Strategy (LHS). The SHIP reinforces the local authority as the strategic housing authority and details how investment priorities will be delivered. The SHIP should:
- Set out the investment priorities for affordable housing
  - Demonstrate how these will be delivered
  - Identify the resources required to deliver these priorities
  - Enable the involvement of key partners.
- 1.2 The SHIP is a realistic and practical operational plan that rolls forward projects identified in previous SHIPs and introduces new projects. It demonstrates how, when and where the Council and its partners intend to deliver new affordable homes across the city. It also illustrates how a variety of funding mechanisms are maximised to ensure the delivery of the projects.
- 1.3 In 2019/20 there were 401 affordable housing completions which is the highest number of affordable homes delivered in Aberdeen through the Affordable Housing Supply Programme. As at 30 September 2020, 99 affordable housing completions have taken place across the city, with 907 units being projected for completion in 2020/21. This projected figure for completion has now reduced to 490 due to the construction industry being halted due to Covid-19. These homes will now complete in 2021/22.

## **2. Strategic Context**

### **2.1.1 City Region Deal**

- 2.1.2 Aberdeen City Region Deal was signed by Aberdeen City Council, Aberdeenshire Council, the Scottish and UK Governments on 21 November 2016. On 28 January 2016 the Scottish Government announced £20 million in infrastructure funding to unlock housing sites that are of strategic importance as well as five-year certainty on £130 million of affordable housing grant to the local authorities.
- 2.1.3 Aberdeen City Council and Aberdeenshire Council will continue to work together to support the delivery of affordable housing. Both SHIPs will continue to be closely monitored by the local authorities and the Scottish Government to ensure the investment in affordable housing is maximised across the two Council areas.

### 2.2.1 Local Housing Strategy

2.2.2 The Aberdeen City Local Housing Strategy (LHS) 2018-2023 provides the strategic direction to respond to housing need and demand and informs the future investment in housing and housing related services across the city. The LHS identifies an affordable housing target of 342 homes per year in 18/19 and 19/20 and 385 per year in 20/21, 21/22 and 22/23.

2.2.3 In developing the LHS, the Council worked in collaboration with a wide range of partners and stakeholders with an interest in housing to develop a shared vision for housing across the city. Housing plays a vital role in meeting the needs of local people and contributes to a prosperous economy.

2.2.4 The LHS sets out a framework of actions and investment with partnership working to deliver the strategic outcomes and is underpinned by the Housing Need and Demand Assessment 2017 and reflects the Aberdeen City and Shire Strategic Development Plan and the Aberdeen Local Development Plan.

2.2.5 The housing priorities identified in the LHS 2018 - 2023:

- There is an adequate supply of housing across all tenures and homes are the right size, type and location that people want to live in with access to suitable services and facilities.
- Homelessness is prevented and alleviated.
- People are supported to live, as far as is reasonably practicable, independently at home or in a homely setting in their community.
- Consumer knowledge, management standards and property condition are improved in the private rented sector.
- Fuel poverty is reduced which contributes to meeting climate change targets.
- The quality of housing of all tenures is improved across the city.

### 2.3 Housing Need and Demand Assessment (HNDA) 2017

2.3.1 The Aberdeen Housing Market Area housing needs have been identified through the HNDA 2017. The HNDA was developed through collaboration between Aberdeen City Council, Aberdeenshire Council and the Aberdeen City & Shire Strategic Development Planning Authority.

2.3.2 At a strategic level, the HNDA informs the Strategic Development Plan, the Local Development Plan and Local Housing Strategy of each local authority.

2.3.3 The HNDA 2017 indicates that the level of need for affordable housing remains significant. Whilst the HNDA has identified the additional houses required by tenure, these figures will not automatically become the housing

supply target. A housing supply target is the Strategic Development Planning Authority's view of the type and level of housing to be delivered over the period of the strategic development plan. Although it takes aspiration into account, targets should be identified which are deliverable. As per Scottish Government guidance, when setting and agreeing the housing supply target, authorities should consider those factors which may have a material impact on the pace and scale of housing delivery such as:

- Economic factors which may impact on demand and supply in particular parts of the area.
- Capacity within the construction sector.
- The potential inter-dependency between delivery of market and affordable housing at the local level.
- Availability of resources.
- Likely pace and scale of delivery based on completion rates.
- Recent development levels.
- Planned demolitions.
- Planned new and replacement housing or housing brought back into effective use.

2.3.4 As the Strategic Development Plan and Local Housing Strategy were completed at different times, and it is the role of the Strategic Development Plan to set the housing supply target, it was only possible to provide indicative figures for the housing supply target through the Local Housing Strategy.

2.3.5 The housing supply target in the proposed Aberdeen City & Shire Strategic Development Plan utilises the principal scenario from the HNDA, modified to give a policy interpretation of current circumstances and the potential for growth in the medium to long term. This is consistent with the Regional Economic Strategy. The modified principle scenario suggests that 1,839 affordable homes are to be delivered between 2018 and 2023 across the city.

## 2.4 Empty Homes

2.4.1 An Empty Homes Officer was recruited on a two-year temporary basis in November 2018 to reflect the changing requirements of empty homes across the city and to ensure empty homes are brought back into use. The post is being funded on a 50:50 basis with kick-starter funding from the Scottish Empty Homes Partnership. Scottish Empty Homes Partnership is fully funding this post until 15 January 2021 due to the impact of Covid-19 to allow local authorities committee structures and cycles to return to usual business post lockdown. It has been proposed that the post is fully funded on a permanent basis from 16 January 2021 using Council Tax Second Homes funds.

- 2.4.2 There are currently more than 2,500 long term empty homes across the city. The Council Tax (Variation for Unoccupied Dwellings) (Scotland) Amendments Regulations 2016 allow local authorities to charge increased Council Tax on certain homes that have been empty for one year or more. The power contained in the Regulations is intended as an additional tool to help local authorities encourage owners to bring empty properties back into use, both to increase the supply of housing for those who need homes and to reduce the blight on communities caused by houses being left empty and allowed to fall into disrepair. £50,000 has been allocated from these funds to allow Aberdeen City Council to establish an empty homes loan fund with its objective being to bring empty properties back into use for those people who currently have an unmet housing need on the council's housing lists.
- 2.4.3 The Empty Homes Officer has worked with owners to bring empty properties back into use. 64 empty properties have been brought back into use from when the post was established. This number would have been higher but has been delayed due to the impacts of Covid-19. Work is ongoing with landlords and letting agents across the city to "match" people from our housing waiting lists with owners/letting agents of empty Private Rented Sector properties through the council's Matchmake to Rent Scheme.

## 2.5 Gypsy/Travellers

- 2.5.1 The lack of suitable secure accommodation underpins many of the inequalities that may be experienced. It often leads to Gypsy/Travellers using public and private land to set up unauthorised encampments which sometimes creates tensions between Gypsy/Travellers and the settled community. Establishing new permanent and transit sites can help alleviate some of the problems that Gypsy/Travellers face.
- 2.5.2 In order to address this, the Local Development Plan 2017 has identified sites as part of the 25% affordable housing contribution offering opportunities to the north, west and south of the city. Grandhome, Newhills, and Loirston are considered most appropriate for on-site provision of smaller transit sites with a net area of approximately 0.5 hectares providing six pitches on each site. Provision at the remaining locations will take the form of a commuted sum (equivalent to 15 affordable units) as set out in the Local Development Plan Supplementary Guidance. Such sites would help to meet the accommodation needs of Gypsy/Travellers as identified in the Craigforth Accommodation Study (2009). Craigforth recommended providing a mix of small, family orientated sites as well as larger sites to accommodate Gypsy/Travellers who travel in varying sizes of groups. This should include a mix of fully serviced and stopover sites. Given the significant numbers of unauthorised encampments since the Craigforth report was published in 2009, this



recommendation is unchanged, and a new study was completed in 2017 to identify if the needs of Gypsy/Travellers remains the same.

2.5.3 38 individuals took part in the research interviews, half of whom were located on unauthorised encampments at the time of interview, with the other half located on either a local authority or private site, or in housing. When asked about ideal future accommodation, most favoured a pitch on a fully serviced site or a council property. Participants suggested they would need either money, more support from the council or planning approval for more sites in order to achieve their accommodation aspirations.

2.5.4 The provision of Gypsy/Traveller sites as part of wider housing developments within Local Development Plans seems to address some of these issues. Whilst it has not been particularly successful so far in delivering increased site provision, the provision of such sites forms part of the Local Development Plan and seems to offer one of the best opportunities in terms of resourcing and planning for increased site provision.

## 2.6 Rapid Rehousing Transition Plan (RRTP)

2.6.1 The strategic housing priorities in this SHIP are aligned and consistent with the priorities detailed in the Aberdeen City Local Housing Strategy and Aberdeen City Council's Rapid Rehousing Transition Plan.

2.6.2 The RRTP is also embedded in the Aberdeen City Health and Social Care Partnership's Housing Contribution Statement which forms part of the Strategic Plan.

## 2.7 Child Poverty Action Report

2.7.1 The Local Outcome Improvement Plan 2016-26 has been adopted as the local Child Poverty Action Plan for the years 2019-22. The SHIP will directly link with the Local Outcome Improvement Plan and consider what progress has been achieved, identify where gaps exist and align strategic housing priorities.

## 2.8 Buy-Back Policy

2.8.1 Aberdeen City Council will, under certain circumstances, purchase ex-council properties sold under the Right to Buy legislation, subject to certain criteria. Each application is judged on an individual case by case basis. All types, sizes and location of property are considered including multi storey, adapted and sheltered properties.

2.8.2 There are several reasons why the council might buy back a property, these are:

- An identified strategic need for this type and size of property; and

- Purchasing the property would demonstrate good asset management and represent value for money for the council.
- Properties are in areas designated for regeneration or demolition.
- The owner meets the criteria within the Scottish Government's Home Support Fund (Mortgage to Rent Scheme).
- Ownership consolidation where re-acquisition returns the block to full or majority Council ownership.
- Specialist accommodation such as fully wheelchair adapted properties or designated as amenity housing.

### **3. Aberdeen City SHIP 2021 – 2026**

- 3.1 The Aberdeen City Affordable Housing Programme, developed by the council details a range of affordable housing projects including RSL and Council Social Rent. It also includes RSL mid-market rent and LAR Housing Trust mid-market rent as well as Low-Cost Home Ownership (LCHO) which are properties that housing developers will deliver directly.
- 3.2 In order to monitor the deliverability of projects, the council meets on a regular basis with the Scottish Government and RSLs to ensure projects are progressing and to try to resolve any issues that arise which are slowing down or preventing delivery. Officers of the council also monitor the weekly planning applications list to ensure planning applications linked to projects are being progressed through the planning system. This also presents opportunities to inform RSLs at an early stage of potential developments they could help to deliver the affordable housing requirements.
- 3.3 Many of the projects coming forward in the SHIP are reliant on Section 75 Agreements being completed. Before this, the developers should have had discussions with RSLs on the delivery of the affordable housing requirement for the site. Most of the RSLs in Aberdeen do not have the financial capacity to compete with developers to acquire sites for their own use, therefore the SHIP is very reliant on Section 75 Agreements to deliver affordable housing.
- 3.4 The council continues to increase the supply of housing which, in 2019/20, has seen the delivery of 112 new homes; 54 new build social rent, 30 homes purchased through the buy-back scheme and the acquisition of 28 flats on Union Street. Aberdeen City Council has made a commitment to provide 2,000 council homes for social rent. Funding has been identified through the allocation of Section 75 agreement monies<sup>1</sup> and Council Tax second homes<sup>2</sup> funds to contribute to this.

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<sup>1</sup> Section 75 agreements are provided through Section 75 of the Town and Country Planning (Scotland) Act 1997 and are negotiated through the planning process.

3.5 Projects have been placed in the actual year they could start if resources were available.

#### **4. Prioritisation**

4.1 Projects submitted have been assessed using the following criteria:

- The extent the projects help to achieve the priorities in the LHS.
- The tenure of projects, with preference given for those with social rented housing.
- Preference given to those projects which adequately reflect the housing need and demand for that area.
- Preference given to developments that provide specialist accommodation including wheelchair accessible and housing with supported accommodation.
- Planning consent is in place and the site is owned by the developer.
- Site is in the Local Development Plan to ensure there will be no delays due to departures from Planning.
- The project can be delivered immediately subject to availability of resources.

#### **5. Consultation**

5.1 Aberdeen City Council, with the involvement of its key partners via the SHIP Working Group has prepared this SHIP submission. The SHIP illustrates how the council and its RSL partners will seek to deliver the city's affordable housing investment needs and priorities identified in the Aberdeen City Local Housing Strategy 2018-2023 over a rolling 5-year programme. The SHIP Working Group is the Council's key working group that is responsible for development of the SHIP and the ongoing review of new and current projects through collaboration with Scottish Government via quarterly meetings.

5.2 The RSLs who form part of the SHIP Working Group are:

- Castlehill Housing Association
- Grampian Housing Association
- Hillcrest Housing Association
- Langstane Housing Association
- Osprey Housing
- Places for People
- Sanctuary Housing Association

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<sup>2</sup> From 1st April 2005 Ministers granted local authorities the discretion to reduce or retain the council tax discount on second homes and long-term empty properties

5.3 In addition to the SHIP Working Group, the council consults with the Affordable Housing Forum whose members include developers, RSLs and Planning Officers.

## 6. Resources

6.1 The Scottish Government has not yet confirmed the Resource Planning Assumptions for the Affordable Housing Supply Programme for the period of this SHIP. Guidance issued in 2019 suggested that, for planning purposes, local authorities should plan based on existing RPA levels which provides a suggested allocation of £97.180 million. Guidance has not been updated for 2020 due to the impacts of Covid-19 and it is now unclear if this guidance would still apply. Officers are waiting for confirmation from Scottish Government on what the Resource Planning Assumptions will be from 2021/22 onwards but it has been suggested that grant allocations will be significantly less than previous years.

	<b>RPA £ m</b>
2020/21	19.436
2021/22	19.436
2022/23	19.436
2023/24	19.436
2024/25	19.436
<b>Total</b>	<b>97.180</b>

6.2 The Affordable Housing Supply Programme will seek to maximise the delivery of affordable housing through all available housing streams. Partners will continue to investigate and implement new and innovative delivery mechanisms.

6.3 The delivery by the RSL sector is predicated on partnership working with house developers. The co-ordination of these developments with availability of grant funding will continue to be a significant challenge and will need to be carefully managed to ensure the deliverability of the programme.

### 6.4 Discretion to Reduce Council Tax Discount on Second Homes and Long-Term Empty Properties

6.4.1 From 1<sup>st</sup> April 2005 Ministers granted local authorities the discretion to reduce or retain the council tax discount on second homes and long-term empty properties. Aberdeen City Council has used this power and the additional income is retained locally and used as grant funding for RSLs/Aberdeen City Council for the provision of new-build affordable social housing.

6.4.2 Income received and paid up to 31 March 2020 is shown below.

	£
Income received	20,835,121
Paid/Committed	18,835,967
<b>Available Balance (at 31.3.20)</b>	<b>1,999,154</b>

6.4.3 The Council Tax on second homes and long-term empty properties provided an income of £1.999m in 2019/20. Based on current void rates in both the private and public sector, projected annual income is assumed to be around this figure, but shall be closely monitored every year and assumptions adjusted accordingly. These funds are disbursed by the City Growth & Resources Committee to support the delivery of affordable housing.

#### 6.5 Section 75 Affordable Housing Contributions

6.5.1 Section 75 agreements are provided through Section 75 of the Town and Country Planning (Scotland) Act 1997 and are negotiated through the planning process. Housing developers may, on occasion, be required to make a financial contribution towards affordable housing rather than delivering affordable housing on the specific site to which the planning permission applies.

6.5.2 Such agreements to date have provided an income as detailed at 6.5.3. These payments are linked to completions on site therefore it is difficult to accurately predict the total to be collected during 2020/21.

6.5.3 <b>Section 75</b>	£
Income received	13,032,080
Interest received	210,470
<b>Total Received</b>	<b>13,242,550</b>
Grants previously paid to RSL	3,620,991
Grants previously paid to ACC	3,460,792
Grants committed to ACC	1,561,042
Set aside (advertising)	5,000
<b>Available Balance (at 31.3.19)</b>	<b>4,594,725</b>

6.5.4 The funding comes with a requirement to be spent within five - seven years of receipt and must be held in an interest-bearing account. Aberdeen City Council has utilised all funds received up until June 2017. There is therefore no likelihood that any money would have to be repaid to developers, permitting Aberdeen City Council to disburse further grant up until July 2022 - 24.

## 7. **Low Cost Home Ownership**

7.1. As part of the planning requirements for the delivery of affordable housing, one of the delivery mechanisms is Low Cost Home Ownership. These properties are sold directly by the developer at a price discounted from the

market value. The Section 75 agreement and standard security ensure the properties remain affordable through future resales. Since LCHO sales started, 123 properties have been provided.

- 7.2 Three LCHO units have been sold to Grampian Housing Association and a fourth is in the process of varying the legal agreement. Suitable purchasers were not identified, and the owners were unable to sell the properties on the open market. In order to keep the units as affordable, Grampian Housing Association has purchased the properties to rent as mid-market rent which is permitted as part of the legal agreement. There are owners across the city who are finding it difficult to sell their properties and the difficulties with LCHO re-sales reflect the current housing market conditions in Aberdeen.

## **8. Housing Infrastructure Fund**

- 8.1 The Scottish Government introduced a five-year Housing Infrastructure Fund with up to £50m available.

- 8.2 The fund will support the delivery of housing through the use of financial assistance. While all types and tenures of housing are eligible for support, the Scottish Government has prioritised those projects delivering affordable and private rented housing within the next five years.

- 8.3 The fund will operate at a national level and will be managed and administered by the Scottish Government. As part of the £254m Scottish Government funding announced along with the City Region Deal, £20m of the £50m has been ring fenced to Aberdeen City and Aberdeenshire.

- 8.4 The Housing Infrastructure Fund comprises two main elements:

- Infrastructure loans (to non-public sector organisations)
- Infrastructure grant available to local authorities and RSLs to support affordable housing delivery.

- 8.5 Local authorities were asked, as part of the development of their SHIPs to identify priority housing sites that could, with support from the fund, be unlocked to bring forward housing. The City Region Deal Joint Committee has also considered the merits of the fund. Four sites have been identified in this SHIP. They are:

- Greenferns
- Craighill
- Kaimhill
- Kincorth

## **9. Housing Market**

- 9.1 The downturn in the north east economy from 2015 has had a significant impact on house prices, volumes of sales, rental values and availability of property for sale or rent on the market. This has impacted on the affordable housing market with mid-market rental properties becoming more difficult for landlords to rent in the current market.
- 9.2 The market changes mean that some sites have not progressed or have had slower build out rates. However, there have been a number of sites where affordable housing units have come forward in the site development with developers looking to deliver their affordable housing earlier than had been planned, to offset market conditions.

## **10. Specialist Housing Provision**

- 10.1 The Public Bodies (Joint Working) (Scotland) Act 2014 came into force on 01 April 2014 with additional secondary legislation and guidance produced which resulted in the development of Aberdeen City's Housing Contribution Statement. It forms an integral part of the Aberdeen City Health and Social Care Partnership Strategic Plan and sets out the role of social housing providers in Aberdeen. It mirrors the content of the Local Housing Strategy 2018-23 and will assist in the alignment of future strategic planning. This development has provided opportunities to strengthen the connections between housing, health and social care, and will contribute to the achievement of many of the Scottish Government's National Health and Wellbeing Outcomes.
- 10.2 The main housing related issues currently identified through the Strategic Development Plan, HNSA 2017, the Aberdeen City Local Housing Strategy and the Joint Strategic Needs Assessment is an expected growth in population with the greatest growth predicated to occur in the population aged 65+ with a significant proportion of older people identified as being at risk of fuel poverty.
- 10.3 Ensuring that the LHS and Strategic Plan are aligned will ensure that housing contributes to the delivery of health and social care outcomes that have been scoped through the Housing Contribution Statement and the Aberdeen City LHS 2018-23. It will also ensure that housing outcomes are supported through the Health & Social Care Partnership.
- 10.4 The Housing Contribution Statement has highlighted the following key challenges:
- The increased demand for services due to demographic changes as people are living longer and have more complex conditions.

- Shortage of suitable housing for people who have a learning disability, mental illness or face substance misuse issues.
- Shortage of housing for people with bariatric conditions.
- Design and provision of housing for people with dementia.
- Shortage of wheelchair accessible housing.
- Shortage of properties to facilitate hospital discharge.
- Budget pressures in relation adaptations and differences in funding mechanisms relating to tenure.
- Health implications for people who experience homelessness.
- Pressures on the provision of temporary accommodation for homeless households
- Challenges faced by Care Experience Young People (CEYP).

10.5 The Housing Contribution Statement identified actions to alleviate some of the challenges faced, these include:

- Increase the provision of wheelchair accessible housing.
- Develop a tenure neutral approach for adaptations.
- Take a strategic approach for planning for future housing based on the outcome of a mapping exercise carried out to identify the needs across all client groups.
- Ensure allocation our allocations review takes account of particular needs and the needs of carers.
- Commission housing support services in the community.
- Review progress with the implementation of the 10-year strategic review of housing for varying needs.
- Develop specialist supported housing units for people with a learning disability at North Anderson Drive development.
- Identify a site for the replacement of Wernham House.
- Develop an accommodation solution for people with an acquired brain injury.
- Implement the reviewed Care Experienced Young People protocol.



- Implement the actions identified within the Rapid Rehousing Transition Plan to alleviate the issues faced by homeless households.

10.6 The Housing Contribution Statement was refreshed and published in 2019. This reflects the priorities identified within the LHS 2018-2023, Strategic Plan and the Strategic Commissioning Implementation Plan. The Rapid Rehousing Transition Plan has also been incorporated into this to ensure it forms part of the strategic planning framework.

## **11. Wheelchair Accessible Housing – Position Statement**

11.1.1 The revised SHIP guidance issued by the Scottish Government in August 2018 states that local authorities must set a realistic target for the delivery of wheelchair accessible housing across all tenures. The first step of this process is to include a position statement in the SHIP that provides details of:

- What the current evidence base is regarding the requirement for wheelchair accessible housing, including any information gaps/further work required with plans to address identified need across all tenures.
- The intended approach to increase this provision and how it will be included within the LHS and Local Development Plan.
- The number of affordable wheelchair accessible homes the local authority plans to deliver over the next 5 years.

11.1.2 The Government produced further guidance on setting targets to support the delivery of more wheelchair accessible housing in March 2019. This states that all tenure housing targets are expected to be in place by the end of 2019.

## **11.2 Evidence base**

11.2.1 The Housing Needs and Demand Assessment 2017 shows Aberdeen City Council has 516 wheelchair accessible properties in specialist accommodation (including sheltered and very sheltered) and 293 in 'mainstream' housing.

11.2.2 The Housing Needs Assessment Team (HNAT) assess and prioritise applicants with particular needs for Council housing. The table below shows the number of applicants and their housing requirements, including those who need fully wheelchair accessible accommodation. It shows that 1,361 people require ground floor accommodation, 102 require level access and 67 require full wheelchair accessible design.

	1	2	3	4	5	Total
<b>Ground Floor</b>	1,110	153	82	15	1	1,361
<b>First Floor</b>	81	46	44	15	0	186
<b>Level access</b>	65	25	9	2	1	102
<b>Wheelchair access</b>	33	23	7	3	1	67
<b>Able for stairlift</b>	0	5	5	0	0	10
<b>Community Alarm recommended</b>	33	5	0	0	0	38
<b>Extra Bedroom</b>	0	25	39	13	1	78
<b>Other or multiple recommendations</b>	1,109	159	99	22	2	1,392
<b>Total</b>	<b>2,431</b>	<b>441</b>	<b>285</b>	<b>70</b>	<b>6</b>	<b>3,234</b>

11.2.3 In 2019/20 there has been a significant rise in the number of applicants applying for accessible housing. There has been a 32% rise in applications for those requiring ground floor accommodation, up from 1,024 to 1,361; 47% increase for those applying for level access, rising from 69 to 102 and 59% increase in those requiring fully wheelchair accessible housing with the number of applicants rising from 47 to 67 which further demonstrates the ongoing requirement for accessible housing.

11.2.4 The Council and its partners are committed to reducing waiting lists for accessible housing by working with the design team to ensure that the needs of those who are currently on the housing waiting lists for wheelchair accessible housing are met through the Affordable Housing Supply Programme.

11.2.5 There is robust information on the supply and demand for the Council's wheelchair accessible housing. Work is ongoing to establish the supply and demand for other sectors. Aberdeen City Council are working with registered social landlords, developers and the Disabled Person's Housing Service (DPHS) to establish a baseline. This work is being overseen by the Independent Living & Specialist Provision Strategic Group that has been established to deliver and monitor the Aberdeen City Local Housing Strategy's Joint Delivery Action Plan.

### **11.3 Approach to increase provision**

11.3.1 It is widely recognised that whilst new build housing is designed to meet Housing for Varying Needs standards this does not always translate to wheelchair accessible housing.

11.3.2 Aberdeen City's Health and Social Care Partnership's Strategic Plan identifies the challenges of an ageing population and the desire to support people in a community setting. To meet these challenges an adequate supply of good

quality accessible housing needs to be in place. The Housing Contribution Statement that underpins the role that housing plays was refreshed in 2018/19 and can be accessed here:

<https://www.aberdeencityhscp.scot/globalassets/governance/housing-contribution-statement-2019.pdf> .

11.3.3 The intended approach is to increase the overall provision of wheelchair accessible properties and is articulated in the Local Housing Strategy 2018 – 2023. This sets a 15% target for delivery of wheelchair accessible social housing.

11.3.4 The LHS sets out the priority for investment as part of the Affordable Housing Supply Programme. This is underpinned by the Housing Need and Demand Assessment 2017 and reflects the Aberdeen City and Shire Strategic Development Plan and the Aberdeen Local Development Plan.

11.3.5 The affordable housing target is in place and engagement with private developers will continue, to encourage an increased provision of wheelchair accessible housing across all tenures. Policy H4 of the proposed Local Development Plan states that housing developments of more than 50 units are required to achieve an appropriate mix of dwelling types and sizes, in line with a masterplan. This mix should include smaller 1 and 2 bedroom units and should be reflected in both the market and affordable housing contributions. An appropriate housing mix is expected in housing developments to reflect the diverse housing need in the area; this includes older people and disabled people. Where possible, housing units should demonstrate a design with accessibility and future adaptability in mind. For smaller developments (fewer than 50 units), a suitable mix of dwelling types and tenure will be provided in the interests of placemaking and local housing need and demand.

#### **11.4 Number of wheelchair accessible homes**

11.4.1 The LHS identifies an affordable housing target of 342 homes per year in 18/19 and 19/20 and 385 per year in 20/21, 21/22 and 22/23. The 15% target would increase the stock of wheelchair accessible properties by 380.

11.4.2 The Council plans to deliver 2,000 new homes, which could deliver over 300 accessible properties. The current programme takes account of the needs of disabled people. The two sites at Smithfield and Manor Avenue which have already been completed as part of the council house new build programme has provided 44 houses and 16 flats that have been designed with a ground floor bedroom and accessible shower room.

11.4.3 Aberdeen City Council are beginning to see an increase in the provision of accessible housing since the 15% target was introduced in the LHS in 2018. This will see 67 properties built to Housing for Varying Needs Standards

(Category B) at Wellheads, Dyce, which means they are accessible for wheelchair users. 16 fully wheelchair adapted properties have been developed across the city by our RSL partners and it is estimated that a further 234 wheelchair adapted properties and 46 specialist provision properties could be delivered by 2025/26.

## 12. SHIP Summary

12.1 The SHIP 2021 – 2026 has the potential to provide up to 3,479 new affordable homes which will deliver significantly more units than are suggested in the affordable housing supply targets identified in the Local Housing Strategy. This will help meet housing needs and demand across the city.

### 12.2 Table 1 - Years 2021/2 – 2025/26

12.2.1 This table shows there is the potential to complete 3,479 affordable units during this period. If all the projects were to go ahead there would be a requirement for grant subsidy of £155,426,000. The Resource Planning Assumption (RPA) for this period has not yet been advised by Scottish Government but guidance issued in August 2019 suggests local authorities plan based on existing RPA levels. This provides a suggested allocation of £97,180,000.

<b>RPA £ m</b>	
2020/21	19.436
2021/22	19.436
2022/23	19.436
2023/24	19.436
2024/25	19.436
<b>Total</b>	<b>97.180</b>

### 12.2 Tables 2 & 3

12.2.1 These tables show potential projects which may be able to claim from the Housing Infrastructure Fund. Four potential projects have been identified.

### 12.3 Table 4 - Affordable Housing Projects Funded or Supported by Sources other than the RPA/TMDF Budget

12.3.1 This table shows there is the potential to complete 384 affordable units not funded through the AHSP during this SHIP period. The units will see a mix of social rent, intermediate rent and low-cost homes provided by a mix of RSL, developers and council house new build.

#### 12.4 Table 5.1- Council Tax Raised on Empty and Second Homes

12.4.1 The council continues to raise considerable funding for affordable housing through reducing the Council Tax discounts on empty and second homes. The Council Tax income on second homes and long-term empty properties provided an income of £1.99m in 2019/20. These funds are subject to committee approval to disburse the funds to the council house new build programme.

#### 12.5 Table - 5.2 Affordable Housing Policies (AHPs) Contributions

12.5.1 As part of Section 75 Agreements, developers can make a commuted payment in lieu of the provision of affordable housing. This funding is used to provide grant for affordable housing to RSL and Council projects. In 2018/19 a total of £0.467 was received. These funds are subject to committee approval to disburse the funds to the council house new build programme.

### **13. Council Approval of SHIP**

13.1 The SHIP and the associated spreadsheets 2021/22 – 2025/26 are recommended for approval by the City Growth & Resources Committee on 28 October 2020.

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## ABERDEEN CITY COUNCIL

<b>COMMITTEE</b>	City Growth & Resources Committee
<b>DATE</b>	28 October 2020
<b>EXEMPT</b>	No
<b>CONFIDENTIAL</b>	No
<b>REPORT TITLE</b>	Aberdeen City's Affordable Housing Delivery Programme
<b>REPORT NUMBER</b>	COM/20/181
<b>DIRECTOR</b>	N/A
<b>CHIEF OFFICER</b>	Gale Beattie
<b>REPORT AUTHOR</b>	Mel Booth
<b>TERMS OF REFERENCE</b>	1.1.7

### 1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to provide an update on the Aberdeen City affordable housing delivery programme.

### 2. RECOMMENDATION(S)

That the Committee:

- 2.1 Approve the allocation of the Section 75 and Council Tax monies detailed at section 3.4 of the report for the future delivery of affordable housing.
- 2.2 Approve the allocation of Council Tax monies detailed at 3.4 of the report to fund the post of Empty Homes Officer from 16 January 2021.
- 2.3 Approve the allocation of the Affordable Housing Supply Grant to RSLs detailed at section 3.5 of the report for the future delivery of affordable housing.

### 3. BACKGROUND

#### 3.1 Affordable Housing Supply Programme

- 3.1.1 £19.436m was allocated to Aberdeen City Council in 2019/20. Additional funding of £13.101m was made available throughout the course of the year bringing the total allocation to £32.537m. The additional funding was made available through the close working relationships the Housing Strategy team has developed over many years with the Scottish Government and Registered Social Landlords. It allowed Aberdeen City Council to draw down funds which had not been utilised in other council areas and allowed the pace of affordable housing delivery to increase which released funds for future projects.

- 3.1.2 In 2019/20 there were 401 affordable housing completions which is the highest number of affordable homes delivered in Aberdeen through the affordable

housing supply programme. As at 30 September 2020, 99 affordable housing completions have taken place across the city, with 907 units being projected for completion in 2020/21. This projected figure for completion has now reduced to 490 due to the construction industry being halted due to Covid-19.

3.1.3 The table below shows the location, developer and type of affordable homes completed in 2019/20.

Location	Developer	Type	No. of units
Council Buy Backs	ACC	Social Rent	30
Union Street	ACC	Social Rent	28
Manor Walk	ACC	Social Rent	54
Maidencraig	Castlehill	Social Rent	36
Charleston, Cove	Grampian	Social Rent	9
Countesswells	Hillcrest	Social Rent	9
Countesswells	Hillcrest	Mid-Market Rent	15
Custom House	Hillcrest	Social Rent	46
Abbotswell Road	Hillcrest	Social Rent	16
Froghall Road	Hillcrest	Social Rent	27
Froghall Road	Hillcrest	Mid-Market Rent	8
Froghall Road	Langstane	Social Rent	6
Rowett South	Places for People	Social Rent	59
Rowett South	Places for People	Mid-Market Rent	31
Rowett South	Places for People	Shared Equity	14
Stoneywood	Places for People	Social Rent	12
Dubford	Scotia Homes	Low Cost Home Ownership	1
<b>Total</b>			<b>401</b>

### 3.2 Section 75 Agreements

3.2.1 Section 75 agreements are provided through Section 75 of the Town and Country Planning (Scotland) Act 1997 and are negotiated through the planning process. Housing developers may, on occasion, be required to make a financial contribution towards affordable housing rather than delivering affordable housing on the specific site to which the planning permission applies.

3.2.2 Such agreements to date have provided an income as detailed at section 3.2.3. Further agreements are in place which have provided an income of £100,000 so far this year. These payments are linked to completions on site therefore it is difficult to accurately predict the total to be collected during 2020/21.

#### 3.2.3 Section 75 Funding

	£
Income received	13,032,080
Interest received	210,470
<b>Total Received</b>	<b>13,242,550</b>
Grants previously paid to RSLs	3,620,991
Grants paid to ACC new build	3,460,792
Committed to ACC new build	1,561,042

Set Aside (advertising)	5,000
<b>Uncommitted Available Balance (at 31.3.20)</b>	<b>4,594,725</b>

3.2.4 The funding comes with a requirement to be spent within five- seven years of receipt and must be held in an interest-bearing account. Aberdeen City Council has utilised all funds received up until June 2017. There is therefore no likelihood that any money would have to be repaid to developers, allowing Aberdeen City Council to disburse further grant up until July 2022-24.

### 3.3 Council Tax Discount on Second Homes and Long-term Empty Properties

3.3.1 The Council used its powers to reduce the Council Tax discount for these properties from 2005/06. This income can be used by local authorities to support revenue and capital expenditure related to a range of affordable housing activity including:

- Providing new build affordable housing through Registered Social Landlords or council house new build projects;
- Bringing empty properties back into affordable housing use;
- Land acquisition for affordable housing development;
- Purchasing off-the-shelf houses from private developers for affordable housing use.

3.3.2 Income received and paid to date is shown below.

	£
Income received	20,835,121
Paid	8,098,861
Committed to ACC	10,210,615
Committed to RSLs	469,141
Empty Homes Commitments	57,350
<b>Uncommitted Available Balance (at 31.3.20)</b>	<b>1,999,154</b>

3.3.3 The Council Tax income on second homes and long-term empty properties provided an income of £1.999m in 2019/20. Based on current void rates in both the private and public sector, projected annual income is assumed to be around this figure, but shall be closely monitored every year and assumptions adjusted accordingly.

### 3.4 Allocation of Section 75 and Council Tax funds

3.4.1 There is £6,593,878 which is to be allocated for the delivery of affordable housing. It is proposed that the funding is allocated to the council house new build programme.

3.4.2 An Empty Homes Officer was recruited on a two-year temporary basis in October 2018 to reflect the changing requirements of empty homes across the city and to ensure empty homes are brought back into use. The post is being funded on a 50:50 basis with kick-starter funding from the Scottish Empty Homes Partnership. Scottish Empty Homes Partnership is fully funding this post

until 15 January 2021 due to the impact of Covid-19 to allow local authorities committee structures and cycles to return to usual business post lockdown. It is proposed that the post is fully funded on a permanent basis from 16 January 2021 using Council Tax Second Homes funds.

3.4.3 The Empty Homes Officer has worked with owners to bring empty properties back into use. 64 empty properties have been brought back into use from when the post was established. This number would have been higher but has been delayed due to the impacts of Covid-19. Work is ongoing with landlords and letting agents across the city to “match” people from our housing waiting lists with owners/letting agents of empty Private Rented Sector properties through the council’s Matchmake to Rent Scheme.

### 3.5 Allocation of Affordable Housing Supply Grant

3.5.1 RSLs have made significant strategic investment in the area and are committed to growing and sustaining their stock and services in Aberdeen. The RSLs believe that in order for the city to benefit from continued investment in affordable housing, there should be a balance in delivery between RSL and Council. Future pressure on grant and public subsidy is likely post COVID-19 and therefore to increase the ability to deliver the maximum number of units, RSLs are encouraging the council to continue to make opportunities available to RSLs, as well as council house investment.

3.5.2 RSLs are keen to know if affordable housing delivery, outside of the council house new build programme, is a key priority for the council. They need this certainty to allow them to develop and deliver their own new build housing programmes.

3.5.3 Delivery of affordable housing helps relieve the pressure on the council. If RSLs are unable to develop their affordable housing programmes, the responsibility for housing people lies with the council which results in increased demand management.

3.5.4 Funding requirements for delivery of housing through S.75 legal agreements requires certainty. 25% of all new housing is required to be delivered as affordable housing through the planning process. Grant funding is required to allow the housing to be delivered; without grant funding, the affordable housing delivery will not be able to go ahead on sites that have planning approval which will have implications for the development sector in terms of meeting their obligations detailed in the legal agreements.

3.5.5 Affordable housing creates sustainable mixed communities. If funding is unavailable to deliver S.75 agreements, communities will not be delivered with a mix of tenures.

3.5.6 The impact of not working with our RSL partners to deliver affordable housing will be significant in terms of delivery of affordable housing through S.75 agreements. All RSL’s who operate within Aberdeen, also operate in several local authority areas. If there is no certainty around their development schemes, they will choose to deliver their development programmes in other parts of the

country. This will put significant extra pressure on the council to deliver affordable housing created by the exit of RSLs from the city.

3.5.7 Grant levels post 31 March 2021 have yet to be determined but it is likely that it will be significantly reduced on previous years. It is proposed that the grant funding is allocated to the various RSL's who operate in Aberdeen.

#### 4. FINANCIAL IMPLICATIONS

4.1 Failure to allocate developer obligations funds within the prescribed timescale may mean they need to be repaid to the developer. The Housing Strategy team closely monitors the contributions made through developer obligations to ensure the funds are fully disbursed for affordable housing.

4.2 The allocation of Section 75 funds and Council Tax Second Homes monies allows the council to increase the provision of affordable housing across the city.

#### 5. LEGAL IMPLICATIONS

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

#### 6. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
<b>Strategic Risk</b>	Failure to deliver affordable housing.	L	Council has an ambitious new build programme and RSL partners work with us to deliver affordable housing across the city.
<b>Compliance</b>	Provision of affordable housing ensures compliance with the council's duty to house homeless households. Failure to deliver may result in there being insufficient housing to meet the demand.	H	Approval of the recommendations would prevent this from occurring
<b>Operational</b>	Provision of affordable housing is a priority for residents of Aberdeen City Council. Failure to deliver may result in housing need and	H	Approval of the recommendations would prevent this from occurring.

	demand levels not being met.		
<b>Financial</b>	Failure to allocate fund through developer obligations may result in funds being paid back.	H	Approval of the recommendations would prevent this from occurring.
<b>Reputational</b>	Failure to fully utilise funds may harm the council's reputation when affordable housing is much needed across the city.	H	Approval of the recommendations would prevent this from occurring.
<b>Environment / Climate</b>	Provision of new build affordable housing is built to current building regulations which has a reduced carbon footprint.	L	Approval of the recommendations would prevent this from occurring.

## 7. OUTCOMES

<b><u>COUNCIL DELIVERY PLAN</u></b>	
<b>Impact of Report</b>	
<b>Aberdeen City Council Policy Statement</b>	The proposals within this report support the delivery of Policy Statement 10 – Build 2,000 new Council homes and work with partners to provide more affordable homes.
<b>Aberdeen City Local Outcome Improvement Plan</b>	
Prosperous Economy Stretch Outcomes	The proposal within this report support the delivery of LOIP Stretch Outcome 1 – 10% increase in employment across priority and volume growth sectors by 2026. The paper seeks approval for the allocation of funds which will help to deliver the LOIP Improvement Project Aim ‘to increase the number of people employed in growth sectors by 5% by 2021. The affordable housing programme represents significant investment in the city which contributes to a prosperous economy and relates to 1.1 of the LOIP.
Prosperous People Stretch Outcomes	The proposal within this report support the delivery Stretch Outcomes 11 - Healthy life expectancy (time lived in good health) is five years longer by 2026. The paper seeks approval for the allocation of funds which will help achieve the LOIP Improvement Project Aim “Supporting vulnerable and disadvantaged people, families and groups.”

Prosperous Place Stretch Outcomes	The proposals within this report support the delivery of LOIP Stretch Outcome 14 – Addressing climate change by reducing Aberdeen's carbon emissions by 42.5% by 2026 and adapting to the impacts of our changing climate. The paper seeks approval for the allocation of funds which will help to contribute to the delivery of new build housing which is energy efficient.
<b>Regional and City Strategies</b>	The proposals within this report support the City Region Deal and the Strategic Development Plan through the delivery of affordable housing.
<b>UK and Scottish Legislative and Policy Programmes</b>	The report sets detail in relation to affordable housing which fulfils the requirements placed upon the Council by the Housing (Scotland) Act 1987.

## 8. IMPACT ASSESSMENTS

Assessment	Outcome
Impact Assessment	Full impact assessment not required
Data Protection Impact Assessment	Not required

## 9. BACKGROUND PAPERS

- 9.1 Previous committee reports in relation to this are detailed below:  
CGR 18 September 2018  
CGR 26 September 2019

## 10. REPORT AUTHOR CONTACT DETAILS

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## ABERDEEN CITY COUNCIL

<b>COMMITTEE</b>	City Growth and Resources
<b>DATE</b>	28 October 2020
<b>EXEMPT</b>	No
<b>CONFIDENTIAL</b>	No
<b>REPORT TITLE</b>	Update on Spaces for People Interventions
<b>REPORT NUMBER</b>	COM/20/196
<b>DIRECTOR</b>	Steve Whyte
<b>CHIEF OFFICER</b>	Gale Beattie
<b>REPORT AUTHOR</b>	Gale Beattie / John Wilson / Mark Reilly
<b>TERMS OF REFERENCE</b>	1.1

### 1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to update the committee on the temporary urban realm works completed to date through Spaces for People in relation to the Councils response to the COVID-19 pandemic.

### 2. RECOMMENDATION(S)

It is recommended that the Committee:-

- 2.1 Instruct the Chief Officer – Strategic Place Planning to monitor the current interventions and report the findings back to the 3 February 2021 City Growth and Resources committee including any implications for ongoing capital works or corridor studies;
- 2.2 Instruct the Chief Officer – Strategic Place Planning to write to Sustrans/Transport Scotland to seek clarification on the date by which the funding must be spent, in the context that National Health Services (NHS), Scottish and UK Government advice suggests that the current pandemic conditions are likely to remain in place throughout the winter, and report back to the 3 February 2021 City Growth and Resources Committee for direction on the removal of the interventions;
- 2.3 Instruct the Chief Officer – Strategic Place Planning to work with Sustrans on Sustrans request to undertake a case study of the works undertaken in Aberdeen including the parklets and bus stops for the benefit of other local authorities throughout the UK; and
- 2.4 Note that, as detailed in Appendices 4 and 5, further ongoing engagement with stakeholders has continued throughout which has led to some refinement of the original intervention proposals.

### **3. BACKGROUND**

#### **National Context**

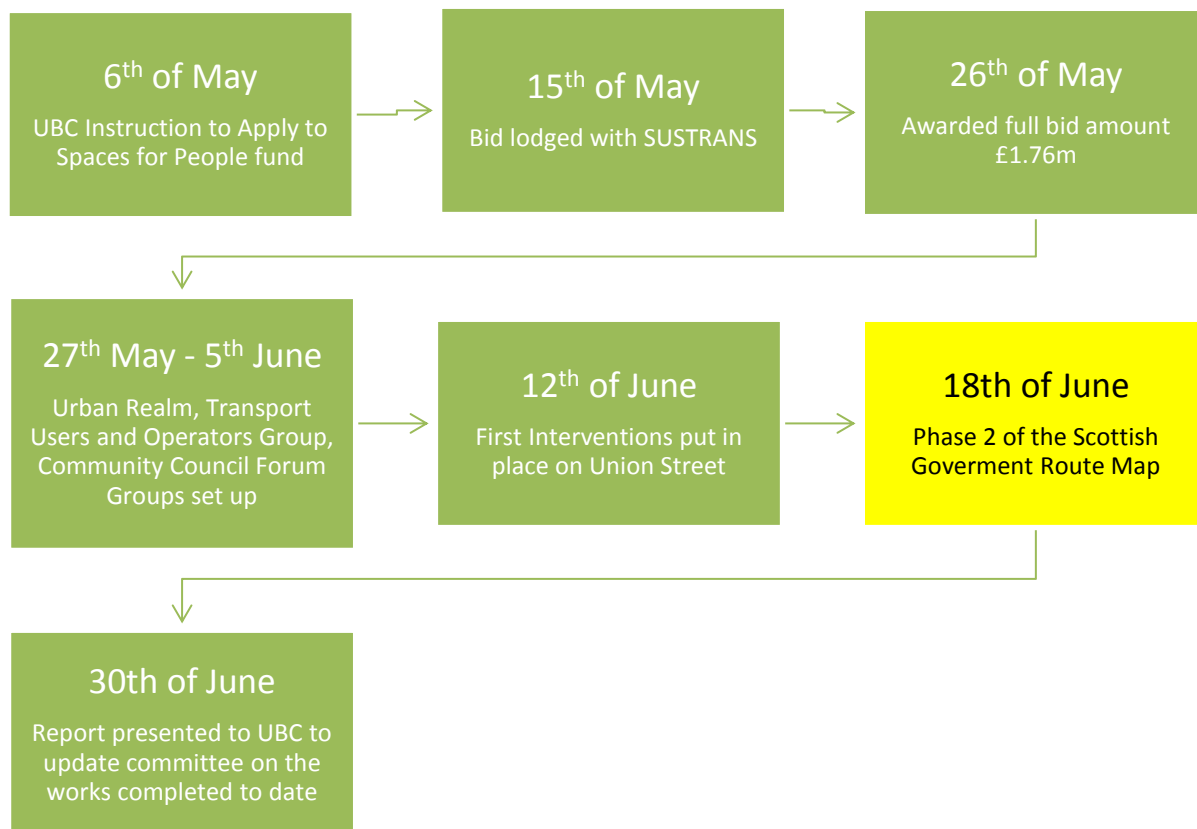
- 3.1 As a result of the existing and impending health risk (at that time) from the COVID-19 pandemic the UK Government announced on 23 March 2020 that people must stay at home and some businesses had to close. The announcement included a small limited number of reasons for people to leave their homes, such as necessary shopping, travel to work if they could not work from home.
- 3.2 The critical aspect of this initial strategy, was to limit the opportunities and frequency when people were in direct contact with one another to try and control the risk of spreading the virus.
- 3.3 During this initial lockdown period, (April 2020) Michael Matheson, Cabinet Secretary for Transport, Infrastructure and Connectivity, launched the Scottish Government's Spaces for People (SfP) programme. The aim of the programme is to support Local Authorities in reallocating road space using temporary infrastructure to enable physical distancing amongst members of the public for the duration of the COVID-19 pandemic; to further encourage walking, cycling and wheeling; and to make it safer for people who choose to walk, cycle or wheeling for essential trips or for exercise.
- 3.4 It was recognised that the levels of people using active forms of travel had greatly increased since the beginning of the nationwide lockdown and this was compounded by advice from the Scottish Government not to use public transport except where absolutely necessary and the recommendation to walk or cycle when possible.
- 3.5 There was therefore a need to both encourage more active travel movement within the existing network and to create additional temporary active travel network where possible – but critically in normal “crowded” areas of the city to do so with physical distancing of 2 metres.
- 3.6 Current Government guidance states that walking and cycling are the best forms of travel for ensuring physical distancing and reducing the risks of further transmission of COVID-19.
- 3.7 Bearing this in mind, with many people wary of using public transport, and services having to operate at reduced capacity, it is preferable that any displaced people movements switch from public transport to active travel rather than the private car to protect road space for those most in need.
- 3.8 The clear instruction from both the UK Government and Scottish Government was and still is, for the public not to undertake longer than necessary journeys.
- 3.9 In accordance with the above, the Scottish Government produced a document setting out a Route Map which in simple terms sets out the progressive incremental steps to ease the initial COVID-19 Lockdown Phase to a state of normality (Phase 4). Throughout this phased approach the Scottish Government have issued guidelines and regulations to direct and instruct what

can and cannot be done. This framework for decision making is shown in Appendix 1.

- 3.10 It should also be noted that as Scotland began to move through these phases to re-start the economy it was critical that physical distancing measures were in place to allow people to safely move and access businesses.
- 3.11 This was occurring during the UK national lockdown. At this juncture there was no understanding what “coming out of lockdown” would be like because the world had never experienced a global pandemic along with the measures that were in place.
- 3.12 In fact it can be seen from recent events that decisions being taken must then be revisited to deal with the virus and how it spreads amongst the population. It is clear that almost any measures taken today will have to be constantly reviewed, assessed and consequently changed as we learn more about how the virus is spreading but more importantly in the context of how people behave.
- 3.13 Finally, as the local Spaces for People measures were to protect the people of Aberdeen and their health, as well as our National Health Service, Public Health were made a formal member of the group set up to look at the works to ensure that the proposals were adequate and proportionate. These works and “predictions” were done while in a National lockdown on the guidance from the Scottish Government.

#### **Timeline**

- 3.14 In recognition of the clear direction from the Scottish Government, an Urgent Business Committee was held on the 6 May 2020, whereby officers were instructed to apply to the Scottish Governments fund SfP with the Committee resolving: -
  - (7) *to agree that Aberdeen City Council should participate in the “Spaces for People” Initiative providing it is 100% funded by Sustrans Scotland;*
  - (8) *to instruct the Chief Officer - Strategic Place Planning to submit bids to the Spaces for People initiative in conjunction with the Council’s Transport spokesperson Councillor Macdonald and report the outcome of those bids to the Urgent Business Committee on 30 June 2020;*
- 3.15 The timeline for this is set out below;



- 3.16 On the 15 May 2020, 9 days after the UBC committee instruction, officers submitted an application to the SfP fund.
- 3.17 The initial Bid document set out the principle of interventions across the city but given the tight timeframe Sustrans agreed that the submission would be accepted (from all local authorities) as a high-level document with high level cost estimates.
- 3.18 In advance of the award, taking consideration of potential road space interventions some initial feasibility and concept design work was undertaken by officers with regard to what measures could be introduced in the City Centre in advance of the 18 June 2020. This was the indicative date of the Scottish Government's Route Map from moving from Phase 1 to Phase 2 and the description for safe distancing moved from "Socially Distancing" to "Physical Distancing".
- 3.19 It is important to note that throughout the Scottish Government's publication 'Coronavirus (COVID-19):Scotland's route map through and out of the crisis' (May 2020), that **"Physically distancing requirements are in place"**, is a requirement from the first initial Lockdown Phase through to and inclusive of Phase 3. Only the last Phase (Phase 4), recognises that "physical distancing requirements will be updated on scientific advice." The current Scottish Government advice states we are still currently at Phase 2.
- 3.20 The 18 June 2020 was the initial date on which Scottish Government expected to announce the move from Phase 1 into Phase 2 of the Scottish Governments

Route Map. This would have seen retail units, outdoor markets, and restaurants and pubs with outdoor seating, allowed to reopen.

- 3.21 At that time council officers were still restricted from going onto site and all office-based officers were working from home, where possible. This is still the current protocol which is being followed. This itself provided a major challenge for officers.
- 3.22 It is worth reminding the committee that at this point in the timeline the country had been in lockdown for almost 3 months. As the programme progressed it was evident that it was virtually impossible to follow normal consultation protocols with the entire country being instructed to remain in their home other than for personal exercise, shopping or if you were classed as a key worker.
- 3.23 The assessment of where to undertake works was therefore, generally based on where officers had historic data that showed high footfall where people tended to congregate or move around. There was also the large queues that were witnessed in certain areas as physical restriction measures were introduced (for example, supermarkets).
- 3.24 Finally, it was quite clear that the programme of works would have to be agile in terms of how it would need to be adapted once the general public were allowed more freedoms in terms of moving around the city. Officers were aware of the need to put in place some form of survey, data gathering and monitoring such that this information could then be provided to elected members to allow them to make an informed decision on the need for the continued interventions going forward rather than reacting to anecdotal evidence.
- 3.25 The data collection has been hampered due to the local lockdown that was placed on the city in August and again with further restrictions being introduced recently, not just locally but across the country. Both these interventions have been implemented by the Scottish Government to combat the spread of the virus. The underlying reason given is that where people are in close contact the virus has the opportunity to spread further, and more alarmingly at a rapidly increasing rate of infection.
- 3.26 It is therefore proposed that the programme of works will be further monitored over the coming months and a further report will be brought to the City Growth and Resources Committee on 3 February 2021 for the committee to make a decision on how they wish the programme to proceed. In drafting the report, NHS Grampian's Director of Public Health will be consulted in order to establish the level of transmission of the virus within the city, and the Local Police commander will be consulted in order to establish local levels of compliance with the public health measures in order to inform whether the existing measures are adequate.

## **Planning Guidance to support Businesses**

- 3.27 On the 25 May 2020 the Chief Planner and the Minister for Local Government, Housing and Planning, wrote to local planning authorities encouraging them to take a;

*“supportive, pragmatic and flexible approach to temporary developments and changes of use which would enable businesses to diversify or adjust the way they operate as the lockdown eases and many people can get back to work.”*

- 3.28 In support of this through SfP Planning, Licensing and Environmental Health services produced guidance for business explaining the temporary relaxation being offered by the Scottish Government and Aberdeen City Licensing Board and setting up a process by which businesses could apply, including a dedicated email address for businesses across the city. To date over 80 business have applied through this process.

## **Bid Award**

- 3.29 On the 26 May 2020, 11 days after submitting the bid, Sustrans awarded the council a £1.76million grant to take forward the Spaces for People measures.

- 3.30 Following the announcement of the award the next steps involved setting up a system of governance to oversee the implementation of the projects outlined within the bid document. Leading up to 5 June 2020 the following number of groups and structures were put into place. These included:-

- Preparation of the terms of reference.
- Setting up the Governance Group (with meetings twice a week) – NHS Grampian, Police Scotland, NESTRANS, and Directors and Chief Officers across Capital, SPP and Operations.
- Setting up the Transport Users and Operators Group – Disability Equity Partnership, three local cycle groups, NESTRANS, First Bus and Stagecoach.
- Setting up the various officer working groups
- Engaging with the Chief Officer City Growth on linking up with the economic recovery plan.

- 3.31 At the Urgent Business Committee held on the 30 of June 2020, officers reported back to committee on the success in relation to the application for funding, the works completed to date and an outline of future works. Again, there was consensus to the extent that the committee was praising officers for their work:

- to thank the Chief Officer – Strategic Place Planning and her team, and colleagues from NHS Grampian for the work undertaken to date;
- to approve the recommendations contained in the report;
- to note that these are temporary, flexible active travel infrastructure measures to better enable people and businesses to comply with physical distancing requirements during the Covid-19 public health emergency, and to encourage

people back into the city centre and neighbourhood shopping districts by providing a safe environment for all;

- to note the uncertainty of how long physical distancing will remain a key part of life as lockdown restrictions are eased and that this will be determined by NHS and Scottish Government guidance;
- to note that a week-long consultation has been launched on the Beach Active Travel Corridor to allow members of the public to help shape plans for that area; and
- to note the high level cost estimate of developing, implementing and maintaining the temporary measures (excluding schools and public buildings) and instruct the Chief Officer - Strategic Place Planning, following consultation with the Chief Officer - Corporate Landlord, Chief Officer – Finance and the Chief Education Officer, to submit a bid or bids, as appropriate, to the Spaces for People fund to cover costs associated with maintaining existing measures over a longer period of time, adding further required measures to allow safe access to public building and facilities (particularly when schools return), and removing measures as and when they are no longer required.

#### **4. ABERDEEN CITY COUNCIL RESPONSE**

##### **Context**

- 4.1 As National Health Service Scotland (NHS) and Public Health Scotland tackled the COVID-19 public health emergency, it is accepted that there was and continues to be an immediate need for Aberdeen City Council, as the local Roads Authority & Traffic Authority, to support the Scottish Government's physical distancing requirements. This will enable people to move safely around the city, whilst mitigating the consequences to transport network.
- 4.2 The Council's response "Creating SPACE to MOVE in Aberdeen" Spaces for People programme, was developed at pace to address the Scottish Government's guidance on travel and physical distancing as the nation emerged from a long period of social and physical restrictions (Phase 0: Lockdown) to control the pandemic.
- 4.3 Consideration of the Aberdeen City context shows that pedestrian and cycling numbers had increased greatly since the beginning of lockdown (Phase 0), by an average of 85%, with certain areas such as the beach seeing numbers rise by 256%. At the same time traffic levels had dropped by over 60% and bus patronage dropped dramatically.
- 4.4 Travel behaviour observed during and post-lockdown suggests significant latent demand for better active travel facilities should be catered for in order to help the Council achieve a range of health, equalities, environmental and transport objectives. As such there is a requirement for the Council to improve and increase active travel infrastructure to support physical distancing, mitigate the impacts of the pandemic on the road network, and ensure all citizens have the opportunity to travel in as safe and healthy a manner as possible.

## **Physical Distancing (2m)**

- 4.5 Tragically, over 2,500 people who tested positive for Covid-19 have died in Scotland with Scottish Government and NHS guidance on fighting the pandemic placing physical distancing as one of the most important and effective ways of combating the spread of the virus and avoiding a second wave. The Council is committed to supporting the NHS and the NHS's Public Health service in this regard and helping our residents to physically distance where possible.
- 4.6 Although a gradual easing of lockdown has commenced, with activities resuming in line with the Scottish Government's route map, this resumption of activity, and its associated transport requirements, is taking place in a context where 2 metre physical distancing remains the current advice from the Scottish Government. This has, and will continue to have, significant implications on transport services and the transport network.
- 4.7 The message from both the UK Government and Scottish Government is that people should aim to walk and cycle as much as possible for short journeys, both to protect roadspace and public transport capacity for those making essential, and perhaps longer, journeys, and in recognition that these are the best way of ensuring physical distancing while travelling.

## **Spaces for People (SfP) Objectives**

- 4.8 To address the Scottish Government's instructions on travel and physical distancing the Aberdeen SfP programme's desired outcome is to allow the public to move about safely and travel efficiently, on the public road network.
- 4.9 To enable this to be achieved the SfP programme has the following objectives:
- Provide sufficient capacity to allow the city to function as the Scottish Government's COVID-19 restrictions & guidance alter (physical distancing);
  - Enable safer use of the network by all modes;
  - Enable citizens to pursue a healthy lifestyle;
  - Enable economic recovery;
  - Provide equality of access to the network;
  - Manage ACC exposure to COVID-19 associated risks;
  - Ensure interventions are so far as reasonably practical aligned with the objectives of the Local Transport Strategy (LTS).

## **5. HIGH LEVEL DESIGN PRINCIPLES**

- 5.1 Taking cognisance of overarching Scottish Government guidance, a number of high level design principles were then developed for SfP intervention concept design purposes. A selection of scenarios, with physical distancing consideration is set out in Appendix 2.



- 5.2 To aid the detailed design of the SfP interventions, taking cognisance of any local constraints, a list of indicative design requirements was then considered. Refer to Appendix 3.
- 5.3 This led to the City/district centre and active travel interventions which have been implemented.

## **6. CITY CENTRE / DISTRICT CENTRE SPECIFIC INTERVENTIONS**

### **Introduction**

- 6.1 In the case of the busier city/district centre locations, taking account of the high level design principles, and indicative design requirements as set out in Appendices 2 and 3 respectively, the overriding design rationale was to provide sufficient space for walking and queueing pedestrians to observe physical distancing guidance.
- 6.2 This was achieved primarily through enabling safer use of the road carriageway by pedestrians. The committee should also bear in mind that this consideration and decision-making was carried out when the country was in full lockdown.
- 6.3 This inevitably required the temporary extension of the footway into the road carriageway.
- 6.4 The design development of the key implemented interventions is set out in Appendix 4.

### **Parklets and Street Furniture**

- 6.5 Across the City Centre work with the Disability Equity Partnership (DEP) saw the introduction of Parklets/Footway Extensions/Bus Stop Platforms. The development and reasoning for their introduction is laid out in Appendix 5.
- 6.6 The Committee should note that Sustrans have supported the inclusion of the parklets to aid physical distancing and recognise the other benefits which they afford. They have been very complimentary of the approach adopted by the Council, such that they are currently seeking to undertake a case study on the parklets, the intention being to share this information with other local authorities across Scotland.

## **7. ACTIVE TRAVEL AND RECREATION INTERVENTIONS**

### **Introduction**

- 7.1 In the context of paragraphs 3.5 and 3.6 above the Council has a duty to ensure that the people encouraged to cycle by the Scottish Government can do so safely.

- 7.2 Improving active travel provision is the optimum solution to the safe and efficient movement of people while physical distancing remains the default Scottish Government guidance. There are a limited small number of high-quality, comprehensive cycle routes in the city.
- 7.3 To address this, the Spaces for People programme looked to deliver a series of continuous, high-quality temporary active travel corridors linking key origins and destinations which allowed people (including children and novice cyclists) to cycle safely and in accordance with the Scottish Government physical distancing guidelines.
- 7.4 Aside from potentially encouraging an increase in car usage, the risks of not improving cycle facilities are that people are instead forced to cycle on busily trafficked roads, which some may not be equipped to navigate, thus putting themselves and others in danger.
- 7.5 Not providing adequate infrastructure could also encourage people to cycle on footways, resulting in conflicts with pedestrians, especially the vulnerable, and inappropriate distancing.
- 7.6 To offset these risks corridors were identified for the introduction of measures. This was based on current and potential demand both recreational and commuting, including an analysis of the origins and destinations of short trips (< 5 miles) into and out of the city which could in many cases be undertaken by active travel.
- 7.7 The active travel interventions are set out in Appendix 6.

## **8. ENGAGEMENT AND CONSULTATION WITH STAKEHOLDERS**

- 8.1 From the outset both within the bid application and the committee report to UBC in June 2020, it was noted that consultation, in the way it is traditionally undertaken by the council would not be possible. This was due to the speed at which the Spaces for People measures had to be delivered to help address the national public health emergency and to align with the Scottish Government's COVID Route Map. **It should be again noted that at this point the country was in complete lockdown.**
- 8.2 Prior to the UBC meeting on 30 June 2020, cognisance was taken that the Scottish Government Route Map showed the planned move from Phase 1 to Phase 2, was expected to be announced on 18 June 2020. National Records of Scotland data shows that as at 21 June 2020, 4,119 deaths had been registered in Scotland where COVID-19 was mentioned on the death certificate. It was against this background that officers were working to implement Spaces for People measures.
- 8.3 Recognising the tight timeline and that public health safety was paramount, advance consultation was difficult, and in some cases, impossible. This led to the position where post installation engagement was used to refine or alter the implemented Space for People measures. Indeed given the infection data

available at the time normal consultation was simply inappropriate as it could have potentially risked the health of people and also breached Scottish Government guidance at the time.

- 8.4 In all cases the interventions were shared with the Emergency Services, Transports Users and Operators Group and discussed separately with the Transport Operators.
- 8.5 In summary, throughout the period since grant award, three levels of consultation/engagement have been undertaken to date for the SfP work.

### **City Centre Engagement**

For the City Centre interventions, extensive consultation was impossible in advance and engagement took the form of modifying the interventions once they had been installed. This was achieved through engagement with business and the community council.

### **Rosemount, George Street and Torry**

For Rosemount, George Street and Torry engagement was possible in advance to varying degrees with the Community Council, traders and local ward members.

### **Active Travel Corridors**

For the active travel corridors, Bridge of Don to the City Centre (Beach) and Hazlehead to the City Centre a public consultation was possible showing the intervention options and allowing feedback to be gathered. These were online consultations and were publicised on social media and in press releases.

- 8.6 In addition to the site-specific consultation/engagement there has been an extensive amount of information shared with Group Leaders and Councillors. This was delivered through a series of regular weekly meetings.
- 8.7 Where time allowed the engagement was conducted using a number of methods such as;
- Sustrans map-based portal
  - Citizens Space Survey
  - Community Council Forum
  - Virtual Community Council meetings
  - Virtual meetings with Local Trader Groups
  - Specific engagement with bus operators
  - Specific engagement with taxi operators
  - Aberdeen Inspired (City Centre)
  - Dedicated email addresses were set up for businesses and stakeholder groups
  - Extensive use of the dedicated SfP email address for lodged inquires and responses.

- 8.8 The announcement by the Scottish government on 18 June 2020 to move from Phase 1 to Phase 2, allowed more site visits and face to face meetings (whilst still maintaining 2 metre physical distancing) to be conducted. This took the form of meeting with the general public, business owners and community Council representatives.
- 8.9 Gathered information was shared and communicated using.
- Press Releases
  - Social media
  - The Council website showed updated maps but not limited to blue badge, bus stops, taxi rank, school drop off and pick up
  - Count information such as vehicle, pedestrian and cycle
  - Letter drops
  - City Event Team
- 8.10 Following implementation of the SfP measures, engagement has continued during the monitoring phase, through feedback from stakeholders along with arranged walkabouts at specific locations.
- 8.11 Following further consideration this engagement has helped refine each of the interventions where they could benefit business without impacting on the primary goal of protecting public health and supporting the NHS in the fight against the COVID-19 pandemic.

## **9. WORKS**

- 9.1 Each of the Spaces for People measures have required changes to road infrastructure throughout. Predominantly these temporary measures have included the use of traffic cylinders which are a non-invasive measure and provide a robust and durable alternative to traffic cones. Where possible new traffic signs have been installed on existing infrastructure, however when this has not been possible temporary bases have been utilised in the carriageway and retention sockets have been installed in footways. The retention sockets will minimise removal costs whilst also providing an asset for potential future requirements.
- 9.2 It is worth noting that officers experienced serious difficulties to procure additional materials due to the Scottish and National shortage of such materials, in lieu of the COVID-19 pandemic and that nationally all Local Authorities were all looking for them at the same time.
- 9.3 Where considered unnecessary and a potential barrier to physical distancing pedestrian guardrail has been removed, retention sockets have similarly been installed at each of these locations to facilitate the quick reinstatement when the physical distancing measures are removed.

- 9.4 The introduction of footway extensions across the city centre has required the installation of additional temporary traffic signal poles, heads and push button with nearside indicators.

## 10. FINANCIAL IMPLICATIONS

- 10.1 The table below shows the financial position as at the end of Quarter 2 2020/21.

Gross Budget	Spend to Date
£1.760m	£0.865m

Further details of expenditure incurred are included in Appendix 7.

- 10.2 Grant funding of £0.511 million has been received because of the first claim submitted to Sustrans. A second claim of £0.319 million is being prepared for submission.
- 10.3 Committee instruction 2.2 of this report will be crucial in ensuring the future spend complies with the instruction of the UBC committee in June 2020 not to exceed the funding awarded for Spaces for People.

## 11. LEGAL IMPLICATIONS

- 11.1 While there are no direct legal implications arising from the recommendations of this report, the funding will be required to be spent in accordance with the legal agreement for the grant award. To date Sustrans have confirmed their satisfaction with the projects that the grant has been spent on and have paid the first invoice. Sustrans are being kept up to date with all progress and expenditure.

## 12. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
<b>Strategic Risk</b>	Public harm, allowing the COVID-19 virus to spread with the associated high risk of death through contacting the virus.	H	The majority of interventions are now in place working within the funding envelope. A task force group has been set up to manage the programme with daily meetings to monitor progress and address any issues – drawn from senior staff across the Council.

	Failure to deliver the Socio-Economic Rescue Plan 2020/21	H	Close collaboration across other Clusters.
<b>Compliance</b>	Officers breach grant conditions.	L	The majority of the interventions have now been completed within the scope of the original grant award. Funds for maintenance and removal have been held back.
	Failure to comply with national Covid-19 legislation and guidance	L	Comply with legislation and guidance.
<b>Operational</b>	Insufficient staff to undertake the full programme.	L	The majority of the interventions are in place the risk is now limited to maintenance and removal.
<b>Financial</b>	Maintenance and removal cost exceed remaining budget.	L	Costs will be monitored on a regular basis.
<b>Reputational</b>	Programme not delivered.	L	Working within the budget envelope the maximum number of interventions have been delivered.
<b>Environment / Climate</b>	Air quality deteriorates and carbon emissions increase as more people start to travel, using the car more often due to advice to minimise use of public transport which will have reduced capacity for some time.	M	Performance of the road network will be closely monitored, including reviewing air quality data that is collected locally.

### 13. OUTCOMES

<b><u>COUNCIL DELIVERY PLAN</u></b>	
	<b>Impact of Report</b>
<b>Aberdeen City Council Policy Statement</b>	In addition to responding to the current public health emergency and imminent easing of lockdown requirements, this programme of temporary Covid-19 public health measures supports the delivery of the Economy Policy Statement 4. Increase city centre footfall through delivery of the City Centre Masterplan, including the redesigned Union Terrace Gardens Place Policy Statements 2. Support efforts to develop the Energetica corridor 3. Refresh the local transport strategy, ensuring it includes the results of a city centre parking review; promotes cycle and pedestrian routes; and considers support for public transport 5. Commit extra funding to resurface damaged roads and pavements throughout the city. The temporary Covid-19 public health measures actively support and encourage active and sustainable travel, in and across the City Centre and support maintenance and safe operation of the strategic road network enabling people to comply with physical distancing requirements.
<b>Aberdeen City Local Outcome Improvement Plan</b>	
Prosperous Economy Stretch Outcomes	<p>The programme of temporary Covid-19 public health measures supports the delivery of Stretch Outcome 1 – 10% increase in employment across priority and volume growth sectors by 2026, and Stretch Outcome 2 – 90% of working people in living wage employment by 2026 by supporting the lockdown easing measures which will enable the economy to recover and people to get back to work where they cannot work from home. The temporary Covid-19 public health measures will enable people to move around by walking and cycling where possible, while protecting access to public transport and enabling compliance with physical distancing requirements.</p> <p>The temporary Covid-19 public health measures will also support businesses re-opening by providing additional space for customers and create space, where possible, for outdoor seating and leisure activities.</p>
Prosperous People Stretch Outcomes	The programme of temporary Covid-19 public health measures within this report support the delivery of Stretch Outcome 11 – Healthy life expectancy is five years longer by 2026. The

	<p>temporary Covid-19 public health measures actively support and encourage active and sustainable travel and help reduce environmental pollutants which are harmful to human health. The temporary Covid-19 public health measures are also designed to enable physical distancing while moving around, thereby minimising the risk of Covid-19 transmission and the likelihood of a second wave of the disease.</p>
Prosperous Place Stretch Outcomes	<p>The temporary Covid-19 public health measures support the delivery of Stretch Outcome 14 – Addressing climate change by reducing Aberdeen's carbon emissions by 42.5% by 2026 and adapting to the impacts of our changing climate, and Stretch Outcome 15 - 38% of people walking and 5% of people cycling as main mode of travel by 2026. The temporary Covid-19 public health measures improve and/ or create active and sustainable travel infrastructure.</p>
<b>Regional and City Strategies</b>	<p>The temporary Covid-19 public health measures support the delivery of the Regional and Local Transport Strategies, Strategic and Local Development Plans, Regional Economic Strategy and Action Plan, Health and Transport Action Plan, Local Outcome Improvement Plan, Air Quality Action Plan and Powering Aberdeen by encouraging more people to walk and cycle to work, health care and other services and destinations and as a result of the public health emergency, to be able to do this whilst also complying with physical distancing requirements. This is particularly important due to the imminent lockdown easing which will see more people travelling to work and other destinations as businesses start to re-open. Although bus travel will remain significantly reduced for some time, the temporary Covid-19 public health measures also help to ensure that this mode can still be used safely too.</p>
<b>UK and Scottish Legislative and Policy Programmes</b>	<p>The measures directly contribute to Public Health and Scottish Government requirements and legislation relating to the Covid-19 Pandemic, and in particular support physical distancing in public spaces. They will also support businesses as they start to re-open in accordance with the lockdown easing phases. The temporary Covid-19 public health measures will also contribute towards the</p>



	delivery of the Scottish National Transport Strategy (NTS 2), the UK and Scottish legislation on Air Quality Standards and Objectives, and Climate Change Acts.
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#### 14. IMPACT ASSESSMENTS

Assessment	Outcome
Impact Assessment	Not Required
Data Protection Impact Assessment	Not required

#### 15. BACKGROUND PAPERS

None

#### 16. APPENDICES

Appendix 1: COVID-19 – Framework for Decision Making

Appendix 2: High Level Design Principles

Appendix 3: Design Factors

Appendix 4: City/District Centre Interventions

Appendix 5: Parklets

Appendix 6: Active Travel Interventions

Appendix 7: Financial Breakdown

#### 17. REPORT AUTHOR CONTACT DETAILS

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## **APPENDIX 1 COVID-19 – Framework for Decision Making**

‘Scotland’s route map through and out of the crisis’

The route map can be accessed by clicking on the link below;

<https://www.gov.scot/publications/coronavirus-covid-19-framework-decision-making-scotlands-route-map-through-out-crisis/>

### **Primary Legislation**

- Coronavirus Act 2020
- Coronavirus (Scotland) Act 2020

### **Secondary Legislation**

#### **Main Regulations**

- The Health Protection (Coronavirus) (Restrictions and Requirements) (Scotland) Regulations 2020
- The Health Protection (Coronavirus) (Restrictions and Requirements) (Scotland) Amendment Regulations 2020

#### **Additional Temporary Measures Regulations**

- The Health Protection (Coronavirus) (Restrictions and Requirements) (Additional Temporary Measures) (Scotland) Regulations 2020
- The Health Protection (Coronavirus) (Restrictions and Requirements) (Additional Temporary Measures) (Scotland) Amendment Regulations 2020

#### **Aberdeen City Regulations**

- The Health Protection (Coronavirus, Restrictions) (Aberdeen City) Regulations 2020
- The Health Protection (Coronavirus, Restrictions) (Aberdeen City) Amendment Regulations 2020

#### **Previous Main Regulations (Now Revoked)**

- The Health Protection (Coronavirus) (Restrictions) (Scotland) Regulations 2020
- The Health Protection (Coronavirus) (Restrictions) (Scotland) Amendment Regulations 2020
- The Health Protection (Coronavirus) (Restrictions) (Scotland) Amendment (No. 2 – No.13) Regulations 2020

#### **International Travel**

- The Health Protection (Coronavirus) (International Travel) (Scotland) Regulations 2020

- The Health Protection (Coronavirus) (International Travel) (Scotland) Amendment Regulations 2020
- The Health Protection (Coronavirus) (International Travel) (Scotland) Amendment (No. 2 – No. 18) Regulations 2020
- The Health Protection (Coronavirus, Public Health Information for Passengers Travelling to Scotland) Regulations 2020

### **Non-Domestic Rates and Council Tax**

- The Non-Domestic Rates (Coronavirus Reliefs) (Scotland) Regulations 2020
- The Council Tax Reduction (Scotland) Amendment (No. 3) (Coronavirus) Regulations 2020
- The Non-Domestic Rates (Coronavirus Reliefs) (Scotland) Amendment Regulations 2020

### **Commencement and Expiry of Provisions**

- The Coronavirus Act 2020 (Commencement No. 1) (Scotland) Regulations 2020
- The Coronavirus (Scotland) Acts (Early Expiry of Provisions) Regulations 2020
- The Coronavirus (Scotland) Acts (Amendment of Expiry Dates) Regulations 2020

### **Planning and Land**

- The Town and Country Planning (Miscellaneous Temporary Modifications) (Coronavirus) (Scotland) Regulations 2020
- The Town and Country Planning (General Permitted Development) (Coronavirus) (Scotland) Amendment Order 2020
- The Land Reform (Scotland) Act 2016 (Supplementary Provision) (Coronavirus) Regulations 2020
- The Town and Country Planning (Emergency Period and Extended Period) (Coronavirus) (Scotland) Regulations 2020

### **Education**

- The Education (Miscellaneous Amendments) (Coronavirus) (Scotland) Regulations 2020
- The Education (Deemed Decisions) (Coronavirus) (Scotland) Amendment Regulations 2020

### **Social Work and Care**

- The Adults with Incapacity (Ethics Committee) (Scotland) (Coronavirus) Amendment Regulations 2020
- The Social Care Staff Support Fund (Coronavirus) (Scotland) Regulations 2020
- The Care Homes Emergency Intervention Orders (Coronavirus) (Scotland) Regulations 2020
- The Coronavirus (Scotland) Act 2020 (Suspension: Adults with Incapacity) Regulations 2020

## **Local Government**

- The Local Government Finance (Coronavirus) (Scotland) Amendment Order 2020
- The Health Protection (Coronavirus, Restrictions) (Directions by Local Authorities) (Scotland) Regulations 2020

## **Elections**

- The Representation of the People (Absent Voting at Local Government Elections) (Amendment) (Coronavirus) (Scotland) Regulations 2020
- The Representation of the People (Electoral Registers Publication Date) (Coronavirus) (Scotland) Regulations 2020

## **Housing**

- The Homeless Persons (Unsuitable Accommodation) (Scotland) Amendment (Coronavirus) Order 2020
- The Coronavirus (Scotland) Act 2020 (Eviction from Dwelling-houses) (Notice Periods) Modification Regulations 2020
- The Rent Arrears Pre-Action Requirements (Coronavirus) (Scotland) Regulations 2020

## **APPENDIX 2: High Level Design Principles**

### **Scottish Physical Distancing Guidance**

Current Scottish Government advice is members of the public should distance themselves from one another by a minimum of 2 metres when in public places, known as Physical Distancing.

### **Pedestrian Movement and Queueing**

The absolute minimum corridor width required for an able-bodied pedestrian is 750mm. The Scottish Government's Spaces for People design guidance states a 3m minimum footway width is required to maintain physical distancing for two people passing each other. If 2m Physical Distancing is taken as centre to centre of two people passing each other the absolute minimum footway width requirement is 2.5m for two-way single file flow, assuming some kerb overhang.

### **Queueing Pedestrians**

Scottish Government's Spaces for People design guidance states additional space will be required to facilitate queueing outside shops. The same principle applies for any queueing such as, but not limited to bus stops, and hospitality/business entrances and key road crossing points.

For the scenario where there is single queueing along a building façade with space to allow Physical Distancing for people passing each other in opposite direction, this will require a 5m width of footway. If 2m Physical Distancing is taken as centre to centre of two people passing each other, the absolute minimum footway width requirement is 4.5m for two way single file flow, assuming some kerb overhang.

If queueing away from a building façade is to be considered the addition of segregation width to traffic for comfort and perceived safety will need to be considered. This would require the temporary extension of the footway into the road carriageway.

### **Cycle Movement**

The Scottish Government's Spaces for People design guidance states that where with-flow cycle lanes are used, lanes should be as wide as possible and be an absolute minimum width of 1.5m excluding any separation feature.

The Scottish Government's Spaces for People design guidance states that where bi-directional cycle tracks are used, lanes should be as wide as possible and be an absolute minimum width of 3 metre excluding any separation feature plus an additional 250mm if traffic lane delineators (cones/cylinders) are used as a separation feature.

To deliver this outcome a range of design factors were considered, and these are laid out in Appendix 3 for all the interventions that the programme has to date implemented.

## **APPENDIX 3      Design Factors**

To aid development of the SfP people interventions, taking cognisance of the local constraints and Scottish Government guidance the following list of indicative design requirements were considered:

### **Carriageways: Traffic flows/speeds and routing choice**

- Approaches routes to city centre, reduce the speed and volume to through traffic
- Make city centre and adjacent centres the destination rather than a through route whilst maintaining access to retail, residents and business.
- Restrain motor vehicle flows; modal filtering restricted route choice/ banned turns
- Restrain motor vehicle speeds; speed limit reductions, traffic calming
- Retail and hospitality areas, reduce the speed and volume of traffic passing through and provide additional space:
- Busiest retail and hospitality areas, (north/ south shopping centre axis) reduce the speed and volume of traffic passing through and provide additional space:

### **Footways**

- Widen existing footways by occupying the road carriageway and designating additional pedestrian areas with lining and/or traffic cylinder demarcation
- Improve carriageway crossing points by creating queueing space, and
- Consider full pedestrianisation.

### **Bus Stops**

- Busy bus stops provide additional space for waiting and spread the demand:
- Close congested stops
- Increase areas for waiting by widening existing footways by occupying the road carriageway and designating additional pedestrian areas with lining and/or traffic cylinder demarcation
- Spread the bus services over additional stops to separate busy services

### **Active Travel**

- Improve cycle access within the city centre
- Provide pedestrian and cycle only zones
- Provide additional cycle parking
- Provide additional cycle servicing stations

### **Public Transport**

- Maintain access to efficient public transport
- Additional bus stops for diverted services

- Maintain or improve kerb upstand height at bus stops
- Retain adequate availability of taxi waiting areas

### **Parking Requirements**

- Loading and unloading
- Maintain an adequate level of disabled parking

### **Other General Factors**

- Maintain equality of access to the road network
- Protect existing footways from obstruction
- Maintain pedestrian crossing infrastructure (tactile paving/ push buttons) where expected
- Use suitable contrasting materials for temporary infrastructure;
- Legible understandable design
- Improve waiting opportunities

## APPENDIX 4: City/District Centre Interventions

### 1. City Centre

- 1.1 Aberdeen City Centre has two axes for shopping, east and west along Union Street, and north and south between the Bon Accord and Union Square centres. These axes cross at the mid-section of Union Street between Bridge Street and Market Street. This section links directly to areas of pedestrian priority including the Green, Belmont Street/ Back Wynd and St Nicholas Street. It sees the peak flows of pedestrians within the City Centre. Footways are narrow in relation to the volume of pedestrians expected in the area, with queuing at bus stops, retailers and pedestrian crossing points adding to the conflict.
- 1.2 The pedestrianisation of this section of road addresses those concerns and provides space for citizens to move safely about the area.
- 1.3 Within Aberdeen City, local and national bus services travel through and to the City Centre. Public transport provides necessary transport opportunities for essential journeys supporting the return of the economy and education. It is also the only form of transport for a third of the City's households who don't have access to a car for journeys that are too long to walk and where cycling is not an option. With a limited number of alternative routes and a recognised demand for public transport it was important to maintain access to public transport in the City Centre therefore routing was diverted only where the pedestrianisation was put in place.
- 1.4 Bus, taxi and authorised vehicle restriction was introduced on Union Street to the east of Market Street to remove unnecessary through traffic from Union Street and to facilitate the bus route diversions and the relocation of bus stops onto Market Street.
- 1.5 For the section of Union Street, west of Bridge Street to Holburn Street additional space was set aside for pedestrians by allowing their occupation of the outer lanes of road carriageway. This meant buses and general traffic are required to share one lane with little additional space for passing stopped vehicles. Right turn bans were installed to reduce any holdups to public transport and to reduce the desirability of the route for those travelling through the surrounding area. With access to off street parking maintained around the City Centre, the need to drive through it is minimised, allowing more space for pedestrians.
- 1.6 There are implications of introducing these changes and one which was recognised was vehicles transferring from Union Street to the Justice Mill Lane/ Langstane Place corridor. A point 'no entry' was installed to restrict west to east movement along the corridor whilst maintaining access to the area.
- 1.7 As well as enhancing the pedestrianised feel of the area, the extensive array of hospitality venues within the Belmont Street/ Back Wynd area approached the Council seeking if they could expand their businesses onto sections of carriageway throughout the site. In order to accommodate this, it was necessary to remove all but essential traffic from this area, which is usually a restricted traffic environment in any case. This meant the relocation of a taxi



rank, disabled parking and changing access arrangement to private off street car parks.

- 1.8 Schoolhill runs between the two parts of Bon Accord centre and forms a key link in the north/ south retail axis in the City Centre. The existing crossing point is narrow and restricts the flow of pedestrians. The pedestrianisation of the section of Schoolhill between Flourmill Lane and Back Wynd allows pedestrians coming Union Street, safe and freeflowing options to walk through St Nicholas Street or the Belmont Street area without conflict with vehicles. Access is maintained for deliveries outwith hours and a loading bay was provided to the west of Back Wynd to assist businesses in the vicinity, particularly those expanding delivery options for their customers. To provide the additional footway space and loading area, the majority of the route was made one way eastbound further reducing vehicular conflict.
- 1.9 A one-way restriction has been introduced onto Chapel Street within the west end reducing carriageway space requirements and creating opportunity for further footway widenings, alterations to the parking and loading restrictions were also introduced in the west end to create opportunity to physically distance in these areas.

## **2. George Street**

- 2.1 George Street is a key walking corridor from the north to the city centre, busy retail area, heavily residential and is in close proximity to the North East Scotland College, located at the Gallowgate.
- 2.2 The intervention focus was to provide extra footway width for walking and queuing at the retail and catering venues. Queuing was also observed at bus stops and the food bank.
- 2.3 On street parking was maintained due to the limited-on street parking provisions within the area and the importance to business. Once additional parking, queuing and walking space was identified the remaining carriageway was too narrow to accommodate two lanes of traffic therefore a one way southbound with a contraflow cycle lane northbound was introduced between St Andrews Street and Spring Garden.
- 2.4 Two-way traffic was maintained on the section between Spring Garden and Hutcheon Street as parking was relocated to side streets. Maberly Street footways were widened as this is a popular pedestrian route to Skene Square School.
- 2.5 The route was made one way eastbound to accommodate the extra pedestrian space whilst maintaining access from the west to the lower section of George Street.
- 2.6 These changes required a reallocation of parking/loading permissions along the length under consideration.

### **3. Rosemount**

- 3.1 Rosemount Place is a contained local retail area, serving a surrounding substantive residential area and nearby schools. It has a high volume of small footprint shops, with limited access, which meant that queuing frequently occurred, therefore footway widening was the focus.
- 3.2 The introduction of footway widening meant that normal two-way traffic flow could not be accommodated along its full length due to existing carriageway width constraints. The solution was to introduce a one-way section eastbound combined with a contraflow bus and cycle lane running westbound.
- 3.3 These changes required a reallocation of parking/loading permissions along Rosemount Place which includes a section of vehicular parking at the east end between the cycle lane and the running carriageway.
- 3.4 As noted since implementation, post monitoring and further engagement has continued which has led to some refinement of the original proposals.

### **4. Torry**

- 4.1 The section under consideration was along Victoria Road between Grampian Road and South Esplanade West which was identified as a key walking and cycling route to/from the city centre combined with a local busy retail centre
- 4.2 This busy pedestrian route with high volume bus stops and local supermarkets was provided with footway widenings, loading bays and enabled a short southbound cycle lane to be added through the SfP area.
- 4.3 To accommodate the changes a small amount of vehicular parking was removed in the immediate area.

## **APPENDIX 5: Active Travel Interventions**

### **1. City Centre to Bridge of Don Active Travel Corridor (via the Beach Esplanade)**

#### **Ellon Road**

- 1.1 As part of the development of the Beach active travel corridor a number of different options have been considered for the Ellon Road section. The closing of the infrastructure gap between the end of the current shared cycle track on Ellon Road, at Hucheon Gardens, and the new bi-directional cycle lane on the Esplanade has been the focus.
- 1.2 Two alternative arrangements with the introduction of cycle lanes have been reviewed and modelled using traffic signal junction simulation software by Consultant Siemens.
- 1.3 The modelling showed that any benefits would be short term and recognising the increasing volumes of traffic, there would be poor junction performance leading to extensive queue lengths in the near future.
- 1.4 For this reason any further intervention was stopped along this section.

#### **Beach Esplanade Section**

- 1.5 The Esplanade has seen a significant increase in recreational cycling, including young and novice cyclists. To support physical distancing requirements and cater for this recreational demand, new cycle lanes were provided predominantly beside the current footway, by taking space from the road, and making them usable in both directions with minimal interaction with general traffic.
- 1.6 The arrangement is commonly referred to as a bi-directional mandatory lane.
- 1.7 In general, opportunities to park a car along the Esplanade are not being removed but relocated from the kerbside to alongside the new cycle lane. The new agreement still allows access to the beach by car as before and an improved safer experience for those who walk and cycle along the Esplanade.

#### **Beach Boulevard to Links Road**

- 1.8 For parking on the section between Beach Boulevard and Links Road, to preserve the angled parking, including a number of disabled bays, the bi-directional lane is placed on the city side of the road.

- 1.9 Due to the remaining width and length of this section the road was made one-way southbound to ensure the efficient flow of traffic. Southbound was selected as it is the route for a public bus service.

### **Beach Boulevard**

- 1.10 As the route forms a connection along a dual carriageway upgrading the existing with-flow advisory cycle lanes to mandatory lanes with targeted segregation was the most appropriate solution. No parking opportunities have been removed as part of the project.

## **2. A9119 Active Travel Corridor (Hazlehead to City Centre)**

- 2.1 The A9119 (formerly B9119) corridor between the Hazlehead Roundabout and the City Centre (via Queens Road and Carden Place) is identified as a priority route in the revised Roads Hierarchy. As a priority route, it should function as a safe and efficient corridor for all modes of transport.
- 2.2 A number of route options were considered taking account of recent historical studies, new surveys, consultation with various stakeholders and linkage with schools along the route. The preferred route option is currently at design stage awaiting implementation
- 2.3 The intervention would see the introduction of new cycle lanes either side of the existing carriageway along most of the corridor length extending from Kings Gate along Queens Road, Carden Place, and Skene Street to Rosemount Viaduct.
- 2.4 Further consideration is currently ongoing on whether this intervention should be implemented.

## APPENDIX 6: Parklets

- 1.1 The introduction of the coned areas of carriageway in the city centre to increase the width of what are historic and often narrow footways provided a larger pedestrian area for necessary social distancing. Whilst able-bodied people could use both the existing and extended footway areas our advice, through the Disability Equity Partnership (DEP), was that people with mobility issues should continue to use the footways with the existing crossing points maintained.
- 1.2 Following implementation it was noticeable that the majority of people were not confidently using the claimed area of carriageway as a footway, which would be a challenge to traditional behaviour in environments where traditionally vehicles took precedence, as well as the coned areas being used by some cyclists who should have remained in the operational carriageway.
- 1.3 The concept of the timber parklets, as multi-purpose footway extensions, was introduced to provide an at grade extension to the footway so that anyone moving away from others could on occasion step onto them, rather than to step down onto the claimed carriageway, and that short sections of bench and greenery were introduced in the city centre to make places more operationally attractive.
- 1.4 In some locations the parklets provide opportunities for temporary pavement café-style seating clear of the existing footways in order to support some businesses re-opening and signalling that some commercial activity was returning after the first lockdown restrictions eased.
- 1.5 The design and installation of the timber parklets was undertaken in-house and with the Chair of the DEP as a critical friend in order that the simple module worked in different settings. Manufacturing was undertaken locally, latterly using Building Services apprentices, and with the timber decking, anti-slip and planting procured in challenging lockdown circumstances.
- 1.6 Following the phased introduction of the parklets DEP representatives worked with the Council's Spaces for People team in trialling the parklet module as a temporary bus boarding platform, with the results showing the parklet module as a more successful alternative to installing metal ramps. Thereafter, the roll-out of the temporary bus boarding platforms and associated totem signage on Union Street ensured the same suite of temporary street furniture in design and materials making the infrastructure clearly recognisable and user-friendly.
- 1.7 From early July until mid- August, 146 No. parklets have been installed in clusters along Union Street to the King St junction, at the 'west end' in Rose, Chapel and Thistle Streets, as well as in Schoolhill and Upperkirkgate where their functionality, as well as grouping with new bicycle stands, to add value to the city centre in the context of changing operational circumstances.

- 1.8 A very small number of parklets have been re-located following further consultation, however following the first phase installation requests were received from traders and feedback on their use is positive. Sustrans, as Spaces for People funder gave approval for the principle of the parklets and have, following installation, requested that a case-study of them and other measures introduced in the city, is made to share nationally as innovative practice.
- 1.9 Following the uplift of the Spaces for People temporary measures it is planned that the parklets are re-used in locations across the city where their different modules can be used to support a number of community-based initiatives.

## APPENDIX 7 Financial Breakdown

### 1. Additional Financial Information

- 1.1 The Spaces for People funding is available to pay for design, installation, maintenance and removal of measures in support of the objectives outlined in section 4.9 of the report.
- 1.2 Costs incurred to date include the design works for measures, purchase of the equipment and materials required and the staff time involved in installation and maintenance. The project has required input and support from officers in Strategic Place Planning, Capital and Operations and Protective Services.
- 1.3 The financial position of the project as at the end of Quarter 2 2020/21 can be represented as:

<u>Spaces for People</u>	<b>Budget</b>	<b>Actual</b>	<b>Further</b>	<b>Uncommitted</b>
	<b>£'000</b>	<b>Expenditure</b>	<b>Committed</b>	<b>£'000</b>
		<b>£'000</b>	<b>£'000</b>	<b>£'000</b>
Programme Management (includes Design)	275	234	0	41
Parklets - Purchase & Installation	300	135	169	(4)
Miscellaneous	115	0	78	37
Traffic Management Works	550	495	50	5
Maintenance Measures (including winter)	300	0	300	0
Contingency & Project End Costs	220	0	0	220
<b>Position as at 8 October 2020</b>	<b>1,760</b>	<b>865</b>	<b>597</b>	<b>298</b>

- 1.4 Programme Management covers the technical staff time from all services.
- 1.5 The expenditure for the Parklets includes design, procurement and installation.
- 1.6 Miscellaneous expenditure includes spend for Cycle Stands and Data Collection.
- 1.7 Traffic Management works includes all costs related to the installation of the measures involved, including Labour, Plant and Materials. Significant items of material expenditure includes (but are not limited to):  
  
(barriers £25k, bollards & traffic cylinders £90k, signage & poles £32k and traffic signals £37k)

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## ABERDEEN CITY COUNCIL

<b>COMMITTEE</b>	City Growth and Resources
<b>DATE</b>	28 <sup>th</sup> October 2020
<b>EXEMPT</b>	The report is not exempt but the appendices are exempt as follows:-  Appendix 10.1: Financial Implications: Para 8: estimated expenditure on contracts  Appendix 10.2: Outline Business Case: Para 8: estimated expenditure on contracts  Appendix 10.3 – Heat Offtake Agreement, Principles: Para 9 (terms of acquisition or disposal)
<b>CONFIDENTIAL</b>	N/A
<b>REPORT TITLE</b>	Torry Heat Network – Third Progress Report
<b>REPORT NUMBER</b>	RES/20/172
<b>DIRECTOR</b>	Steve Whyte
<b>CHIEF OFFICER</b>	John Wilson
<b>REPORT AUTHOR</b>	Bill Watson
<b>TERMS OF REFERENCE</b>	1.1.2, 1.1.7, 2.1.1, 4.1

### 1. PURPOSE OF REPORT

- 1.1 This report updates the Committee on the progress made with this project and seeks approval of a number of recommendations.

### 2. RECOMMENDATION(S)

That the Committee:-

- 2.1 approves the proposed amended scope for this phase of this project;
- 2.2 approves the acceptance of a Low Carbon Infrastructure Programme Grant from the Scottish Government;
- 2.3 approves the carry forward of any portion of the General Fund Capital budget for the project, not required for this phase of works, so that it can be used as match-funding against a future grant application;
- 2.4 approves the Council entering into a twenty year Heat Offtake Agreement with the EfW operating company which follows the principles set out in appendix 10.3, and approves the estimated annual expenditure associated therewith set out in appendix 10.1; and
- 2.5 approves the recommendations contained within section 3.2 of this report with regard to the upgrading and usage of the Council's assets, property and estates.

### **3. BACKGROUND**

- 3.1 During 2016 it was recognised that a district heating infrastructure project in Torry might be viable, given that heat (reserved by a SEPA license for a heat network) was expected from the EfW project.
- 3.2 The extent of the proposed infrastructure within the next phase of this Heat Network is:
- a Heat Distribution Facility (containing controls, valves, heat buffer tanks and back-up boilers and other equipment required to effectively operate and supply heat to the district heating network). It is proposed that this facility will be located within the former Waste Transfer Station building, Greenbank Crescent, Tullos (i.e. immediately adjacent to the EfW site);
  - the main spine heat distribution pipes from the Heat Distribution Facility (routed underneath the Aberdeen to Dundee railway line) so as to connect with the existing heating network in Torry) to supply heat for 146 homes (to the 3 high rises) and 3 public buildings (Deeside Family Centre, Provost Hogg Court and Balnagask House): sufficient for the future district heating needs of Torry, and a potential future connection to the city centre network;
  - new internal installations, heat metering and heat supply pipes to Tullos Primary School and Torry Social Work office; and
  - new internal installations, heat metering and heat supply pipes to an additional (circa) 150 homes to Balnagask Circle, Balnagask Court and the Farquhar Road stub blocks, i.e. that upon completion of this phase of the Network, circa 296 homes will be provided with heat from the EfW plant.
- 3.3 The Council has received an offer of a capital funding grant from the Scottish Government's Low Carbon Infrastructure Programme (LCITP) towards this next phase of this Network.
- 3.4 The Scottish Government have advised that further grant funding opportunities are currently being developed. It is intended that these new grant opportunities will also be pursued, so that further phases of this Network can also be delivered in a financially prudent manner. To this end it is recommended that any portion of the General Fund Capital budget for the project, not required for this phase of works, is carried forward to future years so that it can be used as match-funding against a future grant application.
- 3.5 The main principles of a Heat Offtake Agreement have been agreed between ACC, the EfW operating company (Indaver) and the EfW lead company (Acciona). It is proposed that the full Heat Offtake Agreement will be signed in

late 2020, so as to secure the future heat supply to this Network from the EfW plant (in early 2023).

- 3.6 Should the recommendations in this report be approved, work will continue/commence on a number of workstreams:
- 3.6.1 The supply, construction and installation of the network infrastructure is to be contracted out. The works will be procured in accordance with the Council's Procurement Regulations.
  - 3.6.2 The construction and installation of the infrastructure proposed will require legal consent from Network Rail for the proposed District Heating pipe infrastructure to pass underneath the Aberdeen-Dundee railway line. Legally compliant scheme decisions will also be required from joint property owners of tenement properties. Both forms of legal agreement will need to include a right to access the new district heating network for maintenance purposes.
  - 3.6.3 Obtaining road closure consents and planning permission.
  - 3.6.4 Obtaining coordination assistance of the utility suppliers, who have services running in the vicinity of the proposed district heating network infrastructure.
  - 3.6.5 Reviewing terms of the supply of heat from the district heating network to the public buildings to be connected to the district heating network.
  - 3.6.6 Engaging an operator of this extended district heating network and agree the legal and commercial terms for the running, maintenance, and billing of this extended network on the Council's behalf. The business case demonstrating how the Council is to achieve best value for this operating contract is to be developed and approved by Officers under existing delegated powers, prior to a legal agreement for the new operating contract being entered into.

The operator of the existing heat network in Torry is Aberdeen Heat and Power.

- 3.6.7 Reviewing agreements already in place for heat supply on the Balnagask Community heating network are to establish if any of those agreements would need to be varied to reflect the new source of heat (from EfW rather than the current position utilising gas boilers) and how that can be achieved.

#### **4. FINANCIAL IMPLICATIONS**

- 4.1 The financial implications relating to this report are outlined in an exempt appendix attached to this report.

#### **5. LEGAL IMPLICATIONS**

- 5.1 The construction of the EfW facility is being funded by Aberdeen City Council, Aberdeenshire Council and Moray Council, and the facility will be processing

residual waste from all three authorities. For the facility to be allowed to operate, the EfW Contractor must obtain and maintain a permit which meets SEPA's permit conditions. The permit has yet to be issued, but the Thermal Treatment of Waste Guidelines 2014 ("TTG") set out that the EfW lead contractor (Acciona) shall be required to work towards the facility achieving a specified level of energy efficiency within 5-7 years of commissioning of the facility by implementing its heat and power plan submitted with its permit application. The delivery of heat to the proposed district heating network in Torry features in the EfW Contractor's current heat and power plan.

- 5.2 It is acknowledged in the TTG that heat and power plans may fail due to external factors, such as the withdrawal or delay of a 3<sup>rd</sup> party, and in these circumstances SEPA would work with the EfW lead contractor (Acciona) to revise its heat and power plan. The Council is, accordingly, under no contractual obligation to deliver the district heating network.
- 5.3 The proposed investment by the 'state' (Aberdeen City Council) to create a heat network is considered to be a low State Aid compliance risk due to the clear compliance with Scottish, UK and EU policy with regard to the creation of low carbon heat networks. Legal advice has been obtained on this and the proposals have been designed to ensure that this risk remains low.
- 5.4 These proposals have been developed in a manner which takes into account current and proposed regulations for the suppliers of heat:
  - 5.4.1 The proposed design will be compliant with the requirements of the recently introduced Medium Combustion Plant Directive, with regard to the back-up boilers provided as part of this project.
  - 5.4.2 Consideration has also been given to the impact of foreseeable possible future legislation. The Scottish Government, in its second consultation (Nov 2017) on Local Heat and Energy Efficiency Strategies proposed a licencing system covering consumer protection. This proposal is based on advantageous pricing for domestic consumers and has allowed for membership of the Heat Trust; the latter setting out best practice standards for consumer protection. It is understood that this will ensure the Torry Heat Network meets, or exceeds, these potential heat network regulations, currently at Stage 1 of Scottish Parliament legislation
- 5.5 There is no other relevant legislation, foreseen at present, that needs to be accounted for.

## 6. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
<b>Strategic Risk</b>	Potential for non-delivery of Heat Network project, which would negatively impact on the development of a Low Carbon regional economy	L	Proposals have been prepared, which deliver on this strategic requirement.
<b>Compliance</b>	<p>Non-compliance with State Aid rules</p> <p>Delay in securing legal rights to lay the Heat Network infrastructure over jointly owned property (including a right of access for operation and maintenance)</p> <p>Compliance with future Heat Network Regulations</p>	<p>L</p> <p>M</p> <p>L</p>	<p>External legal advice has been obtained and is to be followed.</p> <p>A significant programme allowance has been allowed against this risk, in this Report</p> <p>The specification and financial model allow for the additional costs that may arise from the legislation currently being considered by the Scottish Parliament</p>
<b>Operational</b>	<p>The EfW plant becoming operational later than programmed.</p> <p>An operator cannot be found to operate and maintain the district heating network.</p>	<p>L</p> <p>L</p>	<p>It is proposed that the number of houses that are connected to this network are restricted, within this proposed phase, until the EfW plant is fully operational.</p> <p>It is intended that an operations contractor will be appointed prior to the acceptance of the tender for these installation works.</p>

<b>Financial</b>	UK exit from the EU may result in inflated costs of the required equipment	L	A contingency sum has been allowed for (in this Report) so as to manage this risk
	The bids received for the Construction and installation of the network are in excess of the reported budget costs.	M	A contingency sum has been allowed for (in this Report) so as to manage this risk. In the event that all bids come in over budget, a range of options would be presented to Council for consideration.
	Revenue costs requiring further ACC funding	L	This network will generate income which will contribute towards its running and eventual replacement costs. This network will, however, have to be further extended for revenue independence to be secured.
<b>Reputational</b>	Potential for non-delivery of Heat Network project	L	Proposals have been prepared, which deliver on this core requirement.
	Potential for cost of heat not to be lower than the alternatives	L	Proposals have been prepared, which deliver on the core requirement of providing lower heating costs to the tenants of social housing.
<b>Environment / Climate</b>	Non-delivery of this project will have a significantly adverse impact on the City's carbon emissions.	L	Proposals have been prepared, which deliver on the core requirement of reducing the City's carbon emissions.

## 7. OUTCOMES

<u>COUNCIL DELIVERY PLAN</u>	
<b>Impact of Report</b>	
<b>Aberdeen City Council Policy Statement</b>	<p>This project will contribute towards:</p> <ul style="list-style-type: none"> <li>- maximising community benefit from major developments</li> <li>- the development of the non-oil and gas economic potential of the city.</li> </ul>
<b>Aberdeen City Local Outcome Improvement Plan</b>	
Prosperous Economy Stretch Outcomes	The construction programme for this heating project will support the local economy, employment and training during a period of relatively subdued construction activity.
Prosperous People Stretch Outcomes	The Council is committed to improving the key life outcomes of all people in Aberdeen City. The availability of affordable heating contributes to this objective by providing choice and opportunities which would otherwise not be available
Prosperous Place Stretch Outcomes	The Council is committed to ensuring that Aberdeen is a welcoming place to invest, live and visit and operate to the highest environmental standards. The availability of low cost, low carbon heating contributes to this objective.

## 8. IMPACT ASSESSMENTS

<b>Assessment</b>	<b>Outcome</b>
<b>Impact Assessment</b>	Not required for this report. This will, however, be relevant to the future operating business case
<b>Data Protection Impact Assessment</b>	Not required for this report. This will, however, be relevant to the future operating business case

## 9. BACKGROUND PAPERS

- 9.1 Special Council meeting on 24<sup>th</sup> October 2016, decisions
- 9.2 Communities, Housing and Infrastructure Committee on 24<sup>th</sup> January 2017, report
- 9.3 Communities, Housing and Infrastructure Committee on 24<sup>th</sup> May 2017, report
- 9.4 Council, 4<sup>th</sup> March 2019, report Joint Energy from Waste Project Contract Award
- 9.5 General Services Capital budget 2020, approved 3<sup>rd</sup> March 2020.

The Heat Network budget is listed under “Projects with indicative budgets” on page 3.

- 9.6 Housing Revenue Account budget 2020, approved 3<sup>rd</sup> March 2020.

The Torry Heat Network aspects fall under section 3.3 on page 22 of the appendix.

## 10. EXEMPT & CONFIDENTIAL APPENDICES

- 10.1 Financial Implications
- 10.2 “Torry Heat Network, Outline Business Case - Detailed Appraisal”, WSP, May 2020.
- 10.3 Heat Off-take Agreement between the Council and EfW Operator, Principles

## 11. REPORT AUTHOR CONTACT DETAILS

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<b>COMMITTEE</b>	City Growth and Resources Committee
<b>DATE</b>	28 <sup>th</sup> October 2020
<b>EXEMPT</b>	No
<b>CONFIDENTIAL</b>	No
<b>REPORT TITLE</b>	Performance Management Framework Report – City Growth and Resources
<b>REPORT NUMBER</b>	CUS/20/165
<b>DIRECTOR</b>	Andy MacDonald
<b>CHIEF OFFICER</b>	Martin Murchie
<b>REPORT AUTHOR</b>	Alex Paterson
<b>TERMS OF REFERENCE</b>	2.1.4

**1. PURPOSE OF REPORT**

1.1 To present Committee with the status of key performance measures relating to City Growth and Resources cluster activities

**2. RECOMMENDATION(S)**

2.1 That the Committee note the report and provide comments and observations on the performance information contained in the report Appendix.

**3. BACKGROUND**

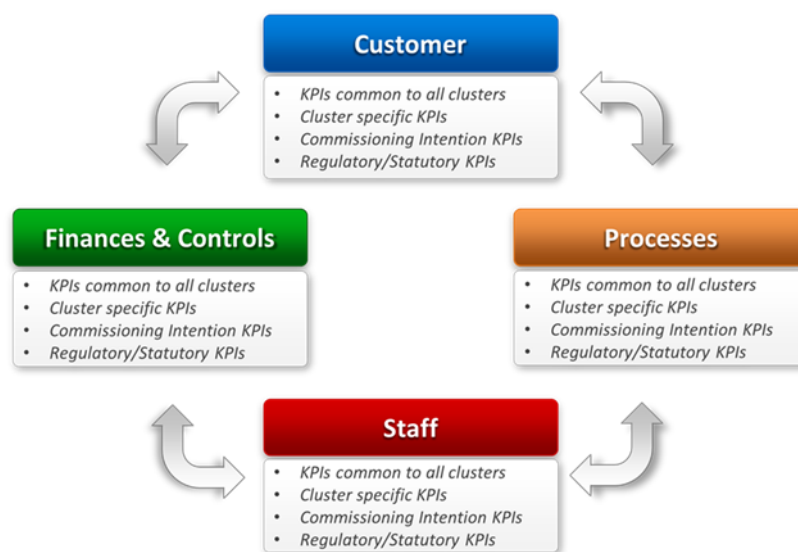
3.1 This report is to provide members with key performance measures in relation to City Growth and Resources cluster activity as expressed within the 2020/21 Council Delivery Plan.

3.2 Introduced in 2019/20, Performance Management Framework Reporting against in-house delivery directly contributing to the City’s Local Outcome Agreement Plan, initially through the Operational Delivery and City Growth and Resources Committees, has informed development of the 2020/21 Council Delivery Plan (the Plan) that was agreed by Council on the 3rd March 2020.

3.3 The ‘Performance Management’ section of the Plan explains how the commitments and deliverables will be supported and scrutinised through the Council’s Performance Management Framework, which establishes robust

performance management of service delivery. This section also outlines the systematic approach that will be taken during 2020/21 to identify, plan and deliver improvement.

- 3.4 The Plan also reflects on the revised governance arrangements for Committee reporting, agreed on 2nd March 2020, and the roll-out of Performance Management Framework reporting against those additional Services which directly deliver against the City’s Local Outcome Improvement Plan, (alongside Enabling services which support the LOIP) and the introduction of Service Standards against each function/cluster, that builds on the original Framework.
- 3.5 The Performance Management Framework provides for an amended approach within which performance will be reported to Committees. This presents performance data and analysis within four core perspectives, as shown below, which provides for uniformity of performance reporting across Committees.







- 3.6 With recognition of the impact on service delivery, and priority re-allocations of resource arising from the Council’s COVID-19 Response, it has not been possible, or appropriate, to fully develop data or reflection for the entire suite of agreed City Growth and Resources Key Performance Indicators for this initial report.
- 3.7 Data and Insights, and service data stewards, having significantly supported the above response at CMT/IMT levels, are in the process of transitioning to the recovery and surveillance phase referred to in the Governance Arrangements Update report to Urgent Business Committee on 30th June 2020.
- 3.8 This period has seen the resumption of ongoing collaborative work to capture data for the wider range of service performance measures and include, where appropriate, further analysis of those performance measures which have been identified as exceptional from the suite of local and data releases throughout the fiscal year.
- 3.9 In the meantime, as a supplement to data scrutiny, the commentary provided against Service Standards offers Members assurance and information around

the continuous delivery of service during the early part of the fiscal year

- 3.10 Where exceptions in performance within this report are clearly and directly linked to the Response period noted above and/or the circumstances surrounding application of the Scottish Government’s COVID-19 legislation, these are highlighted through text narrative in the Appendix.
- 3.11 Appendix A provides a summary dashboard of current performance across City Growth and Resources cluster activity, with reference to recent trends and performance against target.
- 3.12 Within the summary dashboard the following symbols are used:

**Performance Measures**

**Traffic Light Icon**

-  On target or within 5% of target
-  Within 5% and 20% of target and being monitored
-  Below 20% of target and being actively pursued
-  Data only – target not appropriate

**4. FINANCIAL IMPLICATIONS**

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

**5. LEGAL IMPLICATIONS**

There are no direct legal implications arising out of this report.

**6. MANAGEMENT OF RISK**

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
<b>Strategic Risk</b>	None	N/A	N/A
<b>Compliance</b>	No significant related legal risks.	L	Publication of service performance information in the public domain ensures that the Council is meeting its legal obligations in the context of Best value reporting.
<b>Operational</b>	No significant related employee risks.	L	Oversight by Elected Members of core employee health and safety data

			supports the Council's obligations as an employer
<b>Financial</b>	No significant related financial risks.	L	Overview data on specific limited aspects of the cluster's financial performance is provided within this report
<b>Reputational</b>	Lack of sufficient access to information for citizens	L	Placing of information in the public domain is contributed to by this report. Reporting of service performance serves to enhance the Council's reputation for transparency and accountability.
<b>Environment / Climate</b>	None		N/A

## 7. OUTCOMES

<b><u>COUNCIL DELIVERY PLAN</u></b>	
	<b>Impact of Report</b>
<b>Aberdeen City Council Policy Statement</b>	<p>The provision of information on cluster performance supports scrutiny of progress against the delivery of the following Policy Statements:</p> <p>Increase city centre footfall through delivery of the City Centre Masterplan, including the redesigned Union Terrace Gardens</p> <p>Support the implementation of Developing the Young Workforce, seek to gain the highest level of investors in young people accreditation and ensure there is a focus on supporting pupils excel in STEM subjects</p> <p>Maximise community benefit from major developments</p> <p>Completion of school estate review (P1) and development of estate strategy for next 5-10 years (P2)</p> <p>Campaign for the reform of local government finance, including business rates and the replacement of Council Tax.</p> <p>Build 2,000 new Council homes and work with partners to provide more affordable homes</p>

	<p>Refresh the local transport strategy, ensuring it includes the results of a city centre parking review; promotes cycle and pedestrian routes; and considers support for public transport</p> <p>Increase the business community's resilience awareness</p> <p>Development of locality plans across the city in conjunction with communities</p>
<p><b>Aberdeen City Local Outcome Improvement Plan</b></p>	
<p><b>Prosperous Economy</b></p> <p>1. 10% increase in employment across priority and volume growth sectors by 2026.</p> <p>2. 90% of working people in Living Wage employment by 2026.</p>	<p>The activities reflected within this report support the delivery of LOIP Stretch Outcomes 1 and 2 through the following Aims.</p> <p>Outcome 1 Improvement Aims:</p> <p>Stimulate a 5% increase in the number of start-up businesses in growth sectors by 2021.</p> <p>Increase the number of people employed in growth sectors (digital/ creative; food and drink; life sciences; tourism; social care and health and construction) by 5% by 2021.</p> <p>Outcome 2 Improvement Aims:</p> <p>Increase employer sign up to the Real Living Wage by 2021 and year on year to achieve Real Living Wage City Status by 2026</p> <p>Increase the number of people from priority groups (care experienced young people, people with convictions, people with housing need) employed by public sector partners by 2021.</p> <p>90% of employers reporting that they have appropriately skilled people in their workforce by 2026</p> <p>Increase the number of people entering employment from Stage 4 employability activity to 80% by 2021.</p>
<p><b>Prosperous People</b></p> <p>5. 95% of care experienced children and young people will have the same levels of attainment in education, emotional wellbeing, and</p>	<p>The detail within this report supports the delivery of each of the Children &amp; Young People Stretch Outcomes 5, 6 and 7 in the LOIP.</p> <p>This includes the following Improvement Aims:</p>

<p>positive destinations as their peers by 2026.</p> <p>6. 95% of children living in our priority localities will sustain a positive destination upon leaving school by 2026.</p> <p>7. Child Friendly City which supports all children to prosper and engage actively with their communities by 2026.</p>	<p>Increase the number of care experienced young people accessing a positive and sustained destination by 25% by 2022</p> <p>Increase the range and number of accredited courses being provided by schools &amp; partners by 25% by 2021.</p> <p>Increase the number of young people living in Quintiles 1,2 and 3 who achieve a sustained positive destination by working with communities to 90% by 2022.</p> <p>Increase children, young people, and families' awareness and understanding of future skill requirements by June 2021.</p>
<p>Prosperous Place Stretch Outcomes</p> <p>14. Addressing climate change by reducing Aberdeen's carbon emissions by 42.5% by 2026 and adapting to the impacts of our changing climate.</p> <p>15. 38% of people walking and 5% of people cycling as main mode of travel by 2026.</p>	<p>The report reflects on activity which contributes to Stretch Outcomes 14 and 15:</p> <p>Outcome 14 Improvement Aims</p> <p>Reduce Aberdeen's carbon emissions by 30% by 2021.</p> <p>Community led resilience plans in place across all areas of Aberdeen by 2026.</p> <p>Outcome 15 Improvement Aims</p> <p>Increase % of people who walk as main mode of travel to 31% by 2021</p> <p>Increase % of people who cycle as main mode of travel to 3% by 2021</p>
<p><b>Regional and City Strategies</b></p>	<p>The report reflects outcomes aligned to the Regional Economic Strategy, Local and Regional Transport Strategies and Regional Skills Strategy, along with Local and Strategic Development Plans</p>
<p><b>UK and Scottish Legislative and Policy Programmes</b></p>	<p>The report reflects outcomes aligned to the National Performance Framework which mirrors current legislative and policy priorities in government at UK and Scottish level</p>

## 8. IMPACT ASSESSMENTS

Assessment	Outcome
Impact Assessment	The recommendations arising from this report do not require that a full Equality and Human Rights Impact Assessment be completed
Data Protection Impact Assessment	Not required

## 9. BACKGROUND PAPERS

Council Delivery Plan 20/21 – COM/20/052, Council. 3<sup>rd</sup> March  
Covid-19 - Governance Arrangements Update, COM/20/094, Urgent Business Committee, 30<sup>th</sup> June 2020

## 10. APPENDICES

Appendix A – City Growth and Resources Performance Summary Dashboard

## 11. REPORT AUTHOR CONTACT DETAILS

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Appendix A - Performance Management Framework Report – City Growth and Resources Clusters

CITY GROWTH CLUSTER

1. Customer

Cluster Level Measures – Service Standards^

Service Standards	Current Status	2020/21 Target
<p><b>We will operate Aberdeen Art Gallery as a free to enter, with the exception of paid exhibitions and evening events, accredited 5 star visitor attraction, open 10:00 to 17:00 7 days and operate Aberdeen Maritime Museum as a free to enter visitor attraction open 10:00 to 17:00 Mon – Sat, 12:00 – 15:00 Sun</b></p>		
<p>Aberdeen Art Gallery re-opened on Thursday 27 August with a number of Covid measures in place including hand sanitising stations, bookable free timed entry slots and new directional signage. The Gallery is currently open Wed-Mon. Visitor numbers are steady and building as customer confidence returns. The prestigious BP Portrait Award opens on 10 October which will attract audiences to the building. Aberdeen Maritime Museum and the Tolbooth Museum remain closed due to the constrained nature of the buildings making it difficult to achieve physical distancing in line with Scottish Government guidance.</p>		
<p><b>We will assess referrals to our No One Left Behind scheme and provide person centred support to those who are eligible, and signpost those who are not eligible to alternative support</b></p>		
<p>As a result of COVID-19, provision for the most part has been transformed to a remote method of delivery which some clients have described as a 'life-line' at this time.</p> <p>The volume, diversity and sources of referrals increases as the profile of the programme grows across Council services and partner organisations. It is envisaged that the value of this programme to those that are eligible will increase in the coming months as the labour market becomes more competitive and opportunities scarcer because of</p>		

the current economic downturn. Although affected by the present economic and employment circumstances, in recent months clients on NOLB have been successful in moving into employment, further education or training and apprenticeships.

With the continued emphasis on delivering a person-centred approach to the delivery of this programme, it is hoped similar positive outcomes can be achieved by more participants.

£30million has been allocated to local authorities to deliver Young Person's Guarantee activities. At the time of writing, it is not known what Aberdeen's allocation will be. Activity delivered through this funding stream will be separate to but may complement other employability activities delivered in the city, including No One Left Behind. It is understood that the reporting mechanism will align with that used for NOLB.

In addition, Aberdeen City Council has signed up to be a Kickstart gateway organisation for the DWP managed scheme to enable businesses and charities which cannot meet the minimum bid (to provide 30 new jobs) to access the grant funding through the Council. This means that the Council will bid for Kickstart placements and funding on behalf of smaller organisations which are able to provide employment opportunities for 16-24 year olds. The authority can also support with skills and training support throughout the six-month placement. Through this partnership approach, the Council aims to ensure that training will be provided locally, to ensure that Kickstart monies remain in and support the local economy and businesses.

**We will provide a continuously updated investment prospectus of development opportunities in the City available through [investaberdeen.co.uk](http://investaberdeen.co.uk)**



Invest Aberdeen has offered ongoing advice, information, and material aid in respect to development opportunities within the City which, COVID-19 notwithstanding, is taking forwards pre-existing, and more recent discussions, around future investment which materially support the City's Socio-Economic Recovery Plan. The organisation has played a significant role in supplying support for business in the form of advice and signposting during the various phases of COVID restriction as well as contributing directly and materially to the Council's Business Resilience Hub provision

**We will provide business start-up advice and guidance to businesses through the Business Gateway start up service**



The Business Gateway, in addition to providing substantive COVID-19 support for businesses throughout the early part of the financial year, has continued to deliver an effective start-up service with 225 new start-ups being recorded in Aberdeen since January, and 157 ( 255 in 2019) being recorded from enactment of the national COVID-19 legislation, with the monthly numbers from May to date closely tracking or exceeding the national average, although well below 2019 levels for the City ( data provided from the COSLA Local Government COVID-19 Dashboard - figures to 1<sup>st</sup> August 2020)

## Cluster Level Measures – Local Indicators

Performance Measure	Quarter 3 2019/20	Quarter 4 2019/20	Quarter 1 2020/21	Quarterly Status	Long Trend	2020/21 Target
	Value	Value	Value			
Total No. complaints received (stage 1 and 2) – City Growth	1	2	0			
% of complaints resolved within timescale stage 1 and 2) – City Growth	0%	50%	N/A			75%*
% of complaints with at least one point upheld (stage 1 and 2) – City Growth	0%	50%	N/A			
Total No. of lessons learnt identified (stage 1 and 2) – City Growth **	0	0	0			

## Annual 2019-20 National Indicators (Scottish Household Survey)

Performance Indicator	2017-18		2018-19		2019-20		Long Trend	2019/20 National Figure
	Value	Status	Value	Status	Value	Status		
Percentage of adult population expressing that they are satisfied with Museum Services provision	66.7%		66.7%		73.3%			70.2%
Percentage of service users within adult population expressing that they are satisfied with Museum Services provision	87.3%		87.2%		89.0%			91.6%

Data derived from the 2019 Scottish Household Survey publication – the proportion of those surveyed who expressed no opinion have been extracted from the calculation to align with Local Government Benchmarking metadata on these measures. Surveying is conducted at various points throughout the fiscal year so the full impact of re-opening of the Aberdeen Art Gallery, in the later part of 2019, may not be proportionately represented in the outcomes.

## 2. Processes

## Cluster Level Measures – Annual 2019-20 Local Indicators

Performance Indicator	2017-18		2018-19		2019-20	
	Value	Status	Value	Status	Value	Status
Number of visits to/attendances at museums and galleries in person*	110,367		104,111		246,266	
Number of visits to/attendances at Beach Ballroom*	91,411		97,322		93,515	

\*Both Services experienced significant comparative downturns in attendance during February and March prior to closure of these venues due to enactment of COVID legislation and other restrictions.

Performance Measure	2017-18		2018-19		2019-20	
	Value	Status	Value	Status	Value	Status
Total number of visits to/ uses of Council funded museums and galleries services (in person/virtual/enquiries and outreach)	844,045		968, 414		1,130,980	
% of Unemployed People assisted into work from Council operated / funded Employability Programmes. (model based - as % of City unemployment	5.8%		6.6%		November	

## Performance Measure – Exhibitions and Events

### Exhibitions

During the 2019-20 fiscal year Museums and Galleries hosted 5 special exhibitions at the newly re-opened Art Gallery (2 November 2019) and 2 at Aberdeen Maritime Museum. These featured major touring exhibitions and loans and works from the City Collections. The programme was a springboard for a large-scale programme of public engagement at the Art Gallery and a more focused offer at the Maritime Museum. Together these targeted, families, young people and adult audiences including a developing programme for those with assisted needs.

#### Aberdeen Art Gallery

Martin Parr: Think of Scotland (2 November – 23 February); Le Passeur: The Ferryman's Journey (2 November – 8 March); Alchemy: Inspiring Art, Inspiring Science (2 November – 2 February); The Bill Gibb Line (22 February – 24 May 2020).

The major exhibition Haroon Mirza: Waves and Forms (21 March – 7 June) did not open due to Covid-19 causing building closure.

#### Aberdeen Maritime Museum

That's the Way to Do It: Punch and Judy Through the Ages (9 May – 28 October)

Cartomania: A Victorian Photographic Phenomenon (3 December - 13 April)

### City Events

During the 2019/20 fiscal year, the City Events team facilitated over 70 events through the Aberdeen's Safety Advisory Group platform and delivered a core programme of 9 events, supporting the delivery of 4 Event365 events. The major events run and supported by the City Events team include SPECTRA, Grampian Pride, NuArt, Great Aberdeen Run, Aberdeen Highland Games, Christmas Switch on Parade and Hogmanay.

**Performance Measure – City Growth Projects (shared with Capital – see below)**

The Projects Team has had an extremely successful 201/2020 period with many milestone achievements and continuing project progress:

- Notably the TECA complex build was complete in time for the venue's first large scale event – Offshore Europe. Operations began on site for a range of concerts, conferences and meetings and the hotels began full trading.
- The AD Plant at TECA achieved a significant milestone in terms of the practical completion of gas to grid to start the process required for the Renewable Heat Incentive and the construction phase remains underway for completion winter 2020.
- Union Terrace Gardens construction phase begun.
- Within the hydrogen programme, the range of H2 projects continued with more vehicles coming to the city for private and public use. Notably the order for the next 15 hydrogen double decker buses was placed for arrival winter 2020.

**Performance Measure – Investment**

Invest Aberdeen is an operational partnership between Aberdeen City Council and Aberdeenshire Council with a wide range of supporting partners and stakeholders from across the public and private sectors which was set up as a partnership in April 2018 and formally launched in August 2018.

The Invest Aberdeen Team has partnership & stakeholder relationships with; UK and Scottish Government agencies (i.e. Department for International Trade and the Scottish Government's Trade and Investment team), Opportunity North East, Aberdeen and Grampian Chamber of Commerce, Elevator UK, Aberdeenshire Council, Scottish Cities Alliance, and other regional stakeholders. Stakeholder engagement has served to promote and familiarise regional and national contacts with the Invest Aberdeen offer and ensure collaboration on any 'Team Aberdeen' response to local or international investors.

The following outputs have been achieved in the second year of operation:

- 78 inward investment and regional growth enquiries have been actively managed by the team, with 19 of these live at the time of authoring this report. These enquiries range from a major life science GMP (Good Manufacturing Practise) standard facility to the relocation of energy supply chain companies to Aberdeen through to potential investors in the energy transition and hydrogen sectors. Potential investments cover all the Regional Economic Strategy (RES) priority sectors.
- 41 investment and regional growth leads have been proactively generated by the team introducing potential investors to opportunities in the city region. This is in addition to the numbers above and occurs where the team actively targets investors through network contacts and speculative approaches.
- The Invest Aberdeen Team attended several major events locally, regionally, and internationally (i.e. All Energy in Glasgow, OTC in Houston, Subsea Expo, Offshore Europe, Scotland's Towns Conference, HyER – Zero Emission Mobility in Brussels, Sustainable Investment for Net Zero in Edinburgh to list several), raising the profile of the Invest Aberdeen service and the investment opportunities in the city region;
- Stakeholder engagement has remained a priority, with a continued programme of one-to-one and team-to-team engagements to identify areas of common ground and scope for collaboration – with Scottish Enterprise, Scottish Development International, the Department for International Trade; Skills Development Scotland and local, regional, and international stakeholders and industry groups;

- The Invest Aberdeen Project Board had their inaugural meeting in April 2020. The Board will meet quarterly to discuss priorities, the evolution of the Invest Aberdeen business plan, industry, and stakeholder feedback and to refer business opportunities
- Sector Propositions were updated for Offshore Europe and proved popular with attendees. These propositions highlighting Aberdeen's key sector capabilities have been used by UK and Scottish stakeholders in supporting inward investment into the region.
- The Invest Aberdeen Team have hosted multiple familiarisation visits from UK and Scottish Government agencies, delegations from the USA, New Zealand, Japan, South Korea, and Ireland as well as businesses interested in various sectors in the region.
- The Invest Aberdeen website has continued to provide a resource hub for potential investors and for local stakeholder organisations.
- An updated Invest Aberdeen film was first shown at Offshore Europe and continues to be well received by local, national, and international partners and stakeholders and is widely used to promote the area.
- Development and publication of a second Invest Aberdeen property portfolio ('pitchbook') was created for use at MIPIM (Le Marché international des professionnels de l'immobilier) 2020;
- Work is ongoing to create a new, more user friendly, online Customer Relationship Management (CRM) system to track business contacts and investment enquiries. This will simplify and facilitate the sharing of information across other Council activities and services.
- Promoting city and regional activity and investment opportunities through a range of specialist publications;
- Invest Aberdeen regional 'Soft Landing' information developed.
- Involvement in the planning and management of the second annual Aberdeen Hydrogen festival held in the City in October 2019. This was a weeklong programme events designed to promote the City as a centre of excellence for hydrogen projects and energy transition and included a weeklong programme of events, workshops and tours of the Cities hydrogen infrastructure and projects. Attendees came from all over the UK as well as internationally.
- MIPIM is the leading global property investment expo and conference, whose attendance includes around 4,800 global investors. Invest Aberdeen was a lead partner to the Scotland Government led Pavilion at MIPIM in March 2019. For 2020 Invest Aberdeen had again partnered with the Scottish Government and Scottish Enterprise / SDI alongside Invest Glasgow and Invest in Edinburgh to attend MIPIM however the event was cancelled on the eve of travel due to Covid-19.
- The first regional 'Team Aberdeen' response to an active investment enquiry was organised and managed by Invest Aberdeen over 4 visits by the international investor. 'Team Aberdeen' included participation from Robert Gordon University, University of Aberdeen, James Hutton Institute, Opportunity North East, Skills Development Scotland, The Scottish Agricultural Organisation Society, Rural Innovation Support Service and various teams from both Aberdeen City Council and Aberdeenshire Council as well as local landowners, developers and companies who have the potential to partner with the investor on various regional projects.



- Invest Aberdeen activity supports the delivery of LOIP Stretch Outcome 1 – 10% increase in employment across priority and volume growth sectors by 2026. Stretch outcome 1 has an improvement aim for Invest Aberdeen relating to securing two inward investments per year in priority growth sectors by 2022. The work outlined in this report will support that LOIP ambition.

Invest Aberdeen, in the normal course of its business will continue to engage with private sector leads, local partners including both Universities, local research institutions and Opportunity North East and will continue to seek ways to deliver ambitious outcomes in partnership and to identify areas of joint working and co-investment, where possible.

### Cluster Level Measures – Annual 2019-20 National Strategic Indicators (shared with Education and external partners)

Performance Measure	2017-18		2018-19		2019-20		Long Trend	2019-20 National Figure
	Value	Status	Value	Status	Value	Status		
Proportion of school leavers in a positive sustained destination	92.8%		91.9%		93.2%			92.9%
Proportion of 16-19-year olds in a positive participation destination (National Annual Participation Measure)	89.8%		89.7%		89.9%			92.1%

### 3. Staff

### Cluster Level Measures – Local Indicators

Performance Measure	April 2020	May 2020	June 2020	July 2020	Status	Long Trend - Monthly
	Value	Value	Value	Value		
Average number of days lost through sickness absence per FTE – City Growth ^	6.61	6.81	7.31	8.12		

Performance Measure	Quarter 3 2019/20	Quarter 4 2019/20	Quarter 1 2020/21	Status	Long Trend - Quarterly
	Value	Value	Value		
H&S Employee Reportable by Cluster – City Growth	0	0	0		

Performance Measure	Quarter 3 2019/20	Quarter 4 2019/20	Quarter 1 2020/21	Status	Long Trend - Quarterly
	Value	Value	Value		
H&S Employee Non-Reportable by Cluster – City Growth	0	0	0		
Establishment actual FTE – City Growth (quarterly snapshot) #	120.56	120.34	122.32		

**4. Finance & Controls**

**Cluster Level Measures – Local Indicators**

Performance Measure	Quarter 1 2020/21		Quarter 2 2020/21		Quarter 3 2020/21		Quarter 4 2020/21	
	Value	Status	Value	Status	Value	Status	Value	Status
Staff Expenditure – % spend to full year budget profile – City Growth ^^	26.8%							



City Growth Finance and Controls Note

^^Quarterly net budget profiles and variances for City Growth, including Staff Expenditure, are influenced by the timings of project expenditure, and revenue receipts from significant external funding streams, across the fiscal year affecting Business Trade and Growth, Employability and Development functions.





## STRATEGIC PLACE PLANNING CLUSTER




## 5. Customer \*





## Cluster Level Measures – Service Standards

Service Standards	Current Status	2020/21 Target
<b>We will respond to building warrant applications within 20 working days</b>		90%
Performance has remained high despite the move to home working. Quarter 4 of 2019/20 performance was 99%. Quarter 1 of 2020/21 performance was also 99%. It must be recognised that there was a significant drop in application numbers which has helped keep performance high.		
<b>We will respond to building warrant approvals within 10 working days</b>		80%
This target for Quarter 4 of 2019/20 was also met at 86%. Quarter 1 of 2020/21 saw performance increase to 96%. Again, a drop in application numbers has helped maintain performance		



## Cluster Level Measures – Local Indicators

Performance Measure	Quarter 3 2019/20	Quarter 4 2019/20	Quarter 1 2020/21	2020/21 Target	Status	Long Trend - Quarterly
	Value	Value	Value			
Total No. complaints received (stage 1 and 2) – Strategic Place Planning	2	6	4			
% of complaints resolved within timescale stage 1 and 2) – Strategic Place Planning	100%	86.3%	100%	75%*		

Performance Measure	Quarter 3 2019/20	Quarter 4 2019/20	Quarter 1 2020/21	2020/21 Target	Status	Long Trend - Quarterly
	Value	Value	Value			
% of complaints with at least one point upheld (stage 1 and 2) – Strategic Place Planning	50%	33.3%	0%			
Total No. of lessons learnt identified (stage 1 and 2) – Strategic Place Planning **	1	1	0			

Performance Measure	Quarter 1 2019-20		Quarter 2 2019-20		Quarter 3 2019-20		Quarter 4 2019-20	
	Value	Status	Value	Status	Value	Status	Value	Status
Percentage and number of first reports, (for building warrants and amendments) issued within 20 working days *	98.2% (330)		97.2% (288)		100% (262)		99.0% (112)	

#### Cluster Level Measures – Annual 2019-20 National Indicators





Performance Measure	2019-20	Quarter 1 2019-20	Quarter 2 2019-20	Quarter 3 2019-20	Quarter 4 2019-20	Status	Long Trend - Quarterly	National Quarter 4 2019-20 Figure
	Annual Baseline Value	Value	Value	Value	Value			
Percentage and Number of Application Processing Agreements agreed within timescale	99.9% (207)	96.7% (61)	100% (50)	100% (43)	100% (60)			79.1%

#### Strategic Place Planning Note

\*This performance indicator measures the time taken to provide a first technical report for all warrant and amendment to warrant applications, which is part of the national reporting suite. The performance target set by the Scottish Government is that 95% of first reports, (for building warrants and amendments), should be issued within 20 working days.

## 6. Processes

## Cluster Level Measures – Service Standards

Service Standards	Current Status	2020/21 Target
<b>We will ensure that the local authority area is covered by an up to date Local Development Plan</b>		
Consultation on the Proposed Local Development Plan had been slowed by various COVID-19 restrictions but is otherwise unaffected and work continues to progress the Plan to maturity.		
<b>We will determine householder applications within 2 months*</b>		<b>85%</b>
Whilst service delivery is being effectively maintained, with case officers are working remotely, there has been a slight dip in performance with 78% of applications determined within 2 months in the 5 months post-lockdown compared to 87% in the 5 months pre-lockdown		
<b>We will determine local (non-householder) applications within 2 months*</b>		<b>70%</b>
As noted above, the applications team is working well in a remote setting but there has been a dip in performance with 64% of applications determined within 2 months in the 5 months post-lockdown ( just below the Amber traffic light trigger point) compared to 78% in the 5 months pre-lockdown		
<b>We will determine Major Planning Applications within 25 weeks*</b>		
The two Major applications determined since lockdown have been determined in in 21 weeks and 17 weeks respectively – both well within the target of 25 weeks.		

\*Information on the formal status of these Standards will be updated twice yearly on publication of data relating to the national Planning Performance Framework. The first of these publications is due in January 2021. As a baseline, in 2019/20, the targets for both measures around application determination within 2 months would have been met, with the Standard covering Major Applications falling slightly short of the figure of 25 weeks.

**Cluster Level Measures – Local Indicators (also see Annual National Indicators below)**

Performance Measure	Quarter 1 2019-20	Quarter 2 2019-20	Quarter 3 2019-20	Quarter 4 2019-20	Status	Long Trend - Quarterly	National Quarter 4 2019-20 Figure
	Value	Value	Value	Value			
Average Determination Times of Major Development Planning Applications (weeks)	14.1	22.3	37.1	45.1			40.1
Average Determination Times of All Local Development Planning Applications (weeks)	7.0	7.4	7.2	9.3			9.4
Average Determination Times of Non-Householder Local Development Planning Applications (weeks)	7.9	8.0	7.8	11.1			11.4
Average Determination Times of Householder Planning Applications (weeks)	6.2	6.9	6.9	8.1			7.4

**Cluster Level Measures – Annual 2019-20 Local Indicators**

Performance Measure	2017/18	2018/19	2019/20	Status	Long Trend	2019/20 Target
	Value	Value	Value			
Number of Affordable Homes developed (YTD)	367	356	401			342

**Performance Measure – Sustainable Development**

There has been continued progress during 2019/20 with work to encourage and support sustainable development and to embed sustainability in Council activity. This includes work which took place in this period to help integrate sustainability into decision making, including changes to the committee reporting template and to service redesign through the development of a checklist. Sustainability remains embedded in strategic documents and several new strategic documents were approved in this period including a city food growing strategy and city climate resilience framework.



There was positive movement on work in response to climate change, with work to develop key documents and governance to support the transition to net zero emissions and climate resilience at both Council and city level. In addition, several training and information opportunities took place to build understanding and capacity. There is now a Chief Officer led Energy and Climate Change working group established which is co-ordinating the Council's approach to sustainability across core themes.









This also outlines ongoing and the development of new partnership work on sustainability: including development of sustainable transport projects; innovation through hydrogen: work to mitigate and adapt to climate change reflecting new national emission targets and the new national adaptation programme, progress on flood risk management and work to improve use of resources through waste and energy projects. Progress has continued with several EU partnership projects looking at sustainable transport, energy, flood monitoring and the development of blue/ green infrastructure in Aberdeen.

Aberdeen City Council submitted a Climate Change Report in 2019, outlining progress with a range of work to reduce corporate emissions,( see measure below) to adapt to the impacts of climate change, as well as highlighting city wide actions to address climate change. Work has also taken place to prepare for changes anticipated to climate duties and reporting.

Several monitoring tools have been used to help track progress with addressing climate change and sustainability, including the Adaptation Scotland, Adaptation Benchmarking tool and use of the Best Value Audit, Sustainability Toolkit. In addition, work took place to map the Sustainable Development Goals (SDGs) to some of the key strategic documents, understanding the links the global targets must work at the local level.

#### Cluster Level Measures – Annual 2019-20 National Indicators

Performance Measure	2017/18	2018/19	2019/20	Status	Long Trend
	Value	Value	Value		
Corporate Carbon Emissions (tonnes) tCO <sub>2</sub> e	35,892	31,090	30,590		

Performance Measure	2017/18	2018/19	2019/20	Status	Long Trend	National 2019/20 Figure
	Value	Value	Value			
Average Determination Times of Major Development Planning Applications (weeks)	23.1	19.9	28.1			33.5
Average Determination Times of All Local Development Planning Applications (weeks)	8.6	8.9	7.6			9.1
Average Determination Times of Non-Householder Local Planning Applications (weeks)	10.2	8.1	8.6			10.9
Average Determination Times of Householder Local Planning Applications (weeks)	7.3	6.8	6.9			7.3

Performance Measure	2017/18	2018/19	2019/20	Status	Long Trend	National 2019/20 Figure
	Value	Value	Value			
Average Determination Times of Business and Industry Local Planning Applications (weeks)	8.5	7.5	9.8			10.0

**7. Staff**

**Cluster Level Measures – Local Indicators**

Performance Measure	April 2020	May 2020	June 2020	July 2020	Status	Long Trend - Monthly
	Value	Value	Value	Value		
Average number of days lost through sickness absence – Strategic Place Planning ^	2.36	2.84	3.27	4.58		

Performance Measure	Quarter 3 2019/20	Quarter 4 2019/20	Quarter 1 2020/21	Status	Long Trend - Quarterly
	Value	Value	Value		
H&S Employee Reportable by Cluster – Strategic Place Planning	0	0	0		
H&S Employee Non-Reportable by Cluster – Strategic Place Planning	1	0	0		
Establishment actual FTE – Strategic Place Planning (quarterly snapshot including HRA funded posts)	130.42	134.01	132.48		



**8. Finance & Controls**

Cluster Level Measures – Local Indicators

Performance Indicator	Quarter 1 2020/21		Quarter 2 2020/21		Quarter 3 2020/21		Quarter 4 2020/21	
	Value	Status	Value	Status	Value	Status	Value	Status
Staff Expenditure – Spend to full year budget profile – Strategic Place Planning #	29.2%							








Performance Indicator	Quarter 3 2019/20		Quarter 4 2019/20		Quarter 1 2020/21		Quarter 2 2020/21	
	Value	Status	Value	Status	Value	Status	Value	Status
YTD % of budgeted income received from Planning Application fees +	71.0%		103.5%		20.2%		50.9%	
YTD % of budgeted income received from Building Warrant fees +	110.7%		136.9%		13.4%		27.3%	

Strategic Place Planning Finance and Controls Note

+ Income flow from fees is traditionally affected by seasonality in the construction industry and the overall level of applications, with historical data evidence being suggestive that a closing of the ‘income gap’ is generated against each later quarter of the fiscal year. Levels of activity around both Planning Applications and Building Warrant submissions fell below this normal pattern as a result of the circumstances around COVID-19 lockdown but with Planning Applications now returning more quickly to 2019-20 levels.




## FINANCE CLUSTER



## 9. Customer \*

Performance Measure	Quarter 3 2019/20	Quarter 4 2019/20	Quarter 1 2020/21	2020/21 Target	Status	Long Trend - Quarterly
	Value	Value	Value			
Total No. complaints received (stage 1 and 2) – Finance	4	14	3			
% of complaints resolved within timescale stage 1 and 2) – Finance	75%	50%	100%	75%*		
% of complaints with at least one point upheld (stage 1 and 2) – Finance	50%	7.1%	100%			
Total No. of lessons learnt identified (stage 1 and 2) – Finance **	0	2	0			

## 10. Processes



## Cluster Level Measures – Service Standards

Service Standards	Current Status	2020/21 Target
We will deliver all relevant statutory financial requirements for the Council met on time – statutory accounts, quarterly monitoring, budget preparation data and reports, tax, and statutory returns		
Business advice delivery – We will provide budget holder meetings provided in accordance with risk schedule		
We will ensure that data systems with financial transactions (as per data forum) are maintained, developed and up to date to comply with proper financial administration		

<p><b>We will ensure that business advice is provided for all Committee decisions with financial implications to comply with proper financial administration</b></p>		
<p><b>We will ensure that the treasury strategy is prepared and implemented annually to comply with statutory requirements: credit rating updated annually</b></p>		
<p>Summary</p> <p>Service delivery has been almost exclusively reliant on remote and digital working throughout this period which has supported the meeting of all key reporting deadlines.</p> <p>As a result of the changes in working practices to support compliance with social distancing, Business Advice has moved to virtual formats such as Teams meetings and calls. Budget meetings for the first Quarter were key in producing the report to Urgent Business Committee at the end of June to update the Council's 2020/21 budget.</p> <p>As the normal committee cycle has been stood up from mid-summer onwards, staff have provided the necessary commentary and consultation advice to report authors as needed</p> <p>Work continues towards the annual update of the treasury strategy and credit rating review. The Council also continues to pay suppliers on authorisation of invoices, in support of the Scottish Government guidance to support supply chains through the pandemic, as approved by Urgent Business Committee in March.</p>		

**11. Staff**

**Cluster Level Measures – Local Indicators**

Performance Measure	April 2020	May 2020	June 2020	July 2020	Status	Long Trend - Monthly
	Value	Value	Value	Value		
Average number of days lost through sickness absence – Finance ^	3.10	4.30	3.73	4.42		

Performance Measure	Quarter 2 2019/20	Quarter 3 2019/20	Quarter 4 2019/20	Quarter 1 2020/21	Status	Long Trend - Quarterly
	Value	Value	Value	Value		
H&S Employee Reportable by Cluster – Finance	0	0	0	0		
H&S Employee Non-Reportable by Cluster – Finance	0	0	0	0		
Establishment actual FTE – Finance	85.58	80.79	78.30	78.69		

## 12. Finance & Controls

### Cluster Level Measure – Local Indicators

Performance Indicator	Quarter 1 2020/21		Quarter 2 2020/21		Quarter 3 2020/21		Quarter 4 2020/21	
	Value	Status	Value	Status	Value	Status	Value	Status
Staff Expenditure – % spend to full year budget profile – Finance #	23.5%							








### Cluster Level Measures – Annual 2019-20 Local Indicators

Performance Indicator	2017-18		2018-19		2019-20	
	Value	Status	Value	Status	Value	Status
Council-wide efficiencies as a percentage of revenue budget	4.6%		5.28%		9.77%	
Cost of overall accountancy function and corporate accountancy functions per £1,000 of net expenditure	£6.36		£4.81		£4.16	

## PEOPLE AND ORGANISATION CLUSTER



## Cluster Level Measures – Local Indicators


## 13. Customer

Performance Measure	Quarter 3 2019/20	Quarter 4 2019/20	Quarter 1 2020/21	2020/21 Target	Status	Long Trend - Quarterly
	Value	Value	Value			
Total No. complaints received (stage 1 and 2) – People and Organisation	1	0	0			
% of complaints resolved within timescale stage 1 and 2) – People and Organisation	0%	N/A	N/A	75%*		
% of complaints with at least one point upheld (stage 1 and 2) – People and Organisation	0%	N/A	N/A			
Total No. of lessons learnt identified (stage 1 and 2) – People and Organisation**	0	0	0			

## 14. Processes




## Cluster Level Measures – Service Standards

Service Standards	Current Status	2020/21 Target
<b>We will review and, where necessary, update all People Policies and Guidance on a bi-annual basis.</b>		
Four policies were under review during Q1, with the reviews still under way (Disciplinary, Grievance, Bullying & Harassment and Diversity and Equality). The lockdown has slowed down the review process, however this is continuing. All P&OD policies are included in the Corporate Policy Review schedule. Where there is a change of legislation, a review is undertaken of the impact on policies and guidance and updates are made out with the review schedule if required.		
<b>All People Policy and Guidance available to managers and staff within 8 weeks</b>		<b>90%</b>

Guidance around updates to the Special Leave policy and Parental Bereavement Leave was issued within the required 8-week period; in addition, there has been a significant amount of guidance issued around the pandemic and associated working arrangements. All such guidance has been made available within days of announcements being made and decisions being made by the Incident Management Team		
<b>We will allocate a P&amp;O advisor to formal casework within 3 working days</b>		<b>80%</b>
Based on a total of 17 cases raised during Q1, 15 (88%) were allocated to an Advisor within 3 working days.		



**15. Staff**






**Cluster Level Measures – Service Standards**

Service Standards	Current Status	2020/21 Target
<b>RE.CR.UIT Scheme – We will hold vacancy requirement discussions, following request to recruit submission, within 10 working days.</b>		<b>90%</b>
Based on the number of request to recruit forms progressed for approval or discussion with manager about role requirements within 10-day period, 100% of these discussions were held within timescale		
<b>VSER – We will provide personal estimated figures within 5 working days</b>		<b>90%</b>
All requests during the period to date were responded to within 5 working days of receipt		
<b>Job Evaluation – We will complete evaluation panels upon receipt of all completed and verified documentation – within 10 working days for each individual job</b>		<b>80%</b>







Some disruption has been caused by resource re-direction to critical covid-19 support across the cluster resulting in a reduction in the number of panels which were completed within 10 working days to 60%.

**Cluster Level Measures – Local Indicators**

Performance Measure	April 2020	May 2020	June 2020	July 2020	Status	Long Trend - Monthly
	Value	Value	Value	Value		
Average number of days lost through sickness absence – People and Organisation ^	0	0.15	0.15	0.03		

Performance Measure	Quarter 2 2019/20	Quarter 3 2019/20	Quarter 4 2019/20	Quarter 1 2020/21	Status	Long Trend - Quarterly
	Value	Value	Value	Value		
H&S Employee Reportable by Cluster – People and Organisation	0	0	0	0		
H&S Employee Non-Reportable by Cluster – People and Organisation	0	0	0	0		
Establishment actual FTE – People and Organisation	32.16	35.55	33.71	34.43		





**Cluster Level Measures – Annual 2019-20 Local Indicators**

Performance Indicator	2017-18		2018-19		2019-20	
	Value	Status	Value	Status	Value	Status
Percentage of council employees in top 5% of earners that are women	64.66%		59.88%		54.84%	
The gender pay gap #	1.66%		-0.56%		-5.6%	




# Where the outcome is represented as a negative value this indicates that the pay gap is in favour of female employees. It is considered that variance of less than +/- 3% represents an acceptable standard for this measure, given a roughly equal weighting of male and female employment into account. The proportion of employment by gender for Aberdeen City Council indicates that the proportion of female employees is 70.25%

## 16. Finance & Controls

### Cluster Level Measures – Local Indicators

Performance Indicator	Quarter 1 2020/21		Quarter 2 2020/21		Quarter 3 2020/21		Quarter 4 2019/20	
	Value	Status	Value	Status	Value	Status	Value	Status
Staff Expenditure – % spend to full year budget profile – People and Organisation #	19.9%							

### Cluster Level Measures – Annual 2019-20 Local Indicators








Performance Indicator	2017-18		2018-19		2019-20	
	Value	Status	Value	Status	Value	Status
Cost of overall human resources function per £1,000 of net expenditure	£5.70		£4.22		£4.40	



## CAPITAL CLUSTER

## 17. Customer \*

## Cluster Level Measures – Local Indicators

Performance Measure	Quarter 3 2019/20	Quarter 4 2019/20	Quarter 1 2020/21	2020/21 Target	Status	Long Trend - Quarterly
	Value	Value	Value			
Total No. complaints received (stage 1 and 2) – Capital	1	0	0			
% of complaints resolved within timescale stage 1 and 2) – Capital	100%	N/A	N/A	75%*		
% of complaints with at least one point upheld (stage 1 and 2) – Capital	0	N/A	N/A			
Total No. of lessons learnt identified (stage 1 and 2) – Capital**	0	0	0			

## 18. Processes

## Cluster Level Measures – Annual 2019-20 Local Indicators

**Performance Measure – Major Projects and City Centre Masterplan**

Aberdeen is undergoing and leading the most significant transformation in the city’s history. Across its full breadth, there are several major projects under construction or in development, with unprecedented levels of investment, which is improving transportation connectivity, enhancing historic venues and delivering new world-class facilities.

The Energy from Waste project continues to progress with development of the detailed design of the facility and subsequent procurement of sub-contractors to undertake the construction, manufacturing and installation of plant components. COVID-19 impacts aside, construction work has resumed on site with extensive concrete piling now completed and the main foundations for the boiler house is now being laid. The first major above ground structure, the bunker wall will commence in November 2020.

A district heating infrastructure project is being proposed for Torry using heat (reserved by a SEPA license for a heat network) from the EfW project. The network would supply heat for 146 homes (to the 3 high rises) and 3 public buildings (Deeside Family Centre, Provost Hogg Court and Balnagask House) and would be sufficient for the future district heating needs of Torry, and a potential future connection to the city centre network.

Construction complete: Aberdeen Art Gallery opened November 2019. The Event Complex Aberdeen opened in August 2019.

On-going: Union Street clean up



Under construction: Provost Skene’s House, Union Terrace Gardens, City-wide programme of Early Learning Centres, Energy from Waste, New Milltimber Primary School, Social Housing Units at former Summerhill Academy site, Social Housing Units at Wellheads Road, Dyce

Under development: New Countesswells Primary School, New Torry and Hub Primary School, New Tillydrone Primary School, Torry Heat Network

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**19. Staff**

**Cluster Level Measures – Local Indicators**

Performance Measure	April 2020	May 2020	June 2020	July 2020	Status	Long Trend - Monthly
	Value	Value	Value	Value		
Average number of days lost through sickness absence – Capital ^	2.32	3.68	3.45	3.34		

Performance Measure	Quarter 3 2019/20	Quarter 4 2019/20	Quarter 1 2020/21	Status	Long Trend - Quarterly
	Value	Value	Value		
H&S Employee Reportable by Cluster – Capital	0	0	0		
H&S Employee Non-Reportable by Cluster – Capital	0	0	0		
Establishment actual FTE – Capital	61.63	63.34	79.97+		

+HRA funded positions transferred to Capital budget lines as at 1<sup>st</sup> April 2020

**20. Finance & Controls**








**Cluster Level Measures – Local Indicators**

Performance Indicator	Quarter 1 2020/21		Quarter 2 2020/21		Quarter 3 2020/21		Quarter 4 2020/21	
	Value	Status	Value	Status	Value	Status	Value	Status
Staff Expenditure – % spend to full year budget profile – Capital #	19.2%							

## GOVERNANCE CLUSTER


## 21. Customer








## Cluster Level Measures – Local Indicators

Performance Measure	Quarter 3 2019/20	Quarter 4 2019/20	Quarter 1 2020/21	2020/21 Target	Status	Long Trend - Quarterly
	Value	Value	Value			
Total No. complaints received (stage 1 and 2) – Governance	3	6	0			
% of complaints resolved within timescale stage 1 and 2) – Governance	66.7%	16.7%	N/A	75%*		
% of complaints with at least one point upheld (stage 1 and 2) – Governance	0%	33.0%	N/A			
Total No. of lessons learnt identified (stage 1 and 2) – Governance **	0	1	0			

## 22. Processes

## Cluster Level Measures – Service Standards



Service Standards	Current Status	2020/21 Target
<b>Council and Committee Administration</b>		100%
The number of committee meetings that have taken place since March 2020 has reduced due to COVID-19, however the service standards remain unchanged with the respective statutory and non-statutory targets for Council and Committee meeting calling, agenda advance issue, decision sheet publication and draft minute publication all being met		






<b>Local Review Body – number of requests for review acknowledged within 14 days</b>		100%
Requests are generally acknowledged within 3 days, COVID-19 has had no impact in this area.		
<b>School Placing and Exclusion requests – Hearings</b>		100%
All School Placing and Exclusion requests have been met with a hearing heard within 28 days of the request submission with appellants being notified of the hearing date within 14 days of the request		
<b>Civic Licence Applications determined within 6 months of a valid application</b>		100%
Covid regulations allowed an additional 3 months to determine civic applications. These additional powers have been utilised in a small number of cases but almost all applications are still being determined within 6 months of a valid application		
<b>Hearing to determine a Premises Licence application or Variation application within 119 days of the last date for representations</b>		100%
Target is being met		
<b>Decision letters for alcohol applications issued within 7 days of Board meeting</b>		100%
Target is being met		
<b>Personal and Premises Licences issued within 28 days of date of grant</b>		100%
Although change of working arrangements has caused difficulties in getting licences produced, targets are currently being met		
<b>Civic Licensing Complaints acknowledged within 24 hours; and investigated within 14 days</b>		100%/95%
Digital tools have enabled these targets to be met in full		
<b>Competence – Compulsory CPD will be carried out by all professional staff in accordance with the Law Society requirements</b>		100%

Due to the pandemic the Law Society has waived compulsory CPD for the current practice year which ends on 31 October 2020.		
<b>Communication &amp; Diligence – Each legal team will seek feedback every six months in relation to 5 customers, to monitor the quality of delivery of the service</b>		100%
Feedback questionnaires have been prepared and are ready for distribution to customers.		





**23. Staff**

**Cluster Level Measures – Local Indicators**

Performance Measure	April 2020	May 2020	June 2020	July 2020	Status	Long Trend - Monthly
	Value	Value	Value	Value		
Average number of days lost through sickness absence per FTE – Governance ^	6.2	6.99	9.85	9.34		

Performance Measure	Quarter 3 2019/20	Quarter 4 2019/20	Quarter 1 2020/21	Status	Long Trend - Quarterly
	Value	Value	Value		
H&S Employee Reportable by Cluster – Governance	0	0	0		
H&S Employee Non-Reportable by Cluster – Governance	0	0	0		
Establishment actual FTE – Governance	68.11	66.78	62.37		








## 24. Finance &amp; Controls

Performance Indicator	Quarter 1 2020/21		Quarter 2 2020/21		Quarter 3 2020/21		Quarter 4 2020/21	
	Value	Status	Value	Status	Value	Status	Value	Status
Staff Expenditure – % spend to full year budget profile – Governance #	26.2%							

## CORPORATE LANDLORD CLUSTER




## 25. Customer

## Cluster Level Measures – Local Indicators



Performance Measure	Quarter 3 2019/20	Quarter 4 2019/20	Quarter 1 2020/21	2020/21 Target	Status	Long Trend - Quarterly
	Value	Value	Value			
Total No. complaints received (stage 1 and 2) – Corporate Landlord	31	32	2			
% of complaints resolved within timescale stage 1 and 2) – Corporate Landlord	16.1%	34.4%	100%	75%*		
% of complaints with at least one point upheld (stage 1 and 2) – Corporate Landlord	41.9%	25%	0%			
Total No. of lessons learnt identified (stage 1 and 2) ** – Corporate Landlord	1	3	0			

## 26. Processes







## Cluster Level Measures – Service Standards

Service Standards	Current Status	2020/21 Target
<b>Cyclical maintenance works (statutory) on public buildings are completed in accordance with agreed programmes</b>		100%
We fully expect to comply with all statutory maintenance requirements as per existing works programmes. However, should the current COVID restrictions revert to earlier, more stringent levels, this may result in some programmes not being met in closed buildings or contractors re-entering furlough arrangements which would impact on the capacity to deliver the programmes.		
<b>Cyclical maintenance works (statutory) on council houses are completed in accordance with agreed programmes</b>		100%
In respect of the Gas Service & Maintenance contract, we have worked closely with our contractor Gas Call Services putting in place processes to mitigate as far as possible against the impact of Coronavirus. Our 100% LGSR achievements over the past 4 years has been affected negatively however we have kept accurate records in line with HSE & Gas Safe Guidance to ensure compliance under the circumstances. We intend to restart the Arranged Access process in November and put in place a system to ensure all outstanding properties are completed.		
<b>Asset Valuations are provided within reported timescale</b>		
The 2020 valuations were provided within required timescales and we are currently on course to deliver the March 2021 valuations within timescale		





## Cluster Level Measures – Annual Local Indicators

Performance Measure	2017/18	2018/19	2019/20	Status	Long Trend
	Value	Value	Value		
Percentage of council buildings in which all public areas are suitable for and accessible to disabled people	81.88%	81.02%	81.62%		





Performance Measure	2017/18	2018/19	2019/20	Status	Long Trend
	Value	Value	Value		
Percentage of internal floor area of operational accommodation that is in a satisfactory condition.	96.0%	96.02%	96.75%		
Percentage of operational accommodation that is suitable for its current use.	74.2%	75.35%	75.27%		
Building and Streetlighting Carbon Emissions (tonnes)	31,829	27,631	26,961		



#### Cluster Level Measures – Annual National Indicators

Performance Measure	2017/18	2018/19	2019/20	Status	Long Trend	2019/20 National Figure
	Value	Value	Value			
Percentage of school accommodation that is rated as being in Good or Satisfactory condition.	94.03%	95.31%	98.4%			89.9%
Percentage of school accommodation that is rated as having Good or Satisfactory suitability for use	53.73%	53.13%	58.1%			86.5%

### 27. Staff

#### Cluster Level Measures – Local Indicators

Performance Measure	April 2020	May 2020	June 2020	July 2020	Status	Long Trend - Monthly
	Value	Value	Value	Value		
Average number of days lost through sickness absence – Corporate Landlord ^	1.33	0.8	0.10	0.0		

Performance Measure	Quarter 3 2019/20	Quarter 4 2019/20	Quarter 1 2020/21	Status	Long Trend - Quarterly
	Value	Value	Value		
H&S Employee Reportable by Cluster – Corporate Landlord	0	0	0		

Performance Measure	Quarter 3 2019/20	Quarter 4 2019/20	Quarter 1 2020/21	Status	Long Trend - Quarterly
	Value	Value	Value		
H&S Employee Non-Reportable by Cluster – Corporate Landlord	0	0	0		
Establishment actual FTE – Corporate Landlord	72.58	70.55	66.49		

**28. Finance & Controls ^**

**Cluster Level Measures – Local Indicators**

Performance Indicator	Quarter 1 2020/21		Quarter 2 2020/21		Quarter 3 2020/21		Quarter 4 2020/21	
	Value	Status	Value	Status	Value	Status	Value	Status
Staff Expenditure – % spend to full year budget profile – Corporate Landlord	24.8%							

**Cluster Level Measures – Annual Local Indicators**

Performance Measure	2017/18	2018/19	2019/20	Status	Long Trend
	Value	Value	Value		
The required maintenance cost of operational assets per square metre	£96.00	£90.72	£89.30		

**Appendix Notes**

**\*Complaint Handling**

The corporate target for complaint resolution of 75% has been adopted by all services in 2020/21. Lessons learnt referred to throughout this Appendix are lasting actions taken/changes made to resolve an issue and to prevent future re-occurrence, for example amending an existing procedure or revising training processes.

**Absence Reporting**

These figures are a new data baseline derived from CORE HR system development which does not consider the influence of seasonal adjustment aligned to the previous 12 month rolling average as they are calculated on a month by month basis. As such, these data are not directly relatable to prior monthly figures and continue to be scrutinised for pattern inconsistencies. For the comparable monthly periods, corporate level absences were April: 7.02 days, May:7.35 days, June: 8.03 days and July 9.3 days which, in the interim, are being used to generate the cluster Status of these measures pending additional evaluation of 2020/21 improvement aims within services.

**# Staff Costs**












Staffing costs referred to throughout this Appendix exclude any adjustments for the corporate vacancy factor.

**Annual 2019-20 Local Indicators**

These measures contribute to either, or both, the Council’s Statutory Performance Indicator suite which will be published in full later in the year, and the Scottish Local Government Benchmarking Framework, normally released in the February of each year. A number of these measures are pending validation and are not currently reflected in this appendix and those that have been captured are provisional outcomes subject to completion of final audit review.

**^ Finance and Controls**

Work is presently ongoing to develop publication of additional individual cluster-based Control measures which will be reflected in future 2020/2021 performance reporting.

PI Status		Long Term Trends		Short Term Trends	
	Alert – more than 20% out with target/national figure		Improving/Increasing		Improving/Increasing
	Warning – more than 5% out with target/national figure		No or Limited Change		No or Limited Change
	OK – within limits of target/national figure		Getting Worse/Decreasing		Getting Worse/Decreasing
	Unknown				
	Data Only				

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## ABERDEEN CITY COUNCIL

<b>COMMITTEE</b>	City Growth and Resources
<b>DATE</b>	28 October 2020
<b>EXEMPT</b>	No
<b>CONFIDENTIAL</b>	No
<b>REPORT TITLE</b>	Climate Change Report 2019/20
<b>REPORT NUMBER</b>	COM/20/152
<b>DIRECTOR</b>	N/A
<b>CHIEF OFFICER</b>	Gale Beattie
<b>REPORT AUTHOR</b>	Oluwatoyin Fatokun
<b>TERMS OF REFERENCE</b>	2.1.3 scrutinise operational performance and service standards in line with the Performance Management Framework and consider recommendations for improvements where required 2.1.6 receive reports on inspections and peer reviews in order to ensure best practice and note any actions arising from those inspections and reviews.

### 1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to seek approval of the statutory Climate Change Report (CCR) 2019/2020, for submission to the Scottish Government, to ensure compliance with the requirements of Part 4 of the Climate Change (Scotland) Act 2009 and to indicate the options for Carbon Budgeting in Appendix 4. The CCR covers the financial year 2019/2020.

### 2. RECOMMENDATION(S)

That Committee: -

- 2.1 Approve the statutory Climate Change Report 2019/2020 with a requirement for the Chief Executive Officer to sign off and instruct the Chief Officer – Strategic Place Planning to publish the CCR on Aberdeen City Council’s website and subsequently submit to the Scottish Government by the 30th November 2020.
- 2.2 Instruct officers to progress with the preferred option for carbon budgeting, (as detailed in Appendix 4) as part of the development of the Council Energy and Climate Plan, to be completed by March 2021.

### 3. BACKGROUND

- 3.1 Aberdeen City Council (the Council) along with all other public sector organisations have a statutory duty to report annually on progress against Public Bodies Duties under the Climate Change (Scotland) Act 2009. These duties are:
- To reduce Greenhouse Gas Emissions (mitigation)

- To adapt to the impacts of a changing climate (adaptation) and
  - To have sustainable development as a core value (acting sustainably)
- 3.2 Aberdeen City Council committed to emissions reduction targets of 50% by 2030 with an interim target of 31% by 2020 (from 2005 baseline) as set out in the [Aberdeen Sustainable Energy Action Plan – Powering Aberdeen](#), This commitment is further reiterated in the [Aberdeen Local Outcome Improvement Plan](#), especially stretch outcome 14 - “Addressing climate change by reducing Aberdeen's carbon emissions and adapting to the impacts of our changing climate.
- 3.3 In September 2019, the Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 set new targets for emission reduction in Scotland of net zero by 2045. With interim targets for 2030 of at least 75% lower; and for 2040 of at least 90% lower than the baseline year. In addition, the act makes provision about advice, plans and reports in relation to those targets and indicates an expectation on Public Sector bodies to take far stronger action to support these targets. Proposals for changes to climate duties indicate a mandatory requirement for public sector bodies to set a target year for net-zero.
- 3.4 The General Fund Revenue Budget and Capital Programme 2020/21, approved by Council Committee, 3 March 2020, included the recommendation: “to instruct the Chief Operating Officer to provide the City Growth and Resources Committee, by July 2020, with options on how Carbon Budgeting for Aberdeen City Council could be introduced to support the organisation’s climate transition plans.” The date of this committee was delayed due to the Covid response.
- 3.5 In May 2020, Urgent Business Committee approved a Council Energy and Climate Plan Routemap which sets out Council commitment and the development phases for a detailed Council Energy and Climate Plan by March 2021, for the Council’s operations and assets. This included an indicative action to “Consider carbon budget and accounting options, in parallel to our financial systems, to facilitate robust data and measurements of change towards net zero.” Table 1 summarises options for carbon budget and accounting to take forward in the development of the Council Energy and Climate Plan, these are further examined in Appendix 4. Establishing an internal approach for measuring and managing carbon emissions will support the Council with delivering a reduction programme towards attaining net zero emissions, at a predetermined year.

**Table 1 – summary of options**

Option 1	Continue to collate annual data on carbon emissions but do not support forward planning/ or target setting on emissions.
Option 2	Commission an external consultancy to calculate a carbon budget for the Council. Costs associated with this approach and there may be further costs during subsequent annual reviews.
Option 3	Develop an in-house methodology for a calculating an overarching carbon budget for the Council Energy and Climate Plan - and progressing to break down allocation to Functions and/ or Clusters.
Option 4	Develop an in-house methodology for a calculating a carbon budget for the Council Energy and Climate Plan - allocated to operational themes i.e. buildings.

Option 5	Set a long-term Council target to reduce carbon emissions.
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3.6 CCR follows a standardised reporting methodology to allow for consistency and accuracy in data collection, in order to enable comparison. It requires that organisations demonstrate a commitment to tackling climate change, managing climate risks, improving performance reporting as well as reducing carbon emissions while setting an example. The primary function of the report is to monitor performance against legislative requirements and the Councils Plans, Policies and Strategies (PPS). It can help identify areas of best practice and areas for improvement in decision making. The CCR will be made publicly available and will provide information in a transparent and accountable manner, in line with the relevant guidance. The CCR consists of two sections namely “Required” and “Recommended” reporting. Required reporting provides evidence of corporate climate change governance relating to matters in which the Council has direct control in its estate boundary such as internal waste, business travel, street lighting, council building utilities, water and projects focusing upon efforts to reduce emissions at a corporate level as well as information on adaptation and sustainable procurement. The “Recommended” section reflects the influential functions that the Council has in supporting efforts on climate change mitigation and adaptation city-wide, beyond matters in which it has control such as details of wider influence, policies and actions to reduce emissions as well as partnership working , communication and capacity building the Council engages in.






3.7 The Council’s overall emissions data collated for the Required Reporting section of the CCR, is set out in Table 2 below. This shows a reduction of 527 tCO<sub>2</sub>e in 2019/20 when compared to 2018/2019. The difference in emissions are attributed to annual changes in emissions factors (government conversion factors for greenhouse gas reporting), as well as notable decrease in business travel (car hire and grey fleet) and mixed recycling (confidential paper & 3R schools) while Table 3 below show percentage change in consumption between 2018/19 and 2019/20. Increases in consumption could be seen in gas oil, rail travel, car (petrol) and car (hybrid) from co –wheels car club as well as long – haul flights.

**Table 2: Overall Carbon Emissions**

Reporting Period	Overall emissions (tCO <sub>2</sub> e)
2019/2020	30563
2018/2019	31090
2017/2018	35892
2016/2017	39225
2015/2016	46371
2014/2015	44993

**Table 3: Percentage Change in Consumption 2018/19 to 2019/20**

Emission Source	Scope	Unit	% change in consumption from 2018/19 to 2019/20	Data Source
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Gas Oil	1	kWh	 47.71%	Usage through corporate assets.
Rail	3	Passenger km	 92.62%	Some data from the external supplier
Car Petrol average	3	km	 37.07%	Co-Wheels car club
Car -hybrid	3	km	 73.98%	Co-Wheels car club
Long Haul Flights	3	Passenger km	 54.05%	Data from ATP

#### 4. FINANCIAL IMPLICATIONS

- 4.1 There are no financial implications arising from the recommendations of this report. The report simply illustrates a point in time as to how the Council is performing.

#### 5. LEGAL IMPLICATIONS

- 5.1 Failing to report would put the Council in breach of a legal duty.
- 5.2 Failure to demonstrate that the Council is contributing to the greenhouse gas emissions reduction targets; that the Council is employing means of adaptation to climate change which consistent with the Scottish Ministers programme for adaptation; and that the Council is acting in the most sustainable way would result in the Council being non-complaint with the duties summarised in section 3.1 of this report.

#### 6. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
<b>Strategic Risk</b>	Climate risks and opportunities not being recorded and regularly monitored.	L	Climate risks are reported through the risk registers and updated monthly. Progress on the Council's Energy and Climate Plan and ensuring a system is in place for monitoring and tracking progress.
<b>Compliance</b>	Non-compliance of the Public Bodies Duties under the Climate Change (Scotland) Act 2009	L	Climate Change Report is completed, published and submitted within the mandatory timeframe.



<b>Operational</b>	Due to the Covid 19, information and guidance on Climate Change Reporting has been delayed.	L	Use the Greenhouse gas reporting - conversion factors 2020 to calculate the overall carbon emissions.
<b>Financial</b>	There is no financial implication as a result of this report.	L	The annual CCR is achieved through existing budgets.
<b>Legal</b>	Being challenged for failing to report or by failing to demonstrate how the Council is performing to meet its duties	L	We will fulfil our duty by reporting and by reporting progress, the Council demonstrates how its meeting its duties as they relate to climate change.
<b>Reputational</b>	Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 set new targets for emission reduction in Scotland of net zero by 2045 and the anticipated requirements on Public Sector bodies on setting Net Zero targets.	M	Establish governance framework for proposed Council Energy and Climate Plan.
<b>Environment / Climate</b>	Failure to meet emission reduction target year.	M	Establish a robust approach to support the monitoring and reporting of corporate emissions.

## 7. OUTCOMES

<b><u>COUNCIL DELIVERY PLAN</u></b>	
<b>Impact of Report</b>	
<b>Aberdeen City Council Policy Statement</b>	The proposals in the report have no direct impact on the Policy Statement.
<b>Aberdeen City Local Outcome Improvement Plan</b>	
Prosperous Economy Stretch Outcomes	The report relates to emissions from the Council's own assets and operations. Actions to reduce carbon emissions, protect and improve the environment and will indirectly support stretch outcome 1 by having a positive impact on food, life sciences, health and wellbeing.

Prosperous People Stretch Outcomes	The proposals in this report support the delivery of stretch outcome 11 - Healthy life expectancy (time lived in good health) is five years longer by 2026. Actions to reduce carbon emissions; protect and improve the environment can have a positive impact on health and wellbeing.
Prosperous Place Stretch Outcomes	The proposals in this report support the delivery of stretch outcome 14 - carbon emissions reduction by 42.5% by 2026 and adapting to the impacts of our changing climate. It can also contribute to stretch outcome 15 – 38% of people walking and 5% of people cycling as main mode of travel by 2026.
<b>Regional and City Strategies</b>	The CCR highlights the climate targets and objectives in a range of regional and city strategies including: Regional and Local Transport Strategies, Strategic and Local Development Plans, Regional Economic Strategy, Local Outcome Improvement Plan, Powering Aberdeen, Aberdeen Adapts, Local Housing Strategy.
<b>UK and Scottish Legislative and Policy Programmes</b>	The proposal within this report supports the Council's compliance with Part 4 of the Climate Change (Scotland) Act 2009 and Climate Change (Emissions Reduction Targets) (Scotland) Act 2019.

## 8. IMPACT ASSESSMENTS

Assessment	Outcome
Impact Assessment	Assessment completed.
Data Protection Impact Assessment	Not required

## 9. BACKGROUND PAPERS

- PLA/18/274 - 27 November 2018<sup>1</sup>
- [Service Update –Climate Change Report 2018/19](#)

## 10. APPENDICES

- Appendix 1 – Required Reporting
- Appendix 2 – Recommended Reporting

<sup>1</sup> <http://councilcommittees.acc.gov.uk/documents/s90786/PLA.18.274%20-%20ClimateChangeReport2017-2018FinalDraft.pdf>

- Appendix 3 - Percentage change in consumption 2018/19 to 2019/20
- Appendix 4 – Carbon Budget Options

## 11. REPORT AUTHOR CONTACT DETAILS

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## SECTION 1 – PROFILE OF REPORTING BODY

- **1a Name of Reporting Body**  
Aberdeen City Council
  
- **1b Type of body**  
Local Government
  
- **1c Highest number of full-time equivalent staff in the body during the report year.**  
6548.88
  
- **1d Metrics used by the body.**  
Drop down options are not relevant, so nothing noted.
  
- **1e Overall budget of the body (£).**  
471, 823, 289- These are net figures
  
- **1f Specify the report year type.**  
Financial (1<sup>st</sup> of April 2019 to 31<sup>st</sup> of March 2020)
  
- **1g Provide a summary of the body's nature and functions that are relevant to climate change reporting.**  
Aberdeen City Council has a strong role to play as follows:
  - Leading and acting as an example to others through its services, planning and decision making.
  - Reducing emissions from its own estate and services within its influence including buildings, transport, land use and waste.
  - Managing risks and building resilience through the development of an Aberdeen Adapts Framework.
  - Promoting city wide emission reduction through our Sustainable Energy Action Plan – Powering Aberdeen.
  - Helping to shape and inform legislation through consultation responses.
  - Alleviating fuel poverty through ACC owned properties and working with the private/third sectors to improve standards in those areas.
  - Ensuring compliance with building standards and influencing the planning process to take into consideration climate change mitigation and adaptation measures.
  - Through the school systems and lifelong learning educate the citizen about the implications of climate change and principles of sustainability.
  - Deliver projects that help mitigate/adapt to a changing climate, flood risk management and water efficiency and fulfil multiple plans, policies, and strategies, e.g. wetland development, sustainable urban drainage, expansion of the EV network, energy efficiency retrofitting, renewables etc.
  - Piloting the development of blue/green infrastructure.
  - Procuring sustainably.
  - Partnership working.

## SECTION 2 – GOVERNANCE, MANAGEMENT AND STRATEGY

- **2a - How is climate change governed in the body?**

- Aberdeen City Council (the Council) approved a Final Organisational Design on the 3rd of March 2020. This represents how the Council we will manage and deliver our services to the people and place of Aberdeen. The Final Organisational Design comprises four main functions lead by directors as well as Health and Social Care Partnership. These are managed by a Corporate Management Teams (CMTs), with overall responsibility resting with the Chief Executive
- The functions are:
  - Commissioning
  - Customer
  - Resources
  - Operations

Within each function are clusters lead by Chief Officers. All functions have a part to play in considering climate change through their decision making and operations in line with corporate policy and risk management. Progress on any plans, policies and strategies is reported through the committee reporting structure to:

- 1) City Growth and Resources and
- 2) Operational Delivery

Currently, most activities are still undertaken through topic areas e.g. transport, waste, energy etc. and then reported independently through their own reporting structures. Climate risks are included in the risk register and updated monthly with an oversight by the Corporate Management Team (CMT). Reporting is also provided annually through Statutory Performance Indicators (SPIs) Information available here:

<https://www.aberdeencity.gov.uk/sites/default/files/2020-01/Statutory%20Performance%20Indicators%202018-19%20excluding%20Education%E2%80%99.pdf>

In addition, a Council Energy and Climate Group (CECG) was created late in 2019, to develop a Council Energy and Climate Routemap setting out Council commitments and phased approaches in our climate journey to develop and deliver a detailed Council Energy and Climate Plan covering net zero and climate resilience for our estate and operations.

<https://committees.aberdeencity.gov.uk/documents/s109158/CouncilEnergyAndClimateRoutemap%20-%20Appendix.pdf>

[Link to ACC structure diagram in separate pdf.](#)

- **2b - How is climate change action managed and embedded by the body?**

- Aberdeen’s Sustainable Energy Action Plan (SEAP) – titled Powering Aberdeen approved in October 2016 contains information on baseline emissions for the entire city, a commitment to a 50% emissions reduction target by 2030 with an interim target of 31% by 2020 (from 2005 baseline) and details actions setting out how the reductions will be achieved. Powering Aberdeen also encapsulates the Council’s own corporate responsibility in emission reduction across relevant council functions.
- The Local Outcome Improvement Plan (LOIP) sets out an overarching ten-year plan on how Community Planning Aberdeen will realise the vision - ‘A place where all people can prosper.’ The LOIP further reiterates the Council’s commitment to climate change especially stretch outcome 14 - “Addressing climate change by reducing Aberdeen’s carbon emissions and adapting to the impacts of our changing climate.

- In addition, the CECG led by the Chief Operating Officer have worked to establish a governance model of cross service input and develop the Council Energy and Climate Plan Routemap and work is currently ongoing to produce the subsequent Council Energy and Climate Plan.
- The Environmental Policy Team, within the Place Function plays a role in advising upon mitigation, adaptation measures, encouraging embedding of these measures into both corporate and city-wide plans, policies and strategies and ensuring direct links to the LOIP strategic outcomes.
- Corporate Landlord, within the Resource Function oversee building conditions and undertake surveys, working closely with the Energy Management Team and Building Services/Maintenance to bring buildings up to standard and perform better in relation to energy efficiency. They also are obliged to comply with the corporate Buildings Performance Policy. This work is done on an ongoing basis.
- The Energy Management Team is responsible for overseeing collation of the data behind the 'Carbon Reduction Commitment (CRC) and report on this externally on an annual basis. They are also partially responsible for energy efficiency measures across corporate assets. Note- The final CRC report ended on the 31st of March 2019.
- Internal waste is managed by many with responsibilities spread among various functions as set out in the Internal Waste Minimisation policy.
  - The Trade Waste Team, with the Operations Function, are responsible for the collection of waste and recycling containers from most corporate buildings.
  - Facilities, sitting within Operations Function, are responsible for the implementation and provision of the waste and recycling services from main office buildings.
  - The IT Helpdesk and Transformation Team, sitting within Customer Function, are responsible for the collection/liaison with external companies for the reuse and recycling of Waste Electronic and Electric Equipment (WEEE).
  - Members of the Environmental Policy Team are only responsible for the reporting of the Internal Waste Minimisation policy through the Climate Change Report (CCR) but not responsible for implementation.
- The Local Development Plan Team is responsible for providing the strategic direction for city development, including incorporation of sustainability principles into strategic plans and supplementary guidance. The Local Development Plan (LDP) is reviewed on a five-yearly cycle and is reported to the Full Council. The process for reviewing the LDP is currently ongoing.
- Many corporate plans, policies and strategies undergo Strategic Environmental Assessment (SEA) to assess their environmental impact which includes addressing climate change. Climate change considerations are featured within corporate climate risk register, service plans, business cases and development management consultations.
- Progress with the implementation of the North East Flood Risk Management Plan are done in partnership, to meet the Flood Risk Management (Scotland) Act 2009.
- Work is ongoing to further embed sustainability across organisation decision making, processes and training.

Some examples of how sustainability has been incorporated are illustrated below:

- a) Environmental considerations are included in business case templates to assess if projects contribute to a reduction in emissions, build resilience to climate change, deliver resource efficiency, and reduce impacts on the environment.
- b) Consideration for environmental risks are incorporated into the committee reporting structure and accompanying guidance document.

- c) Climate risks included in the corporate risk register with progress reported on a monthly basis.
- d) Environmental considerations incorporated within planning consultation responses.
- e) Embedding sustainability into emerging development policy in preparation for the next Aberdeen Local Development Plan.
- f) Work is taking place to develop a suite of eLearning training modules to encourage sustainability principles in decision making,
- g) Emissions management and wide sustainability work across the council is reported annually through the Statutory Performance Indicators (SPI).
- h) Delivery of short “Pitstop” staff training sessions on sustainability and Energy and Climate Change, to encourage and raise awareness of sustainability and energy efficiency.
- i) Awareness raising events and presentations relating to sustainability are provided senior management and elected members.
- j) A Building Performance Policy for corporate assets sets standards for sustainable construction, digital connectivity, and future proofing for district heating connectivity.

[Link to diagram in separate word document.](#)

- **2c - Does the body have specific climate change mitigation and adaptation objectives in its corporate plan or similar document?**

Wording of objective	Name of document	Weblink
Themes, priorities, and drivers: - Prosperous Economy - Prosperous People (children and young people) - Prosperous People (adults) - Prosperous Place	Local Outcome Improvement Plan (LOIP) 2016-2026. (Page 11) was refreshed in February 2019	<a href="https://communityplanningaberdeen.org.uk/wp-content/uploads/2019/07/Final-LOIP-Easy-Read-2019.pdf">https://communityplanningaberdeen.org.uk/wp-content/uploads/2019/07/Final-LOIP-Easy-Read-2019.pdf</a>
-Aberdeen City Council will model the standards expected from all public service providers for sustainable procurement. -We will work to improve outcomes and the life chances of our citizens by addressing a range of poverty indicators including income maximisation, child poverty, fuel poverty, food poverty, and housing and health inequalities. -We will continue to invest in green energy transport projects in order to realise our aspiration to become a world leading city for low carbon technology. -We will lobby the Scottish Government and Transport Scotland to work in partnership with us to allow Aberdeen City Council to introduce Low Emission Zones in Aberdeen -We will reduce fuel poverty across our most deprived communities through combined heat and power schemes including the Energy from Waste Plant	Stronger Together: Prosperity for Aberdeen 2017 -2022 (whole document)	<a href="https://committees.aberdeencity.gov.uk/documents/s73073/Policy%20Statement%20-%20Stronger%20Together.pdf">https://committees.aberdeencity.gov.uk/documents/s73073/Policy%20Statement%20-%20Stronger%20Together.pdf</a>
The main aims of the plan are to: - provide a strong framework for investment decisions which help to grow and diversify the regional economy, supported by promoting the need to use resources more efficiently and effectively; and - take on the urgent challenges of sustainable development and climate change. To support these main aims, the plan also aims to: - protect and improve our valued assets and resources, including the built and natural environment and our cultural heritage. - help create sustainable mixed communities, and the associated infrastructure, which meet the highest standards of urban and rural design and cater for the needs of the whole population; and - make the most efficient use of the transport network, reducing the need for people to travel and making sure that walking, cycling, and public transport are attractive choices.	Aberdeen City and Shire Strategic Development Plan. August 2020 (Page 6 &&)	<a href="http://www.aberdeencityandshire-sdpa.gov.uk/nmsruntime/saveasdialog.aspx?IID=1510&amp;SID=197">http://www.aberdeencityandshire-sdpa.gov.uk/nmsruntime/saveasdialog.aspx?IID=1510&amp;SID=197</a>



Key goals and growth sectors.	Shaping Aberdeen - Strategic Infrastructure Plan. Covers mitigation and adaptation. (Page 12)	<a href="https://committees.aberdeencity.gov.uk/documents/s33119/Strategic%20Infrastructure%20Plan.pdf">https://committees.aberdeencity.gov.uk/documents/s33119/Strategic%20Infrastructure%20Plan.pdf</a>
Objectives: - Leadership and behaviour change. - Energy Efficiency. - Resource Efficiency. - Increase the share of alternative technologies. - Low emission society.	Powering Aberdeen – Aberdeen’s Sustainable Energy Action Plan (whole document)	<a href="https://www.aberdeencity.gov.uk/sites/default/files/2017-09/Powering%20Aberdeen.pdf">https://www.aberdeencity.gov.uk/sites/default/files/2017-09/Powering%20Aberdeen.pdf</a>
In a wider context we need to ensure we mitigate against climate change emissions and adapt to impacts.	Regional Economic Strategy 2015 Page 22	<a href="https://www.aberdeencity.gov.uk/sites/default/files/Regional_Economic_Strategy_0.pdf">https://www.aberdeencity.gov.uk/sites/default/files/Regional_Economic_Strategy_0.pdf</a>
The masterplan needs to ensure that the energy sector is sustained and remains at the core of Aberdeen’s economy including the transition in coming years to a low carbon economy, enabling skills and knowledge in the oil and gas sector to transfer to the renewable energy.	City Centre Masterplan and Delivery Programme Page 12	<a href="https://www.aberdeencity.gov.uk/sites/default/files/2018-06/Aberdeen%20City%20Centre%20Masterplan%20and%20Delivery%20Programme.pdf">https://www.aberdeencity.gov.uk/sites/default/files/2018-06/Aberdeen%20City%20Centre%20Masterplan%20and%20Delivery%20Programme.pdf</a>

• **2d - Does the body have a climate change plan or strategy?**

Powering Aberdeen, the city's Sustainable Energy Action Plan (SEAP) details steps that can be taken to reduce emissions across the city, including those from corporate activities. Further information on Powering Aberdeen is available here: <https://www.aberdeencity.gov.uk/services/environment/powering-aberdeen>

Implementation of Aberdeen Adapts – an Adaptation Framework that can guide decision making processes over the long term and build city resilience. Further information on this is available here: <http://www.adaptationscotland.org.uk/get-involved/our-projects/aberdeen-adapts>  
<https://www.aberdeencity.gov.uk/services/environment/climate-change/adapting-climate-change>

The Council has been developing a Routemap (for approval in May 2020) a new Council Energy and Climate Plan covering net zero and climate resilience measures for Aberdeen City Council’s estate and operations. <https://committees.aberdeencity.gov.uk/documents/s109158/CouncilEnergyAndClimateRoutemap%20-%20Appendix.pdf>

At the city level, a Net Zero Vision for Aberdeen and a Strategic Infrastructure plan needed to support the achievement of the net zero vision were developed (for approval in May 2020). <https://committees.aberdeencity.gov.uk/documents/s109163/Appendix%20-%20Infrastructure%20Plan.pdf>

As highlighted within section 2e, there is a cross over with many plans, policies, and strategies.

• **2e - Does the body have any plans or strategies covering the following areas that include climate change?**

Topic area	Name of document	Link	Time period covered	Comments
Adaptation	Aberdeen Adapts	<a href="https://www.aberdeencity.gov.uk/services/environment/climate-change/adapting-climate-change">https://www.aberdeencity.gov.uk/services/environment/climate-change/adapting-climate-change</a> and	Ongoing	Aberdeen Adapts- Adaptation Framework for the city is being implemented.

		<a href="http://www.adaptationscotland.org.uk/get-involved/our-projects/aberdeen-adapts">http://www.adaptationscotland.org.uk/get-involved/our-projects/aberdeen-adapts</a>		
Business travel				This is incorporated within the travel plan under four policy areas as opposed to a having a specific individual plan.
Staff travel	Council travel plan	This is only available via the intranet.	2019	The Council service plan was refreshed in 2019. Surveys have been conducted every 2 years since 2008. Survey was conducted end of 2018 and results are now available on request.
Energy Efficiency	Local Housing Strategy (page 5)	<a href="https://www.aberdeencity.gov.uk/services/housing/local-housing-strategy">https://www.aberdeencity.gov.uk/services/housing/local-housing-strategy</a>	2018-2023	Outlines housing strategy approach and includes the strategic outcome Fuel poverty is reduced which contributes to meeting climate change targets.
Fleet transport	Fleet Asset Management Plan	This is only available via the intranet.	2013	Emissions reduction and alternative fuels. The fleet replacement program continues. In 2017/2018 ACC had 27% of vehicles under 5 years of age. Fleet continue to add Hydrogen vehicles with the addition of and RCV and a Sweeper.
Information and Communication Technology	ICT Asset Management Plan	This is only available via the intranet.	2013	Redundant IT equipment is collected by the closest IT disposal company to reduce carbon footprint. All IT waste is disposed of within the WEEE regulations compliance with an audit report produced detailing how much was refurbished or recycled. IT support is done remotely as much as possible. Suppliers of IT equipment use more environmentally friendly packaging. Ongoing 'Recycle IT' in place.
Renewable energy	Alternative Energy Strategy for Council Owned Buildings (Section 1, page 3)	<a href="https://www.aberdeencity.gov.uk/sites/default/files/alternative_energy_strategy.pdf">https://www.aberdeencity.gov.uk/sites/default/files/alternative_energy_strategy.pdf</a>		Reduce energy consumption and associated carbon emissions/enable low/zero carbon technologies.
Sustainable / renewable heat	Alternative Energy Strategy for Council Owned Buildings (Section 1, page 3)	<a href="https://www.aberdeencity.gov.uk/sites/default/files/alternative_energy_strategy.pdf">https://www.aberdeencity.gov.uk/sites/default/files/alternative_energy_strategy.pdf</a>		Reduce energy consumption and associated carbon emissions/enable low/zero carbon technologies.
Waste Management	Internal Waste Minimisation Policy	This is only available via the intranet.	2013	Discusses internal waste in relation to the waste hierarchy.
Water and sewerage	Not applicable			
Land Use	Aberdeen Local Development Plan	<a href="https://www.aberdeencity.gov.uk/services/planning-and-building/local-development-plan/aberdeen-local-development-plan/aberdeen-local-development-plan-review">https://www.aberdeencity.gov.uk/services/planning-and-building/local-development-plan/aberdeen-local-development-plan/aberdeen-local-development-plan-review</a>	2017 and for the next 5 years, plus transition period to new Aberdeen Local Development Plan	Helps deliver sustainable communities. Work is underway to produce an updated Local Development Plan.
Other – city wide emissions.	Powering Aberdeen	<a href="https://www.aberdeencity.gov.uk/services/environment/powering-aberdeen">https://www.aberdeencity.gov.uk/services/environment/powering-aberdeen</a>	2016-2030	Covers city wide emissions and various themes.

Other – nature conservation	Nature Conservation Strategy (page 4 and 15)	<a href="https://www.aberdeencity.gov.uk/sites/default/files/Nature_Strategy_Dec2015_extended_0.pdf">https://www.aberdeencity.gov.uk/sites/default/files/Nature_Strategy_Dec2015_extended_0.pdf</a>	Currently under review	Biodiversity, which touches upon aspects of climate change. Within the objectives of the strategy and sections on sustainable development and climate change. There are many aspects to consider for truly sustainable development and climate change is one of them. A shift in species populations, ranges, migration patterns and reproductive behaviour are already evident both on land and at sea because of climate change.
Land Use	Open Space Strategy	<a href="https://www.aberdeencity.gov.uk/sites/default/files/open_space_strategy_2011_2016.pdf">https://www.aberdeencity.gov.uk/sites/default/files/open_space_strategy_2011_2016.pdf</a>	2011-2016. Ongoing open space audit which will feed into the review of the open space strategy.	Covers open space across the city, assists with climate adaptation. Recognise the economic, environmental, and social value of open spaces. Maximise opportunities to mitigate and adapt to climate change and further biodiversity.
Other – sustainable construction	Building Performance Policy	<a href="https://committees.aberdeencity.gov.uk/documents/s69045/CHI.17.063%20Appendix%201%20NewBuildingsPerformancePolicy.pdf">https://committees.aberdeencity.gov.uk/documents/s69045/CHI.17.063%20Appendix%201%20NewBuildingsPerformancePolicy.pdf</a>	Renewed January 2018.	The Buildings Performance Policy and accompanying guidance and checklist covers sustainable construction activity at a corporate level. It is not a plan or strategy but an internal policy that sets building standards for refurbishments and new build projects. The policy states clearly an intention to deliver against energy performance, digital connectivity, future proofing for district heating and attaining certain BREEAM standards. Since its approval training has been provided across various Council staff to raise awareness of the implications of this new policy.
Other - various	Local Outcome Improvement Plan	<a href="https://communityplanning.aberdeencity.gov.uk/wp-content/uploads/2019/02/Final-Draft-LOIP-2016-26-web-version.pdf">https://communityplanning.aberdeencity.gov.uk/wp-content/uploads/2019/02/Final-Draft-LOIP-2016-26-web-version.pdf</a> refreshed February 2019	2016-2026	stretch outcome 14 - "Addressing climate change by reducing Aberdeen's carbon emissions and adapting to the impacts of our changing climate.
Other – economy	Regional Economic Strategy (page 13)	<a href="https://www.aberdeencity.gov.uk/sites/default/files/Regional_Economic_Strategy_0.pdf">https://www.aberdeencity.gov.uk/sites/default/files/Regional_Economic_Strategy_0.pdf</a>		Covers many topic areas.
Other – economy	Aberdeen City Regional Deal - Powering Tomorrow's World. (Page 6)	<a href="https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/498891/Signed_Heads_of_Terms_January_2016.pdf">https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/498891/Signed_Heads_of_Terms_January_2016.pdf</a>		Theme 7 - Actively promote our offer and the transition to a low carbon economy.
Waste management	Aberdeen Waste Strategy. (Page 7-8)	<a href="https://www.aberdeencity.gov.uk/sites/default/files/2018-04/Aberdeen%20City%20Waste%20Strategy%202014-2025.pdf">https://www.aberdeencity.gov.uk/sites/default/files/2018-04/Aberdeen%20City%20Waste%20Strategy%202014-2025.pdf</a>	2014-2025	The ACWS has been designed to ensure Aberdeen works towards meeting national and international legislative targets: Target 1: Waste growth will be eliminated by 2015. Target 2: We will work towards the targets set in the Scottish Government's Zero Waste Plan 2010 Target 3: Introduce an organic waste collection for all households by 2016. Target 4: Develop facilities within the Aberdeen area to recover our resources. Target 5: No more than 5% of household waste should be landfilled by 2025.
Other – transport	Sustainable Urban Mobility Plan. (Page 1)	<a href="http://w12.aberdeencity.gov.uk/transport_streets/roads_pavements/transport_projects">http://w12.aberdeencity.gov.uk/transport_streets/roads_pavements/transport_projects</a>		Varying transport options. Reduces air and noise pollution, greenhouse gas emissions and energy consumption; improves the

		<a href="#">/txt_roa_sustainable_urban_mobility_plan.asp</a>		efficiency and cost-effectiveness of the transportation of people and goods.
Land use	City Centre Masterplan and delivery programme. (Executive summary, page 9)	<a href="https://www.aberdeencity.gov.uk/services/strategy-performance-and-statistics/city-centre-masterplan">https://www.aberdeencity.gov.uk/services/strategy-performance-and-statistics/city-centre-masterplan</a>	June 2015	Technologically advanced and environmentally responsible. Providing the capacity, quality and reliability of infrastructure required by businesses and residents and utilising resources responsibly.
Other - hydrogen	Aberdeen City Region Hydrogen Strategy and Action Plan 2015-2025 (Part 2, page 16)	<a href="https://committees.aberdeencity.gov.uk/documents/s78068/CHI.17.303%20Aberdeen%20City%20Region%20Hydrogen%20Strategy%202015-2025%20Update.pdf">https://committees.aberdeencity.gov.uk/documents/s78068/CHI.17.303%20Aberdeen%20City%20Region%20Hydrogen%20Strategy%202015-2025%20Update.pdf</a>	2015-2025	Hydrogen: to reinforce our place, now and in the future as the energy city by further enhancing the region's economic competitiveness, maximising the capacity and value of renewable energy, and giving greater energy security by being at the forefront of a hydrogen economy. The aim of this strategy is to maintain and build on Aberdeen's expertise in hydrogen to achieve the long-term goals associated with hydrogen rollout and being the leading hub in Scotland. The strategy and action plan outlines how these aims can be achieved in the short, medium, and long term. The action plan identifies a series of measures required to achieve this, across seven key objectives: vehicle deployments, renewable hydrogen, refuelling infrastructure, non-transport applications, supply chain/market development, communication and education, and policy & regulation.
Other – air quality	Air Quality Action Plan. (Page 2)	<a href="https://www.aberdeencity.gov.uk/sites/default/files/air_quality_action_plan_2011.pdf">https://www.aberdeencity.gov.uk/sites/default/files/air_quality_action_plan_2011.pdf</a>	2011	An annual Progress Report showing the most recent air quality monitoring information, new/proposed developments that may impact on air quality and progress in meeting the objectives of the Action Plan. The 2019 Progress Report is available from. <a href="https://www.aberdeencity.gov.uk/services/environment/air-quality-aberdeencity/air-quality-reports">https://www.aberdeencity.gov.uk/services/environment/air-quality-aberdeencity/air-quality-reports</a>
Other food	Granite City Growing	<a href="https://www.aberdeencity.gov.uk/services/environment/food-growing-strategy-granite-city-growing">https://www.aberdeencity.gov.uk/services/environment/food-growing-strategy-granite-city-growing</a>	2020	The Community Empowerment (Scotland) Act 2015 requires every local authority to prepare a food growing strategy for its area to identify land that could be used to grow food and describe how provision for community growing, in particular in areas which experience socio-economic disadvantage, can be increased.
Other – transport	Local Transport Strategy. (Page 5)	<a href="https://www.aberdeencity.gov.uk/sites/default/files/Local%20Transport%20Strategy%202016-2021%29.pdf">https://www.aberdeencity.gov.uk/sites/default/files/Local%20Transport%20Strategy%202016-2021%29.pdf</a>	2016-2021	Varying transport options.

**2f - What are the body's top 5 priorities for climate change governance, management, and strategy for the year ahead?**

In no specific order, the top 5 climate change priorities for the year ahead are:

1. Implement the Aberdeen Adapts Framework to help assess potential climate risks and identify adaptation measures.
2. Implement the Local Heat and Energy Efficiency Strategy Pilot to help shape Aberdeen's approach to tackling carbon emissions, fuel poverty and the Scottish Government's 'Scottish Energy Efficiency Programme.'
3. Ensure that the Council's procurement activities, in line with the Procurement Reform (Scotland) Act 2014, including Community Benefits, contribute to its vision of achieving a sustainable city.
4. Improve air quality and reduce per capita carbon emissions through the deployment of low carbon transport and active (e.g. cycling, walking etc.) networks.
5. Further development of City and Council plans for net Zero and climate resilience, including development of a Council Energy and Climate Plan following the approval of the Council Energy and Climate Routemap. As well as approval of the Net Zero Vision for Aberdeen, supporting Strategic Infrastructure Plan and further development of this work.

**2g - Has the body used the Climate Change Assessment Tool (a) or equivalent tool to self-assess its capability / performance?**

N/A

- **2h - Supporting information and best practice.**

Reference should be made to the Powering Aberdeen literature review showing how this programme aligns to the multiple plans, policies, strategies, and legislation applicable to Aberdeen City. The literature review was accurate in relation to dated documents/legislation at the time of compilation. Information is available here: <https://www.aberdeencity.gov.uk/sites/default/files/2017-09/LiteratureReviewv3.pdf>

Aberdeen Adapts – an adaptation framework for Aberdeen was approved at committee in December 2019. Aberdeen Adapts aims to increase awareness of the climate challenges and opportunities facing Aberdeen, setting the foundations for long term local partnership working on climate change. Further information is available here:

<https://www.adaptationscotland.org.uk/get-involved/our-projects/aberdeen-adapts>  
<https://www.aberdeencity.gov.uk/services/environment/climate-change/adapting-climate-change>

The Council has been developing a new Council Energy and Climate Plan covering Aberdeen City Councils estate and operations, for approval in May 2020.

<https://committees.aberdeencity.gov.uk/documents/s109158/CouncilEnergyAndClimateRoutemap%20-%20Appendix.pdf>

Also in this reporting period, at city level, a Net Zero Vision for Aberdeen and a supporting Strategic Infrastructure plan were developed for approval in May 2020.

<https://committees.aberdeencity.gov.uk/documents/s109163/Appendix%20%20-%20Infrastructure%20Plan.pdf>

### SECTION 3 – EMISSIONS, TARGETS AND PROJECTS

- **3a - Emissions from start of the year which the body uses as a baseline (for its carbon footprint) to the end of the report year.**

Reference year	Year	Scope 1	Scope 2	Scope 3	Total	Units	Comments
Baseline carbon Footprint	2014/2015	14953	26433	3607	44993	tCO <sub>2</sub> e	The Baseline differs from the one presented at the Climate Change Report 14/15 (34,052.2 tCO <sub>2</sub> e). Emission factors used: Defra/DECC 2014.
Year 1 carbon Footprint	2015/2016	22020	21664	2687	46371	tCO <sub>2</sub> e	Change in the building estate boundaries removing ALEO's (Sport Aberdeen, Aberdeen Performing Arts, Bon Accord Care) and removing householders/domestic properties as multi-storey and housing estate. Fleet information available for year 1 and not available for baseline 2014/2015.
Year 2 carbon footprint	2016/2017	17704.90	18347.31	3173.58	39255	tCO <sub>2</sub> e	Changes in estate and provision and accuracy of data account for the significant changes in relation to the total footprint.
Year 3 Carbon Footprint	2017/2018	17867.11	15767.82	2257.46	35892.39	tCO <sub>2</sub> e	Changes in emission factors and provision and accuracy of data account for changes in relation to the total footprint. Biomass from wood chips has been included as a scope 1 emission source because it is not 100% renewable.
Year 4 Carbon Footprint	2018/2019	17015.18	12176.07	1899.20	31090.45	tCO <sub>2</sub> e	Changes in emission factors and provision and accuracy of data account for changes in relation to the total footprint.

- **3b – Breakdown of emission sources.**

Emission Source	Scope	Consumption Data	Units	Emission Factors	Units	Emissions (tCO <sub>2</sub> e)	Comments
Grid electricity (transmission and distribution losses)	3	30691723	Kwh	0.020	kg CO <sub>2</sub> e/kWh	616.90	Usage through corporate assets
Grid electricity (Generation)	2	30691723	Kwh	0.233	kg CO <sub>2</sub> e/kWh	7154.24	Usage through corporate assets. SSN guidance states to include as two lines both for generation and transmission and distribution losses because the emissions from electricity are made up of those two parts.
Natural Gas	1	76324823	Kwh	0.184	kg CO <sub>2</sub> e/kWh	14033.85	Usage through corporate assets
Gas Oil	1	4735678	Kwh	0.257	kg CO <sub>2</sub> e/kWh	1215.74	Usage through corporate assets
Water Supply	3	301838	m <sup>3</sup>	0.344	kg CO <sub>2</sub> e/m <sup>3</sup>	103.83	Usage through corporate assets
Water Treatment	3	286746	m <sup>3</sup>	0.708	kg CO <sub>2</sub> e/m <sup>3</sup>	203.02	Usage through corporate assets
Grid electricity (transmission and distribution losses)	3	13526376	Kwh	0.020	kg CO <sub>2</sub> e/kWh	271.20	From Street Lighting
Grid electricity (Generation)	2	13526376	Kwh	0.233	kg CO <sub>2</sub> e/kWh	3153.54	From Street Lighting
Average car - unknown fuel	3	848054	km	0.168	kg CO <sub>2</sub> e/km	142.85	From car hire
Average car - unknown fuel	3	919704	km	0.168	kg CO <sub>2</sub> e/km	154.91	Gray fleet – essential and casual user

Rail (national rail)	3	412945	passenger km	0.037	kg CO2e/passenger km	15.24	Some data has been provided from the external supplier; however, this is inaccurate therefore an overall figure cannot be estimated at this time. This is further complicated by staff procuring their own rail travel and claiming back through expenses. This data is not captured.
Car – petrol (average)	3	30579	km	0.174	kg CO2e/km	5.32	Co-Wheels car club information used by staff
Car – hybrid (medium)	3	14187	km	0.116	kg CO2e/km	1.65	Co-Wheels car club information used by staff
Car- diesel (average – unknown engine size)	3	0	km	0.168	kg CO2e/km	0.00	Co-Wheels car club information used by staff
Grid electricity (transmission and distribution losses)	3	37011	Kwh	0.020	kg CO2e/kWh	0.74	Car travel. Calculation based on EV mileage and how far 1kWh allows a vehicle to travel. From fleet and cowheels
Grid electricity (Generation)	2	37011	Kwh	0.233	kg CO2e/kWh	8.63	Car travel. Calculation based on EV mileage and how far 1kWh allows a vehicle to travel. From fleet and cowheels
Long haul flight (economy class)	3	215494	passenger km	0.146	kg CO2e/passenger km	31.51	Data from ATP. Flights booked through credit cards are not captured
Short haul flight (economy class)	3	n/a	passenger km	0.153	kg CO2e/passenger km	0.00	Data from ATP. Some short-haul and long-haul flights are booked via a portal which supplies the airmiles travelled for the journey and these have been recorded above. However, there will be several flights that are booked via a corporate credit card and the airmiles for these flights are not recorded.



Paper and board (mixed recycling)	3	34496	kg	21.317	kg CO <sub>2</sub> e/tonne	0.72	Shred IT confidential paper
Organic food and drink composting	3	37293	kg	10.204	kg CO <sub>2</sub> e/tonne	0.37	From 3R school
Organic food and drink composting	3	230303	kg	10.204	kg CO <sub>2</sub> e/tonne	2.31	From corporate premises
General waste to landfill	3	0	kg	458.176	kg CO <sub>2</sub> e/tonne	0.00	Residual waste has been bulked and transported as refuse derived fuel since June 2017 rather than landfilled.
Mixed recycling	3	304576	kg	21.317	kg CO <sub>2</sub> e/tonne	6.39	Based on scheduled regular uplifts so data does not include bulky uplifts. Use volume to weight conversion factors.
Glass recycling	3	16271	kg	21.317	kg CO <sub>2</sub> e/tonne	0.34	Based on scheduled regular uplifts so data does not include bulky uplifts. Use volume to weight conversion factors.
WEEE (Mixed) Recycling	3	5603	kg	21.317	kg CO <sub>2</sub> e/tonne	0.12	IT provided this information on WEEE waste recycled
Other – WEEE IT Reuse	3	3215	kg	0.00	kg CO <sub>2</sub> e/tonne	0.00	WEEE Reuse IT. IT provided this information on WEEE waste recycled
General waste to landfill	3	137543	kg	458.176	kg CO <sub>2</sub> e/tonne	62.02	3R schools. General waste to landfill provided by a report from the waste contractor.
Mixed recycling	3	5015	kg	21.317	kg CO <sub>2</sub> e/tonne	106.90	3R schools. Mixed recycling provided by a report from the waste contractor
Diesel (average biofuel blend)	1	1294208	litres	2.546	kg CO <sub>2</sub> e/litre	3295.09	Used within fleet services
Petrol (average biofuel blend)	1	0	litres	2.168	kg CO <sub>2</sub> e/litre	0.00	Used within fleet services
<b>Overall Total</b>						<b>30563.31</b>	

- 3c - Generation, consumption, and export of renewable energy**

Technology	Renewable electricity		Renewable heat		Comments
	Total consumed by the organisation (kWh)	Total exported (kWh)	Total consumed by the organisation (kWh)	Total exported (kWh)	
Solar PV	n/a				
Biomass	191000				

- 3d – Targets**

Name of target	Type of target	Target	Units	Boundary / scope of target	Progress against target	Year used as baseline	Baseline figure	Units of baseline	Target completion year	Comments
Enhanced recycling	%	56	Tonnes	Household waste recycled by 2025	49.9% in 2019 (calendar year). Total consists of 27.7% recycling and 22.3% composting			Tonnes	2025	Waste Strategy
			Tonnes	Waste					2025	household
Energy	%	2	Annual % reduction	Energy use in buildings		2014/2015		kWh/m <sup>3</sup>		Continue to reduce emissions by undertaking energy audits, on-going upgrade and maintenance of our non-domestic building stock and raising awareness campaigns of energy/carbon saving actions.

- 3e - Estimated total annual carbon savings from all projects implemented by the body in the report year**

Emissions Source	Total estimated annual carbon savings (tCO <sub>2</sub> e)	Description	Comments
Electricity	n/a		
Natural Gas	n/a		
Other heating fuels	n/a		
Waste	0.56 tCO <sub>2</sub> (last measured March 2020) Year to date (YTD) = 0.83 tCO <sub>2</sub>		Aberdeen City Council are introducing and trialing alternatives to the diesel Replacement Cost Value (RCV) fleet to help reduce carbon footprint. To date 2 x hybrid Hydrogen/Diesel Refuse

			collection vehicles and a hybrid electric diesel refuse collection vehicle has been added to the fleet.
Water and Sewage			
Business Travel	n/a		
Fleet Transport	n/a		

- **3f - Detail the top 10 carbon reduction projects to be carried out by the body in the report year**  
(please note that this relates to corporate emissions and not city wide)

Project Name	Funding Source	First full year of CO <sub>2</sub> e savings	Are these savings figures estimated or actual?	Capital cost (£)	Operational cost (£/annum)	Project lifetime (years)	Primary fuel / emission source saved	Estimated carbon savings per year (tCO <sub>2</sub> e/annum)	Estimated cost savings (£/annum)	Behaviour change aspects including use of ISM	Comments
Aberdeen City Hydrogen energy storage.	Funding from fuel sales, ACC, NESTRANS , Transport Scotland, EU Regional Development Fund	2018		£2.9m	£103k			Well to Wheel saving of 100,174 kg.CO <sub>2</sub> e		Aberdeen City Council Waste Team, Building Services and City Wardens have trialled vehicles as well as Scottish Environmental Protection Agency, SCARF, Aberdeens hire Council, and the NHS.	Genex are monitoring data for all vehicles using the ACHES station. Number of vehicles, fuel efficiency, miles driven, availability of station are also being measured .
Electric vehicle charge point roll out	Transport Scotland, Energy Saving Trust (Scotland) , Office for Low Emission Vehicles (OLEV), Civitas PORTIS	2012	estimated	0 for 2019/20 but £810,000 to date	£60,000		Petrol/diesel				Charge points with installation organised by the Council are at 106. 68 public, 16 for car club only and 22 for fleet

Co-wheels car club	Council budgets, Transport Scotland, Paths for All, Co-wheels car club	2012	estimated	Around £900,000	Around £156,000					Contract has been extended until 31 <sup>st</sup> March 2022	49 vehicles in March 2020 up from 46 last year. (12 booked exclusively for Council staff use with only 1 of these 12 a petrol car and the rest Battery Electric Vehicle (BEV) or Fuel Cell Electric Vehicle (FECV)
Implementation of energy efficiency measures on building on an on-going basis through maintenance and upgrade programme - heating pipe insulation	Aberdeen City Council										3 schools had pipe insulation fitted throughout the school, saving up to 20% of heat.
Implementation of energy efficiency measures on building on an on-going basis through maintenance and upgrade programme – AHU and control upgrades.	Aberdeen City Council		Estimated				Other				Replacement of aging inefficient Air Heating Unit (AHU) in 1 school and controls in 4 schools reduced electricity usage by around 10%
LED Replacement Programme	Aberdeen City Council		Actual	£667,000		7 years	Grid electricity	626	£23,102		Reduction less than expected due to the addition

											of the detrunked network from Transport Scotland on the opening of the AWPR
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- 3g - Estimated decrease or increase in the body's emissions attributed to factors (not reported elsewhere in this form) in the report year**

Emission source	Total estimated annual emissions (tCO <sub>2</sub> e)	Increase or decrease in emissions	Comments
This section has not been populated due to lack of information.			
	n/a		

- 3h - Anticipated annual carbon savings from all projects implemented by the body in the year ahead**

Emission source	Total estimated annual carbon savings (tCO <sub>2</sub> e)	Comments
Electricity	0	
Natural gas	0	
Other heating fuels	0	
Waste	0	
Water and sewerage	0	
Business Travel	0	
Fleet transport	0	

- 3i - Estimated decrease or increase in the body's emissions attributed to factors (not reported elsewhere in this form) in the year ahead**

Emissions source	Total estimated annual emissions (tCO <sub>2</sub> e)	Increase or decrease in emissions	Comments
Estate changes			
Service provision			
Staff numbers			
Other			

- 3j - Total carbon reduction project savings since the start of the year which the body uses as a baseline for its carbon footprint**

Total savings	Total estimated emissions savings (tCO <sub>2</sub> e)	Comments
		Unknown as data is not captured.

- 3k - Supporting information and best practice**

This section has not been filled in.

## SECTION 4 - ADAPTATION

- **4a - Has the body assessed current and future climate-related risks?**
- **Capability Framework UC3B/ UC4A** - A full strategic climate risk assessment has been completed for risks affecting Aberdeen City Council. Climate Risks are included in the Aberdeen City Council Corporate Risk Register. A Climate Risk Guidance document has been produced, outlining climate risks and their impact on corporate functions and teams. A one-page document on key corporate climate risks was produced for corporate managers to support engagement on climate risks.

**Capability Framework UC2C**- A review of the Council Local Climate Impact Profile (LCLIP) took place in 2019. Work was carried out by a student from the University of Aberdeen MSC course in Environmental Partnership Management. It assessed the impact of severe weather on Council services between 2014-19 and involved desktop research as well as face to face interviews with a range of Council teams. The previous ACC LCLIP was published in 2014.

**Capability Framework UC3B** - An assessment of flood risk has been carried out for Aberdeen under work in the north east for the Local Flood Risk Management Plan 2016- 2022 and this has mapped areas potentially vulnerable to flood risk. The plan forms part of the statutory obligations placed on Aberdeen City Council (ACC) and partners SEPA, Moray Council, Aberdeenshire Council and Scottish Water, under the Flood Risk Management (Scotland) Act 2009. The plan contains the statutory duties that ACC will be required to undertake during Cycle 1 of the Flood Risk Management Plan. It will be reviewed every 6 years, with an interim report at 3 years. An Integrated Catchment Study was developed, working with Scottish Water, to inform flood risk management.

**Capability Framework UC2A** - A Strategic Flood Risk Assessment was undertaken for the proposed Aberdeen Local Development Plan 2020. This is to satisfy the requirements placed on local authorities under the Flood Risk Management (Scotland) Act 2009, requiring local authorities to exercise their flood risk related functions with a view to reducing overall flood risk and promoting sustainable flood risk management. The Assessment was to inform the development planning process and to reduce flood risk by avoiding areas at significant risk of flooding.

The North of Scotland Community Risk Register is produced by the North of Scotland Regional Resilience Partnership, it highlights risks that have the highest likelihood and potential to have significant impact, causing disruption to the North of Scotland region and its communities. It includes potential risks which will have increased impacts under climate change including severe weather, flooding, interruptions to utilities, transport disruptions, pollution & contamination.

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- **4b - What arrangements does the body have in place to manage climate-related risks?**
- **Capability Framework PI2B/ WT2A** - Aberdeen Adapts; a Climate Adaptation Framework for the city, was approved by Council committee in December 2019. This sets out key priorities, goals, and key action areas for adaptation in the city. 70 responses were received to a public consultation on the draft Framework which went out for an 8-week consultation in summer 2019, alongside the Strategic Environmental Assessment, Environmental Report.

**Capability Framework PI4B** - Work has taken place to establish a Council Energy and Climate Routemap setting out the phased approaches to develop a plan and outline indicative actions to drive forward mitigation and adaptation for

the Council's estate and operations. This work is establishing officer governance to drive forward mitigation and adaptation actions for the Council's estate and operations. This Routemap is due to go to committee May 2020.

**Capability Framework UC3B/ UC4A** - Updates on progress with the control measures under this the climate risk in the Corporate Risk Register are provided for the Corporate Management Team on a monthly basis.

**Capability Framework UC3B/ UC4A** - Updates on progress with the control measures under this the climate risk in the Corporate Risk Register are provided for the Corporate Management Team on a monthly basis.

**Capability Framework UC3D/ UC4C** - The Council is a participant in the Adaptation Scotland Benchmarking Working Group, using the Benchmarking Tool to assess progress against the Capability Framework. In addition, the Council is a participant in the Adaptation Scotland, Place Based Adaptation Working Group, with a focus on Community Resilience.

**Capability Framework UC3A/ UC4A** - Adaptation is embedded in many Council and partnership policies and strategies including:

The Aberdeen Local Development Plan (2017), includes policies on:

- Greenspace network – policy NE1 (p67)
- Trees and woodlands – policy NE5 (p72)
- Flooding, drainage & water quality - policy NE6 (p74)
- Coastal planning – policy NE7 (p77)
- Low and zero carbon buildings & water efficiency – policy R7 (p87)
- Renewable and low carbon energy developments – policy R8 (p89)

Supplementary guidance on open space & green infrastructure (p71) and flooding drainage and water quality (p75) with arrangements for Flood Risk Management Planning in Scotland, Flood Risk Assessment, Drainage Impact Assessment, Sustainable Drainage Systems (SuDS), Regional SuDS and Waste and Foul Drainage.

The Proposed Aberdeen Local Development Plan (2020) and Delivery Programme was approved by Full Council in March 2020 and public consultation is running for over 14 weeks from 20 May to 31 August 2020. The Proposed Aberdeen Local Development Plan 2020 assesses its policies against the UN Sustainable Development Goals (p14-15). The Proposed Plan 2020 includes policies on:

- Green and Blue Infrastructure – policy NE2 (p50)
- Our Water Environment – policy NE4 (p56)
- Trees and Woodland – policy NE5 (p58)
- Low and zero carbon buildings, and water efficiency – policy R6 (p71)
- Renewable and Low Carbon Energy Developments – policy R7 (72)
- Heat Networks – policy R8 (p73)
- Energy Transition – policy B5 (p101)

Aberdeen City and Shire Strategic Development Plan (2014) (p31) – Has targets including:

- To avoid having to increase the amount of water Scottish Water are licensed to take from the River Dee, as a result of the new developments proposed in the plan.
- For all new developments to use water-saving technology.

- To avoid developments on land which is at an unacceptable risk from coastal or river flooding (as defined by the 'Indicative River and Coastal Flood Map for Scotland' or through a detailed flood risk assessment), except in exceptional circumstances.

On 24 August 2018, the Aberdeen City & Shire Strategic Development Planning Authority (SDPA) agreed the content of the Proposed Strategic Development Plan for the City Region and it was approved in August 2020.

Aberdeen City Council produces and maintains emergency plans in conjunction with the Local Resilience Partnership members, such as the emergency services and other agencies. This is to address specific potential emergencies which may affect the Grampian area as a whole, such as flooding. Horizon scanning on new and emerging risks affecting the Council takes place monthly through the Corporate Risk Register process. Plans dovetail with Local Resilience Partnership plans.

The Aberdeen Nature Conservation Strategy 2010 – 2015, considers the future impacts of climate change and highlights the links between biodiversity and climate change. Specifically, the strategy recognises that biodiversity loss and climate change are interlinked and that both threaten the availability of the natural resources. The strategy covers the period 2010-2015 and is now currently an interim strategy while work takes place on updating it. (p15)

The Aberdeen Open Space Strategy 2011-2016, contains a key objective and series of actions to, “Maximise opportunities to mitigate and adapt to climate change and further biodiversity.” This is through encouraging (Sustainable Urban Drainage Systems) SuDS, protecting open spaces for the role they play in flood management, planting native and wildlife friendly species. This strategy will be updated following the Open Space Audit review, which is in progress and is surveying the extent, type, function and quality of open spaces in urban and peri-urban parts of Aberdeen.

The Local Transport Strategy 2016 - 2021 states and “we therefore need to build infrastructure, which is more sustainable, climate resilient and adapted to our environment, ecological conditions and landscape setting”. It includes the objectives:

- To ensure that the transport network is as resilient as possible in case of flooding from extreme weather conditions. (P28)
- To contribute to Aberdeen’s carbon emissions targets and develop climate resilient infrastructure. (P43)

The North East Local Flood Risk Management Plan (NELFRMP) was approved in 2016. The plan contains the statutory duties that the Council will be required to undertake during Cycle 1 of the Flood Risk Management Plan 2016-2022. This is to meet statutory requirements under the Flood Risk Management (Scotland) Act 2009. The Plan was produced in partnership with SEPA, Moray Council, Aberdeenshire Council and Scottish Water.

Adaptation is embedded into the Environmental Management section of the Aberdeen City Council Business Case template – “Building city resilience to projected changes in climate,” to ensure climate change is considered in new projects and proposals.

The Council Building Performance Policy covers new build and refurbishment projects for corporate assets. Accompanying guidance and a checklist are designed to support and help inform decision making when considering the construction of new, and refurbishment of, corporate assets. The checklist includes consideration for site selection and assessment, including conducting a climate risk assessment, consideration for drainage, flooding, and water efficiency.



The Community Planning Aberdeen, Local Outcome Improvement Plan (LOIP) 2016 – 26 includes the stretch outcome “Addressing climate change by reducing Aberdeen's carbon emissions by 42.5% by 2026 and adapting to the impacts of our changing climate.” Key drivers for community resilience, and the development of community resilience plans, are shown under this outcome, with key improvement measures against these drivers. (P47) ACC Committee Report templates requires reports to demonstrate links to the LOIP.

The Aberdeen City Council Delivery Plan 2020-21 sets out key deliverables and Commissioning Intentions to support delivery of the LOIP. These include the delivery of Aberdeen Adapts and as well as a Net Zero Vision and Transition Plan for a place-based approach to net zero and a supporting Strategic Infrastructure Plan.

Granite City Growing: Aberdeen Growing Food Together a city community food growing strategy was approved by Council committee in February 2020. This includes the strategic outcome “Embed the requirement to increase biodiversity and climate change adaptation and mitigation within growing spaces through the choice of plants, heritage varieties, site design and management.

• **4c - What action has the body taken to adapt to climate change? (6000 characters/1000 words)**

**Increase awareness**

**Capability Framework WT3B/ WT4B** - Presentations were given on adaptation impacts for the city and on Aberdeen Adapts; city Climate Adaptation Framework were made to:

- The Local Resilience Partnership in November 2019.
- The Multi Agency Transformation Management Group in December 2019.
- Students at Scotland’s Rural College (SRUC) in March 2020, the session also included use of the Adaptation Scotland Adaptation Game to support learning.

**Capability Framework UC4C** - A Sustainable Urban Drainage Systems (SuDs) training workshop took place for Aberdeen City Council staff and 2 members of staff from Angus Council in April 2019. The workshop focused on SuDS and natural flood management; as well as the environmental enhancements that can be achieved in those areas through integrated design and joint-working. Speakers included Council staff, as well as representatives from SEPA and SNH.

**Building Adaptive Capacity**

**Capability Framework OC3C/ UC4B** - Regular meetings of a Council Energy and Climate Group have taken place since December 2019. Work has included a planning workshop in January 2020 and approval of Terms of Reference for the group by the Council’s Corporate Management Team; as well as work to integrate climate change (mitigation and adaptation) in internal systems and processes. A workshop was held with the Council’s Extended Corporate Management Team in March 2020 to inform the development of a Council Energy and Climate Routemap setting out commitments and a planned approach for emission reduction and climate resilience, covering the Council’s assets and operations.

<b>Capability</b>	<b>Framework</b>	<b>OC4A</b>
Updates to the committee report template January 2020, to indicate climate risk (adaptation and mitigation). Development of a checklist to support integration of adaptation and mitigation measures in the Council service re-design process.		

**Deliver Adaptation Action**

**Capability Framework PI2D** - The Council is a partner in the EU project BEGIN: Blue-green Infrastructure through Social Innovation project, with work including consultation in December 2019 on phase 2, environmental improvement work and extension of access for the Maidencraig Flood Management and Wetland Scheme in Aberdeen. The scheme aims

to slow the flow of water in the Den Burn, allowing it to temporarily flood across the boggy area of the Den of Maidencraig if required during storms.

**Capability Framework PI2D** - A property level flood protection grant remains in place. The Council runs a 50% funded grant scheme to assist protecting property from flooding. The grant is for private residences that have either been previously flooded and have sustained damage; are located on a vulnerable area shown on the SEPA Flooding Maps; or are shown on the Integrated Catchment Study Model.

**Capability Framework PI2D** - A replacement footbridge was installed over the Farburn in the city, opening in October 2019. The specification was increased from the previous bridge at the crossing point, to help protect access from future risk of flooding.

**Capability Framework PI2B/ UC4C** - Aberdeen City Council is part of the EU Score project using data to improve flood protection. The Council worked on a trial for an app for a smartphone with the community of Peterculter, which aimed to allow residents to use their local knowledge and let the Council know when waters are rising or there is flooding in their area. The trial was investigated as part of work on the project, with the app developed and led by the University of Bradford. There has been use of smart technology such as, real time sensors and cameras, as well as improved flood models. Sensors give more accurate information on water levels at points in the city.

- **4d - Where applicable, what progress has the body made in delivering the policies and proposals referenced N1, N2, N3, B1, B2, B3, S1, S2 and S3 in the Scottish Climate Change Adaptation Programme(a) ("the Programme")? (3000 characters/500 words)**

Objective	Ref	Theme	Policy/ Proposal reference	Information required	Delivery progress made during 2019/2020
Understand the effects of climate change and their impacts on the natural environment.	N1	Natural Environment	N1-8	Understand the risks associated with coastal flooding through development and implementation of local flood risk plans.	The <a href="#">North East Local Flood Risk Management Plan (NELFRMP)</a> was approved in 2016. The plan contains the statutory duties that the Council will be required to undertake during Cycle 1 of the Flood Risk Management Plan 2016-2022. This is to meet statutory requirements under the Flood Risk Management (Scotland) Act 2009. The Plan was produced in partnership with SEPA, Moray Council, Aberdeenshire Council and Scottish Water. Aberdeen City Council have continued to carry out routine maintenance and inspection of hakes across the city. Existing city flood schemes in the city have been maintained including: the Glashie Burn Flood Protection Scheme; Fraser Place Flood Protection Scheme; and Lochside Detention pond. Two flood studies have been completed into the flood risk at Footdee and Inchgarth Road and progress has been made creating a flood model for the Paddock and Millside areas of Peterculter.
Understand the effects of climate change and their impacts on the natural environment.	N1	Natural Environment	N1-10	Developing datasets to support flood risk, river, and coastal management. A requirement of the Flood Risk Management (Scotland) Act is	Outputs from the Integrated Catchment Study, have helped inform Surface Water Management Plans and identify in detail key risk areas within Potentially Vulnerable Areas, where further study work is required.

				to develop a programme to integrate necessary data.	Aberdeen City Council remained a partner in the EU Interreg project <a href="#">SCORE Smart Cities + Open Data RE</a> , in which low cost technology is being used to gather water level data, promote Citizen Science and provide property owners forewarning of potential flooding. In November 2019, residents in the Peterculter area of the city were invited to take part in a trail of <a href="#">smartphone flooding alert app</a> with the hope this would help to build up a database on flooding patterns and statistics. The app was developed by Bradford University as part of the SCORE project.
Support a healthy and diverse natural environment with capacity to adapt.	N2	Natural Environment	N2-2	The Scottish Planning Policy includes green networks, green space, street trees and other vegetation, green roofs, wetlands and other water features, and coastal habitats in helping Scotland to mitigate and adapt to climate change.	A <a href="#">Green Space Network</a> identifies threats and opportunities in relation to the natural and built environment across Aberdeen. This strategic network connects various habitats and species, urban and rural green spaces to each other and the communities around them. The network aims to protect and enhance designated sites; to improve connectivity between habitats and open spaces; and to promote opportunities for access to the outdoors. It also takes into account climate change adaptation opportunities and flood risk or alleviation. The Green Space Network and the Green Space Network (GSN) GIS Tool promotes, enhances and protects the environment identifies threats/ opportunities to the city natural and built environment. Focus on green infrastructure practices and enhancing the green space network.
					The development of green infrastructure including wetland areas in support of the Aberdeen Nature Conservation Strategy and Open Space Strategy. The Council is a partner in the <a href="#">BEGIN project</a> ; Blue-Green Infrastructure through Social Innovation, taking place from 2016 to 2020. It aims to drive the development of blue-green infrastructure (BGI) in urban areas through social innovation. This is a collaborative project working with ten cities and six scientific partners from across the North Sea region. It focuses on developing an approach to climate resilience for cities, that mimics nature's potential to deal with flooding. BGI can support urban areas to cope with extreme weather events and can improve urban liveability. The project is also designed to help cities overcome BGI's implementation barriers through

					social innovation. Empowering multiple stakeholders to contribute to the design, construction and maintenance of BGI.
Support a healthy and diverse natural environment with capacity to adapt.	N2	Natural Environment	N2-11	Embed climate change adaptation considerations, and potential responses such as habitat networks and green networks, into wider land use planning decisions through the use of Forestry and Woodland Strategies, regional land use strategies, and Strategic and Local Development Plans and development masterplans.	The Aberdeen Local Development Plan 2017 includes supplementary guidance on: <ul style="list-style-type: none"> <li>- <a href="#">Green Space Network and Open Space</a></li> <li>- <a href="#">Natural Heritage</a></li> </ul>
Support a healthy and diverse natural environment with capacity to adapt.	N2	Natural Environment	N2-20	Assess and manage coasts, promoting adaptive coastal management that works with natural processes.	The Council assess and manage coasts through the development of the <a href="#">North East Local Flood Risk Management Plan (NELFRMP)</a> approved in 2016. The Footdee coastal study was completed under a previous reporting period, to improve understanding of coastal flood risk, including wave overtopping, for the Footdee area of Aberdeen. In addition, an Aberdeen North Beach Coastal Defence feasibility study has been completed. The <a href="#">Aberdeen Local Development Plan 2017</a> includes "Policy NE7 Coastal Planning", that states development will not be permitted in areas at risk from coastal erosion and flooding.

Objective	Ref	Theme	Policy/ Proposal reference	Information required	Delivery progress made during 2019/2020
Understand the effects of climate change and their impacts on buildings and infrastructure networks.	B1	Buildings and infrastructure networks	B1-13	Flood Risk Management Plans - The Flood Risk Management (Scotland) Act 2009 requires the development of Flood Risk Management Strategies (FRMS) and Local Flood Risk Management Plans (LFRMP).	Development of the <a href="#">North East Local Flood Risk Management Plan (NELFRMP)</a> , approved in 2016. The plan contains the statutory duties that the Council will be required to undertake during Cycle 1 of the Flood Risk Management Plan 2016-2022. This is to meet statutory requirements under the Flood Risk Management (Scotland) Act 2009. The Plan was produced in partnership with SEPA, Moray Council, Aberdeenshire Council and Scottish Water.

<p>Increase the resilience of buildings and infrastructure networks to sustain and enhance the benefits and services provided</p>	<p>B3</p>	<p>Buildings and infrastructure networks</p>	<p>B3-2</p>	<p>Planning Advice Notes (PAN) provides advice and information on technical planning matters. As part of the modernisation of the planning system, the planning advice notes are being reviewed and consolidated. Revised PANs are to be underpinned by the principles of sustainable flood risk management.</p>	<p>The <a href="#">Aberdeen Local Development Plan 2017</a> was adopted on 20 January 2017.</p> <p>Adoption of supplementary guidance on 18 April 2017 including: <a href="#">Flooding, Drainage &amp; Water Quality</a> and <a href="#">Resources for New Development</a></p> <p>The Aberdeen Local Development Plan 2017 includes a specific policy on Flooding, Drainage and Water Quality (policy NE6) and it further supported by adopted Supplementary Guidance (SG). The aim of the policy and SG are to manage and reduce flood risk by ensure that new development does not take place on areas that are susceptible to flooding and incorporates appropriate and sustainable surface water management measures. The policy and SG also seek to protect land and green infrastructure, with the potential to contribute to natural flood risk management from developments. The SG provides guidance on statutory roles and responsibilities, arrangements for flood risk management planning in Scotland, Flood Risk Assessments, Drainage Impact Assessments, Sustainable Drainage Systems (SuDS), Regional SuDS and Waste and Foul Drainage.</p> <p>Further to this, Policy R7 and its associated supplementary guidance focus on water efficiency, all new buildings are required to use water saving technologies and techniques. The Proposed <a href="#">Aberdeen Local Development Plan (2020)</a> and Delivery Programme was approved by Full Council in March 2020.</p>
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Objective	Ref	Theme	Policy/ Proposal reference	Information required	Delivery progress made during 2019/2020
Increase the resilience of buildings and infrastructure networks to sustain and enhance the benefits and services provided	B3	Buildings and infrastructure networks	B3-3	Scottish Planning Policy (SPP) (Climate Change) identifies that short- and long-term impacts of climate change should be taken into account in all decisions throughout the planning system. Scottish Planning Policy is the statement of the Scottish Government's policy on nationally important land use planning matters.	<p>The <a href="#">Aberdeen Local Development Plan 2017</a> was adopted on 20 January 2017. Adoption of <a href="#">supplementary guidance</a> on 18 April 2017.</p> <p>The adoption of the Aberdeen Local Development Plan 2017 and its associated supplementary guidance will ensure short and long term impacts of climate change will be taken into account in all decisions throughout the planning system.</p> <p>NE1: Green Space Network NE5: Trees and woodlands NE6: Flooding, Drainage and Water Quality NE7: Coastal Planning NE8: Natural Heritage R7: Low and Zero Carbon Buildings and Water Efficiency R8: Renewable and low carbon energy developments</p> <p>The Proposed <a href="#">Aberdeen Local Development Plan (2020)</a> and Delivery Programme was approved by Full Council in March 2020. The Proposed Plan 2020 includes policies on:</p> <p>NE2: Green and Blue Infrastructure NE4: Our Water Environment NE5: Trees and Woodland R6: Low and zero carbon buildings, and water efficiency R7: Renewable and Low Carbon Energy Developments R8: Heat Networks B5: Energy Transition</p>
Increase the resilience of buildings and infrastructure networks to sustain and enhance the benefits and services provided	B3	Buildings and infrastructure networks	B3-6	Home Energy Efficiency Programme for Scotland. Delivering heating and insulation measures across Scotland to help improve energy efficiency and reduce energy demands of existing housing stock in the most fuel deprived areas.	Information on home energy initiatives in Aberdeen can be found on the <a href="#">Council website</a> .
Increase the resilience of buildings and infrastructure networks to sustain and enhance the benefits and services provided	B3	Buildings and infrastructure networks	B3-7	The Energy Efficiency Standard for Social Housing sets a minimum standard for energy efficiency in social housing. All social housing will be expected to meet the standard by 2020.	The figures for the 2019/20 annual return showed a 5% improvement for the Energy Efficiency Standard for Social Housing (ESSH) from the previous year. As mentioned last year a more in depth analysis has still to take place but this will require to overlap with local aspiration of Carbon Net zero. 20,308 properties complying with the standard, 677 properties are in Abeyance/Exemption and 859 properties that are being worked on or may not pass the 2020 standard due to scale of works or COVID 19. At this early stage 19,887 will comply with the 2025

					ESSH 2 Milestone at the figure currently set.
Increase the resilience of buildings and infrastructure networks to sustain and enhance the benefits and services provided	B3	Buildings and infrastructure networks	B3-8	Improve Housing Quality by ensuring all houses meet the tolerable standard, and that all social housing meets the Scottish Housing Quality Standard (SHQS) by 2015.	As with the previous reporting year, at this time there are no properties in the Aberdeen City Council, Housing Revenue Account that are failing to meet SHQS, under the criteria set in Tolerable Standard.

• **4e - What arrangements does the body have in place to review current and future climate risks? (6000 characters/1000 words)**

Question 4(a) and adaptation strategies plans and policies in Question 4(b).

**Capability Framework UC3B** - High level information on climate risk is included in the Council's Corporate Risk Register, this gives details on the overarching strategic impacts causes and controls. Monthly updates on progress with meeting the controls are produced for review by the Council's Corporate Management Team.

Progress with the Nature Conservation Strategy is reviewed, as part of **Biodiversity Reporting Duties**. This is required every three years under the Wildlife and Natural Environment (Scotland) Act 2011. This was last reported in 2017.

A review of current and future flood risks for the city took place for the **North East Flood Risk Management Plan 2016-2022**. The plan covers the North East Local Plan District and will be reviewed at 6 yearly intervals.

**4f - What arrangements does the body have in place to monitor and evaluate the impact of the adaptation actions?**

- Key indicators are set out under each of the priority areas in the approved Aberdeen Adapts: Climate Adaptation Framework. It is anticipated further indicators will be developed to support Implementation phases of the work.
- Updates on progress with the controls for the climate risk in the ACC Corporate Risk Register are reported on a monthly basis to the Corporate Management Team.
- Biodiversity actions are monitored through implementation of the Aberdeen Nature Conservation Strategy.
- Open space actions are monitored through the implementation of the Aberdeen Open Space Strategy.
- Ongoing flood monitoring helps to assess the delivery and effectiveness of flood alleviation studies and schemes.
- ACC is a partner in the Aberdeen Community Planning Partnership, monitoring takes place against key improvement measures for climate change set out in the Aberdeen Local Outcome Improvement Plan.

• **4g - What are the body's top 5 priorities for the year ahead in relation to climate change adaptation?**

- Following the approval of the Council Energy and Climate Routemap (May 2020), there will be the development of a more detailed plan for mitigation and climate resilience for the Council's own assets and operations. This includes continuation of and development of governance for this work.
- Following approval of Aberdeen Adapts (December 2019), planning for implementation phase. Work has taken place to develop a Net Zero vision and supporting Strategic Infrastructure Plan which includes mitigation and adaptation, with reference to Aberdeen Adapts. Governance for these workstreams is being established.
- Continued implementation of priority flood management measures for Aberdeen under the North East Flood Risk Management Plan. The Council budget (3 March 2020) allocating funding for flood protection including grants, flood scheme and sensors.

- Continuing work to on green blue infrastructure including work as part of the EU BEGIN project as well as exploring opportunities for wider green infrastructure initiatives and nature-based solutions to support climate adaptation.
  - Continued participation in Adaptation Scotland working groups for the Capability Framework Benchmarking Tool and Place based Adaptation (Climate Resilience).
- **4h - Supporting information and best practice**

## **SECTION 5 - PROCUREMENT**

- **5a - How have procurement policies contributed to compliance with climate change duties?**
- The Council's Sustainable Procurement and Community Benefits Policy guides sustainable procurement activity at a strategic and operational level, contributing positively and progressively to duties and commitments under the Scottish Climate Change Declaration. The policy is sufficiently agile to contribute to broader climate positive aspirations which support global energy transition, application of meaningful circular economy measures and a net zero future for Aberdeen. Strategic and practical guidance is provided at key stages: identification of need, specification development, selection/award and contract management. Policy/guidance assists procurers to proactively address key aspects of the duties: mitigation (ensuring reduction in greenhouse gases/enhancing carbon storage), adaptation (e.g. flood prevention) and maximising added social, economic and environmental value in our procurements and national frameworks call offs.

### **The Commercial and Procurement Shared Service (C&PSS)**

- Embraces the procurement function in: Aberdeen City Council, Aberdeenshire Council and The Highland Council. 2017-2022 Joint Procurement Strategy fully aligned to: i) Scottish Model of Procurement (balance of quality, cost and sustainability) ii) National Performance Framework iii) Public Service Reform Agenda and iv) Scottish Government aspirations to: "support Scotland's economic growth by delivering social and environmental benefits, supporting innovation and promoting public procurement processes and systems which are transparent, streamlined, standard, proportionate, fair and business-friendly"
- The Council's Procurement Mission Statement commits to delivery of "ethical and sustainable value for money solutions that support the operational needs and wider strategic aims of the councils and the communities they service to further local and national priorities to the fullest extent possible." This converges with the National Performance Framework outcome "valuing, enjoying, protecting and enhancing our environment" and wider vision for the environment. Policy/strategy/guidance emphasises a commitment (beyond mandatory thresholds) to identify: "leverage opportunities (including social, economic and environmental value) aligned to the needs and priorities of our communities"

### **Policy**

- "The partner councils aim to act as a role model within the public sector by carrying out activities in a responsible and sustainable manner, considering how the economic, social and environmental wellbeing of the area can be improved by working with all sectors of the business community to achieve increased prosperity. As responsible and ethical buyers, the partner councils aim to embed the key principles of sustainability into procurement activity for the benefit of society, the economy and the environment." The policy statement appears prominently in sourcing strategies and tender documents guiding procurers and bidders. Communication in this manner leads to climate positive measures receiving early, considered focus resulting in higher quality, more innovative bids aligned to local priorities and climate change duties.



- Policy/guidance explains not all sustainability measures are solely achieved through community benefits. Outcomes can be specified as contractual conditions e.g. particular eco standards (or equivalent), product composition and opportunities to introduce circular economy measures. Methods of production, lifecycle costing, environmental performance, reduction of packaging (particularly single use plastic) waste water standards/accreditation and production methods at any stage of the lifecycle of supply or service promoted. Example:
- **Environmental Wellbeing (Climate Change Duties).** local authorities are expected to assume a leadership role at a local/regional level in terms of responding to the challenges presented by climate change. In meeting this requirement, bidders are expected to broadly outline general current practice in areas that directly impact on contract performance u (e.g. emissions class of vehicles, circular economy measures, reuse of materials, effective route planning measures, energy/fuel efficiency, carbon neutrality measures, reduction of packaging/reduced plastic content of packaging or materials etc.) Bidders are strongly encouraged to volunteer good practice and co-operate with the Council in terms of environmental/emissions/climate performance levels that serve to reduce harmful emissions during the life of the contract and demonstrate good practice in terms of environmental sustainability.
- Zero Waste Scotland Specification Development (Category and Commodity) guidance is promoted. Sustainable procurement measures achieved in the specification regarded as “community benefits” and procurers are encouraged to consider utilising community benefits and the specification to maximise environmental wellbeing.
- Sustainability tools are promoted in policy and guidance: i) Sustainability Test, ii) Prioritisation Tool and iii) Lifecycle Impact Mapping. As with procurement strategy, linkages to The Scottish Model of Procurement; The National Performance Framework and Local Outcome Improvement Plans.
- Policy/guidance recognises that councils have influence and responsibilities beyond the geographic areas they serve. Sustainable procurement measures/community benefits can be captured at the following levels: Local (Council/area specific); National (Scotland/UK) or Global (e.g. fairly traded/ethically sourced goods/carbon emission reduction.) Guidance prompts that many national strategic objectives are addressable locally (employment & skills, Real Living Wage, health and wellbeing, poverty, biodiversity, reduced road miles/reduced carbon emissions etc.)
- To simplify, sustainable procurement strongly recognised as a means of increasing prosperity. Prosperity of the (local) economy; Prosperity of (local) people; Prosperity of (local) places and Prosperity of the (local) environment.
- **5b - How has procurement activity contributed to compliance with climate change duties?**
- The following represent illustrative samples of procurement activity i) delivering a reduction in CO2 ii) improving energy efficiency and iii) incorporating meaningful sustainability criteria:
- **1. Construction** – follows industry terms/best practice (NEC3, SBCC ICE etc), Building Standards/Building Performance polices. Specifications incorporate sustainability, energy and environmental considerations to a challenging but proportionate extent per project. Strong ethos that value for money demonstrated by whole of life costing/best price-quality ratio. Current and future climate risks factored into procurement processes where relevant to safeguarding assets/infrastructure and communities. In the reporting period, procurer and supplier knowledge/awareness of circular economy principles and opportunities increased.
- **2. Maidencraig Flood Management Wetland Scheme** – Illustrative of approach to adaptation. Initial contract awarded Apr 18 - Phase 2 tendered in January 2020. Project creates a path between housing development and the Den Burn providing a safe route to schools, a new habitat for nature and reduces flood risk to homes and properties downstream. Scheme involves constructing earth bunds, relocating a small burn to create a space for nature, installation of lighting and replacing temporary bridge i.e. considerable habitat enhancement in addition to essential flood prevention work.

- **3. Sensor Network**– Illustrative of the Council’s proactive approach to adaptation. At full business case stage in the reporting period. The business case will assess the merits of strategically deploying sensors that could serve to support early intervention in the context of flood prevention.
- **4. Managed Print Contract (Managed Print Contract (Aberdeen City/Aberdeenshire)** – “Print Smart” power saving models embedded. Contract systematically eliminates use of small, inefficient desktop printers requiring regular replacement of peripherals. 3994 devices replaced by power saving models in 17/18. Print policies reduce volumes, eliminate waste, reduce resources & energy consumed and strongly promote scanning, duplex, mono, and reduced archiving. New models default to preferred eco options where possible. Sustainability Calculator reports a 30% reduction in: **Energy**: (annualised BTUs), **Greenhouse Gas Emissions** (Annualised Pounds GHG) and **Solid Waste** (annualised Pounds SW.) In terms of user behaviour, evidence supports reduced print volumes of nearly 10% year on year, with an estimated 175M less sheets of paper used since 2015. Contract embraces hybrid mail (less road miles for deliveries/less paper) and ensures used print cartridges are responsibly recycled. Hybrid mail to be strategically deployed with benefits captured from 2021.
- **5. Energy from Waste** (Aberdeen City, Aberdeenshire, and Moray Councils) The award of a contract for the construction of an Energy from Waste plant working towards fulfilling Zero Waste Plan requirements has been made with the facility targeted to be operational by 2022. This aims to provide a long-term solution for non-recyclable waste produced in the NE of Scotland. Facility will provide a viable solution for residual waste that will generate significant, wider benefits e.g. electricity generation and heat for local residents as a sustainable means of reducing fuel poverty. Forecasts indicate plant will process circa 150,000 tonnes of non-recyclable waste pa. Modern combustion technology utilises flexible, future-proof, cutting-edge process control. High temperature combustion provides electricity and heat from the production of steam. Project has the potential to heat 10,000 homes otherwise reliant on fossil fuels. Forecasts show around 10MW of electricity, and/or 20MW of heat as steam or hot water will be produced.
- **6. Aberdeen Hydrogen Bus Project** – Fleet travelled 120181.1 km carrying 104326 passengers. 15 new hydrogen double decker buses purchased by operator in the reporting period under the JIVE Project. Buses only emit water vapour so reducing carbon emissions/air pollution. For 2019/20, emissions saving was 115 tCO2.
- **7. Fuel Cell/Hydrogen//Electric Vehicles** – in the reporting period, 13 h2 vehicles ordered: 1 HyTrEc2 retrofitted road sweeper, 1 "Switched on Fleet" (SOF) retrofitted road sweeper; 4 SOF (leased) Hyundai Nexos; 6 Fuel Cell Cargo Pedelecs, 1 Hector fuel cell waste truck. In addition, 10 Toyota Mirais passed to community partners (1x Aberdeenshire, 1x CFine 2x Sport Aberdeen 3x NEScol, 3x Cowheels) Electric Vehicles/Charge Points: 4 x BMW i3 electric vehicles leased under Co-wheels car club fleet for use by staff, 2 x Nissan eNV200 combi electric vehicles purchased as part of CIVITAS PORTIS EU funded project - used by the Harbour Board A further 5 x rapid triple charger (capable of recharging 2 cars at once) and 4 x double fast charger (capable of recharging 2 cars at once) have been purchased and will be installed in 2020/21. Electric Vehicle Strategy, for Aberdeen City in development and tariff for use of EV changepoints to be introduced on 1st June 2020.
- **8. Aberdeen City Hydrogen Energy Storage (ACHES)** in the reporting period, delivered 1872.98 kg H2. TTW (tailpipe emission) savings were 81,064 kg.CO2e. Well to Wheel (WTW) savings, depending on method of production for the hydrogen are as follows: green tariff production of H2 = 100,174 WTW kg CO2e emissions saved. Steam Methane Reforming (SMR) production of H2 = 61,992 WTW kg.CO2e emissions saved. Using grid electricity = 30,343 WTW kg.CO2e emissions saved.
- **National Frameworks**
- Through participation in User Intelligence Groups (UIGs), the Council works in close collaboration with [Scotland Excel \(SXL\)](#) to improve sustainability credentials in the development of new national frameworks. A comprehensive sustainability test is carried out by SXL for each new framework. Amongst other considerations, the bidder’s policies on managing waste, minimising carbon footprint, fair work practices, innovation and commitments to

delivering meaningful community benefits are routinely explored and subject to robust contract/supplier management.

- The Council makes extensive use of national frameworks (particularly SXL.) The SXL Contracts Register lists each operative SXL framework. In most cases the SXL Contracts Register contains a summary of sustainability considerations. These considerations represent a minimum standard which can (where options allow) be enhanced through purchasing decisions made in “call offs” from the framework. For example, lease and purchase of fleet vehicles and plant predominantly through SXL frameworks. In any framework involving delivery of supplies, new generations of frameworks encourage increasingly superior emissions class of vehicles from framework commencement or willingness to work towards a particular framework during the life of the framework. Food related frameworks increasingly incorporate reduced packaging/waste and circular economy principles.
- Scottish Government Frameworks and Contracts cover a wide range of goods and services and can be used by central government and the wider public sector) In some cases the list of frameworks and contracts contain a summary of sustainability considerations. These considerations represent a minimum standard which can (where options allow) be enhanced through purchasing decisions made in “call offs” from the framework.
- Utilities · Electricity - Promoting greener power: option of Renewable Energy Guarantee of Origin (REGO) certificates at a fixed rate; range of Energy Efficiency Services available as additional services and opportunities to sell energy back to the grid. · Natural Gas – sustainable measures and energy performance guarantee option to ensure a range of energy conservation measures. · Water – Climate Change Emergency measures including intelligent water management programme for reducing water usage with associated reduction in CO2 emissions

- **5c - Supporting information and best practice**

- Guided by the Sustainable Procurement and Community Benefits Policy, the following community benefit outcomes were secured in the reporting period. Source data relates to financial year 2018/2019
- Accounting for all community benefit (CB) activity in the reporting period , where the Council was the Contracting Authority, 62 contracts published of which 30 were of “regulated” value. 345 CB outcomes imposed in contracts advertised by the Council + 66 CB outcomes imposed by the Council in two “Hub North” school projects + 32 co-designed CB outcomes + 52 additional (shared) CB outcomes imposed in a collaborative framework between Aberdeen City Council and Aberdeenshire Council under the City Region Deal Dark Fibre Gigabit framework + 29.5 Scotland Excel outcomes (Total: 524.5) 69 of 345 CB outcomes imposed in Council contracts considered to be “delivered”, “fulfilled” or “underway.” Several contracts containing significant CB outcomes have yet to be awarded/commence and commencement/completion has in some cases been adversely impacted by Covid 19; 25 of 30 regulated contracts (83.3%) imposed community benefit requirements; 26 of 30 regulated contracts (86.6%) imposed requirements relating to Fair Work Practices (including Real Living Wage.) 100% of Scotland Excel frameworks imposed similar requirements. 26 community benefit outcomes imposed in contracts advertised earlier than the reporting period were fulfilled in the reporting period. Again, progression/completion of contracts has in some cases been adversely impacted by Covid 19.
- An increasingly significant number of outcomes relate to “environmental wellbeing” and promote the Council’s leadership role. The approach provides a framework to work consistently within. A list of 14 community benefit types developed to ensure meaningful, proportionate and relevant community benefit outcomes are incorporated and maximised. A 15th community benefit was developed in the reporting period relating to promoting adoption and fostering and reporting positive outcomes.
- The themed approach to community benefits continues to evolve and improve in close alignment to the Aberdeen City Council Local Outcome Improvement Plan 2016-2026 (LOIP) and National Performance Framework. Considerable care is taken to ensure that CB requirements do not inadvertently create bidder discrimination contrary to treaty principles and that proposals can be evaluated fairly on a “like for like” basis. The

approach/strategy has secured supportive feedback from The Scottish Government, suppliers, Sustainable Procurement Limited, Scotland Excel, Senscot, Ready for Business, 3rd Sector Interfaces and Social Enterprises.

- **CB Clause Example**

- Environmental Wellbeing (Climate Change Duties) ...local authorities are expected to assume a leadership role at a local/regional level in terms of responding to the challenges presented by climate change. In meeting this requirement, bidders are expected to broadly outline general current practice in areas that directly impact on contract performance u (e.g. emissions class of vehicles, circular economy measures, reuse of materials, effective route planning measures, energy/fuel efficiency, carbon neutrality measures, reduction of packaging/reduced plastic content of packaging or materials etc). Bidders are strongly encouraged to volunteer good practice and cooperate with the Council in terms of environmental/emissions/climate performance levels that serve to reduce harmful emissions during the life of the contract and demonstrate good practice in terms of environmental sustainability.

### **Statutory Consultations, National Research and Calls for Evidence**

- C&PSS made extensive, constructive, and positive contributions to the following in the reporting period:
- 1. Scottish Government commissioned research re “Analysis of the Impact of the Sustainable Procurement Duty” (Jan 2020)
- 2. Circular Economy Bill (Dec 2019)
- 3. Role of Public Bodies in Tackling Climate Change (Dec 2019)
- 4. National TOMS Framework (Themes Outcomes and Measures) Social Value Portal (Oct/Nov 2019)

- **Effective Collaboration/Partnership Working**

- C&PSS has strengthened close partnerships with community planning partners, local third sector interface organisations, Aberdeen Social Enterprise Network and Senscot to raise awareness of and capability within the 3rd sector re sustainable procurement/community benefits. Improvement initiatives around co-design (embracing LOIP, National Performance Framework) came to fruition in the reporting period e.g. new Tillydrone (Riverbank) Primary School. Closer ties with the 3rd sector identify areas where there might be an active role for community planning partners; 3rd sector organisations and our communities to shape, support or deliver requirements. The approach to community benefits relies on identifying potential sources of financial and local practical support to assist suppliers in the delivery of social value. If this converges with the social purposes of a 3rd sector organisation (including supported businesses) or the interests of a community group, a key objective is to engage early and make this information available to bidders. This approach ensures that as far as possible, social value is aligned to community priorities. If social/economic value can be supported by the 3rd sector, this allows increased scope for procurers and suppliers address “environmental wellbeing”.

- **Sustainable Food City Partnership Procurement Group**

- Partners include representatives from: Aberdeen City Council, NHS Grampian, University of Aberdeen, Robert Gordon University, Sport Aberdeen and CFine Foods.
- The group advocates for change at national level, shares best practice and furthers the following aims:
  1. Promoting healthy and sustainable food to the public.
  2. Tackling food poverty, diet-related ill health, and access to healthy food.
  3. Building community food knowledge, skills, resources, and projects.
  4. Promoting a vibrant and diverse sustainable food economy.
  5. Transforming catering and food procurement.
  6. Reducing waste and the ecological footprint of the food system.

- The group aspires to localise the Scottish Government’s aspirations to make Scotland a Good Food Nation; a Land of Food and Drink, not only in what we as a nation produce but in what we buy, serve, and eat. C&PSS worked in partnership with the Sustainable Food City Partnership Aberdeen (SFCPA) group to secure bronze accreditation under the “Food for Life” Scheme. C&PSS continues to support a city/region/place application for Silver accreditation.

## **SECTION 6 – VALIDATION AND DECLARATION**

- **6a – Internal validation process.**

Representatives from the Council’s Environmental Policy team collated the information used to populate the Climate Change Report template. The information was gathered across multiple service areas. It is expected that those service areas have provided accurate data and have gained verification of this by their senior management. The Climate Change Report is checked by the Environmental Policy team that all areas have been completed where reasonably practicable to do so.

- **6b – Peer validation process**

- Senior management have been asked to validate information provided by relevant Officers. The following information has been validated in this way.

- Adaptation
- Car club
- Trade waste
- Domestic waste
- Street Lighting
- Procurement
- Co-Wheels
- Travel
- Fleet
- Energy

Further engagement is taking place to ensure full corporate validation from Chief Officers in future. Ongoing work is being carried out to allow the information gaps present in the current report to be investigated to identify areas for improvement.

The Climate Change Report 2019/20 is scheduled to be presented to the City Growth and Resources Committee on the 28<sup>th</sup> of October 2020. During the committee reporting process consultation is undertaken with all stakeholders involved for final comments and suggestions.

- **6c – External validation process**

The Climate Change Report 2019/20 has not undertaken any external validation due to time and resource constraints.

- **6d – No validation process**

Not applicable.

- **6e – Declaration**

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**RECOMMENDED – WIDER INFLUENCE**

• **1a Historic Emissions**

Sector	2012	2013	2014	2015	2016	2017	Units	Comments
Waste	17676.15	17114,75	17109.82	26693.15	24426.84	Not available <sup>1</sup>	tCO <sub>2</sub> e	Domestic waste to landfill:  2012 = 60,988 tonnes  2013 = 59,051 tonnes  2014 = 59,102 tonnes  2015 = 58,155 tonnes  2016 = 58, 021 tonnes  2017 = 31,624 tonnes  2018 = 17, 619 tonnes  Data from: <a href="https://www.environment.gov.scot/data/data-analysis/household-waste/">https://www.environment.gov.scot/data/data-analysis/household-waste/</a>  Emission factors from:  <a href="https://www.gov.uk/government/publications/greenhouse-gas-reporting-conversion-factors-2018">https://www.gov.uk/government/publications/greenhouse-gas-reporting-conversion-factors-2018</a>
Waste	88.55	87.81	95.45	94.85	101.47	Not available	tCO <sub>2</sub> e	Domestic waste organics recycled:  2012 = 14,591 tonnes  2013 = 14,469 tonnes  2014 = 15,909 tonnes  2015 = 15,809 tonnes

<sup>1</sup> This section of the report used to be pre-populated by Sustainable Scotland Network (SSN) with data from <https://www.environment.gov.scot/data/data-analysis/household-waste/> .

								<p>2016 = 16,911 tonnes</p> <p>2017 = 19, 593 tonnes</p> <p>2018 = 17, 586 tonnes</p> <p>Data from: <a href="https://www.environment.gov.scot/data/data-analysis/household-waste/">https://www.environment.gov.scot/data/data-analysis/household-waste/</a></p> <p>Emission factors from:</p> <p><a href="https://www.gov.uk/government/publications/greenhouse-gas-reporting-conversion-factors-2018">https://www.gov.uk/government/publications/greenhouse-gas-reporting-conversion-factors-2018</a></p>
Waste	454.67	430.23	437.49	438.06	432.03	Not available	tCO <sub>2</sub> e	<p>Domestic waste recycled:</p> <p>2012 = 21,651 tonnes</p> <p>2013 = 20,487 tonnes</p> <p>2014 = 20,833 tonnes</p> <p>2015 = 20,860 tonnes</p> <p>2016 = 20, 573 tonnes</p> <p>2017 = 18, 971 tonnes</p> <p>2018 = 19,694 tonnes</p> <p>Data from: <a href="https://www.environment.gov.scot/data/data-analysis/household-waste/">https://www.environment.gov.scot/data/data-analysis/household-waste/</a></p> <p>Emission factors from:</p> <p><a href="https://www.gov.uk/government/publications/greenhouse-gas-reporting-conversion-factors-2018">https://www.gov.uk/government/publications/greenhouse-gas-reporting-conversion-factors-2018</a></p>
Waste	0.25	0.50	0.29	3.53	0.82	Not available	tCO <sub>2</sub> e	<p>Domestic waste recovered by co-incineration:</p> <p>2012 = 12 tonnes</p>



								<p>2013 = 24 tonnes</p> <p>2014 = 107 tonnes</p> <p>2015 = 168 tonnes</p> <p>2016 = 39 tonnes</p> <p>2017 = 306 tonnes</p> <p>2018 = Not available</p> <p>Data from: <a href="https://www.environment.gov.scot/data/data-analysis/household-waste/">https://www.environment.gov.scot/data/data-analysis/household-waste/</a></p> <p>Emission factors from:</p> <p><a href="https://www.gov.uk/government/publications/greenhouse-gas-reporting-conversion-factors-2018">https://www.gov.uk/government/publications/greenhouse-gas-reporting-conversion-factors-2018</a></p>
Waste		1.79	7.14	5.02	11.85	Not available	tCO <sub>2</sub> e	<p>Domestic waste disposed of by incineration:</p> <p>2012 = 0 tonnes</p> <p>2013 = 85 tonnes</p> <p>2014 = 179 tonnes</p> <p>2015 = 40 tonnes</p> <p>2016 = 564 tonnes</p> <p>2017 = 3,237 tonnes</p> <p>2018 = 2,864 tonnes</p> <p>Data from:</p> <p><a href="https://www.environment.gov.scot/data/data-analysis/household-waste/">https://www.environment.gov.scot/data/data-analysis/household-waste/</a></p>



Overall Reduction Target	Powering Aberdeen - Sustainable Energy Action Plan - Signatory of the Covenant of Mayors.	Percentage emissions	1832494	2005	50	2030			
					31	2020			Interim target
Overall Reduction Target	Masterplanning through the Aberdeen City and Shire Strategic Development Plan.	Other				2020			All new buildings are to be carbon neutral by 2020. Also, for the equivalent of the city's energy needs to be met by renewable energy.
Waste	<p>Within Aberdeen's Waste Strategy there are targets:</p> <p>60% of households waste to be recycled by 2020.</p> <p>56% of household waste to be recycled through source separation by 2025.</p> <p>No more than 5% of household waste should be landfilled by 2025.</p> <p>Organic waste collection was introduced to households by 2016</p>	Other	36242 tonnes for household waste (37.27%) 117000 households for organic waste. 60988 tonnes for landfill waste.	2012		2016/2020 /2025	49.9% in 2019 (calendar year). Total consists of 27.7% recycling and 22.3% composting		<p>17.7% landfilled in 2019 (calendar year).</p> <p><a href="https://www.aberdeencity.gov.uk/sites/default/files/2018-04/Aberdeen%20City%20Waste%20Strategy%202014-2025.pdf">https://www.aberdeencity.gov.uk/sites/default/files/2018-04/Aberdeen%20City%20Waste%20Strategy%202014-2025.pdf</a></p>
Transport	In the Local Transport Strategy there are targets to	Other					2021		More information available at <a href="https://www.aberdeencity.gov.uk/sites/default/fil">https://www.aberdeencity.gov.uk/sites/default/fil</a>

	reduce road vehicles and promote alternative transport options.								es/LTS%20Strategy%20Costed%20Action%20and%20Delivery%20Plan.pdf
Transport	Modal Shift - Private Vehicle to Active Travel (Cycling/Walking)	Percentage	3.3% cycling (2018) and 25% walking (2018) (Cityvoice) to work and education	2018		2019	5.4% cycling in 2019 for work and education and 24.8% walking for work and education		38% of people walking and 5% of people cycling as main mode of travel by 2026 (Local Outcome Improvement Plan)
Overall reduction target	Various								See response to required reporting sections 2c-2e and reference Powering Aberdeen's literature review which is available at: <a href="https://www.aberdeencity.gov.uk/sites/default/files/2017-09/LiteratureReviewv3.pdf">https://www.aberdeencity.gov.uk/sites/default/files/2017-09/LiteratureReviewv3.pdf</a>

**2b. Does the organisation have an overall mission statement, strategies, plans or policies outlining ambition to influence emissions beyond your corporate boundaries? If so, please detail this in the box below.**

Aberdeen City's Sustainable Energy Action Plan contains an implementation/development plan and is available on the Council's website: <https://www.aberdeencity.gov.uk/services/environment/powering-aberdeen>

Aberdeen Adapts: Climate Adaptation Framework aims to work in partnership to build city resilient to the impacts of current and future climate change. The Aberdeen Adapts project brought together a range of organisations and businesses to identify the specific challenges for the area and the new opportunities that come a changing climate. The aim is to create a positive and ambitious strategic approach, setting the foundations for long term local partnership working on climate change. This ongoing project complements Powering Aberdeen in ensuring the city is taking action to mitigate and adapt to a changing climate. Information on Aberdeen Adapts is available:

<https://www.aberdeencity.gov.uk/services/environment/climate-change/adapting-climate-change>

### 3 Policies and Actions to Reduce Emissions (actions planned to achieve emissions reductions)

Sector	Start year of Policy/action	Year of full implementation	Annual CO2 saving	Last year measured	Savings in last year measured	Status	Metric/Indicators for monitoring progress	Delivery role	ISM used?	Details of behavioural change activity	Value of investment	Ongoing costs	Primary funding source	Comments
Residential	2002	2020				In implementation	The carbon savings are calculated based on the amount of heat and electricity supplied by the combined heat and power (CHP) plant operated by Aberdeen Heat and Power	indirect	No	<a href="http://www.aberdeensheatandpower.co.uk/">http://www.aberdeensheatandpower.co.uk/</a>				Aberdeen Heat and Power was established in 2002 providing Combined Heat and Power. Work continues connecting more public buildings, commercial and housing properties.
Transport	2012	2020		2019		In implementation	Number of members of Co-wheels Car Club.	influencing	No	<a href="http://www.co-wheels.org.uk/aberdeens">http://www.co-wheels.org.uk/aberdeens</a>			Transport Scotland Cowheels Car Club	828 Aberdeen City Council employees signed up by March 2019. An increase of 49

Sector	Start year of Policy/action	Year of full implementation	Annual CO2 saving	Last year measured	Savings in last year measured	Status	Metric/Indicators for monitoring progress	Delivery role	ISM used?	Details of behavioural change activity	Value of investment	Ongoing costs	Primary funding source	Comments
Transport	2012	2021		2019		In implementation	Number of electric vehicles charging points installed. installation	Direct	No	<a href="https://www.aberdeencity.gov.uk/services/roads-and-parking/electric-vehicle-charging-points">https://www.aberdeencity.gov.uk/services/roads-and-parking/electric-vehicle-charging-points</a> and <a href="http://www.cowheels.org.uk/aberdeen">http://www.cowheels.org.uk/aberdeen</a>	83,570.75		Transport Scotland, Energy Saving Trust Scotland, Office for Low Emission Vehicles	Chargepoints with installation organised by the Council are at 106 (up from 100 in 2018). 68 public, 16 for car club only and 22 for fleet.
Transport	2013	2019	115 tonnes	2018		Implementation	Decarbonising public transport and other vehicle fleet.	Enabling	No	<a href="http://www.aberdeeninvestlivevisit.co.uk/hydrogen">www.aberdeeninvestlivevisit.co.uk/hydrogen</a> .	19000000		Public-private sector partnership	Fleet of 10 x hydrogen buses and hydrogen refuelling station. First bus is expanding its fleet of hydrogen vehicles through the JIVE project and have ordered 15 double-decker buses due to be operational by the end of 2020.

Sector	Start year of Policy/action	Year of full implementation	Annual CO2 saving	Last year measured	Savings in last year measured	Status	Metric/Indicators for monitoring progress	Delivery role	ISM used?	Details of behavioural change activity	Value of investment	Ongoing costs	Primary funding source	Comments
Electricity	2015	2023	1367			Implementation		Direct	No					Replacement of high consumption Street Lighting Lanterns with lower energy LED units.
Transport	2016	2020				Implementation		Direct	No	<a href="https://civitas.eu/portis">https://civitas.eu/portis</a>			European Funding through Civitas been obtained to support development of this plan and improve the data set behind it. Impact will be monitored by Robert Gordon University (RGU)	Develop and implement the Sustainable Urban Mobility Plan (SUMP) for the city. Develop and implement the Sustainable Urban Mobility Plan (SUMP) for the city. Improvements to cycling and walking infrastructure to the city centre. Target 20% increase in cycling and walking to access city centre. 20% reduction in traffic in city centre.

Sector	Start year of Policy/action	Year of full implementation	Annual CO2 saving	Last year measured	Savings in last year measured	Status	Metric/Indicators for monitoring progress	Delivery role	ISM used?	Details of behavioural change activity	Value of investment	Ongoing costs	Primary funding source	Comments
Energy	2018	2020				Implementation		Joint venture	No					Pilot Local Heat and Energy Efficiency Strategy (LHEES). In partnership with 4 other cities through the Scottish Cities Alliance (SCA).
Transport	2017	2022				Implementation		Direct					Promote vehicle deployments by a range of stakeholders in the region	Hytime HyTrEc2, Aberdeen hydrogen bus project, OLEV and JIVE.
Waste	2018		0.58 t	March 2020		implementation		Direct		Aberdeen City Council are introducing and trialling alternatives to the diesel RCV fleet to help reduce the carbon footprint	Hydrogen RCV: Fully Grant funded Hytime Project Electric RCV.	To fully charge the RCV from zero to full.		To date we have 2 x hybrid Hydrogen/Diesel Refuse Collection vehicles and have recently received a hybrid electric/ diesel refuse collection vehicle.



**4 Partnership Working, Communications and Capacity Building**

Key action type	Description	Action	Organisations project lead	Lead organisation (if not reporting organisation)	Private Partners	Public Partners	3rd sector partners	Outputs	Comments
Partnership working	Internal working group to oversee delivery of community benefits through procurement contracts	Partnership working on the provision of community benefits with Aberdeen .	Lead		Can include external contractors seeking to bid for work.	Can include external contractors seeking to bid for work.		Provision of community benefits within Aberdeen city through the requirements of the Procurement Reform (Scotland) Act 2014, some of which can help deliver the principles of sustainable development. Community benefits can be delivered in several ways through apprenticeships, provision of materials, advice and support etc.	

Key action type	Description	Action	Organisations project lead	Lead organisation (if not reporting organisation)	Private Partners	Public Partners	3rd sector partners	Outputs	Comments
Communications	Fairtrade City Status	Promote Fairtrade		Aberdeen Fairtrade Steering Group			Aberdeen for a Fairer World	Coordinate Fairtrade campaign activities, a display stand for the Fairtrade Fortnight.	
Partnership working	A Community Food-growing initiative is delivering a programme of food-growing projects targeting the regeneration areas of Aberdeen . .		Lead	Aberdeen City Council with Community Food Initiative North East	EIS – Timber donation.	University of Aberdeen, Seaton Recovery Centre, Schools, Grove Nursery.	One Seed Forward , Sustainable Food City Partnership Aberdeen, CFINE	Granite City Growing - A food growing strategy for Aberdeen, management of several projects ongoing under the food growing programme	<a href="https://www.aberdeencity.gov.uk/services/environment/food-growing-strategy">https://www.aberdeencity.gov.uk/services/environment/food-growing-strategy</a>  All the projects have included significant partnership working and require a collaborative approach between Aberdeen City Council teams and community partners.

Key action type	Description	Action	Organisation project lead	Lead organisation (if not reporting organisation)	Private Partners	Public Partners	3rd sector partners	Outputs	Comments
Partnership working	Working in partnership to deliver Climate Week North East.	Delivery of Climate Week North East	Supporting	Aberdeen Climate Action		Aberdeenshire Council	Multiple	Participation in Climate Week North East in March a programme of events and awareness raising activities relating to climate change, which was coordinated by Aberdeen Climate Action.	<a href="https://www.facebook.com/climateweeknortheast/">https://www.facebook.com/climateweeknortheast/</a> 'Pass the Panda' initiative was supported locally.
Capacity Building	Hydrogen Economy for Aberdeen		Lead	First Group, Stagecoach		Scottish Government, NESTRANS, European Regional Development Fund, Office of Low Emission Vehicles.		To develop the supply chain for a hydrogen economy in Aberdeen.	<a href="http://www.h2aberdeen.com/home/H2-Aberdeen-hydrogen-economy.aspx">http://www.h2aberdeen.com/home/H2-Aberdeen-hydrogen-economy.aspx</a>

Key action type	Description	Action	Organisation project lead	Lead organisation (if not reporting organisation)	Private Partners	Public Partners	3rd sector partners	Outputs	Comments
Partnership working	Facilitation of a network to learn from others, share best practice and develop collaborative projects	Partnership working of climate change or sustainability.	Lead		Members attend from all sectors.				<a href="https://www.aberdeencity.gov.uk/services/environment/climate-change">https://www.aberdeencity.gov.uk/services/environment/climate-change</a>
Communications	Leading, working in partnership and developing activities to showcase during these campaigns.	Multi-organisation communication	Participant	Sometimes lead, other times support Aberdeen Climate Action.	Many businesses across the city are encouraged to be involved.	Aberdeenshire Council, NHS, University of Aberdeen, Robert Gordon University, James Hutton Institute.	Friends of the Earth who project manage Earth Hour and then Aberdeen Climate Action.	Co-ordinating engagement and communications for Earth Hour and Climate Week through partnership working.	<a href="https://www.aberdeencity.gov.uk/sites/default/files/Earth_Hour_programme_FINAL4.pdf">https://www.aberdeencity.gov.uk/sites/default/files/Earth_Hour_programme_FINAL4.pdf</a>

Key action type	Description	Action	Organisations project lead	Lead organisation (if not reporting organisation)	Private Partners	Public Partners	3rd sector partners	Outputs	Comments
Communications	The EcoCity awards recognise sustainable initiatives of organisations, schools and individuals.	Awareness raising and recognition.	Lead		Open for businesses across the city to apply.	Open to schools across the city to apply.	Open to charities, community groups, individuals across the city to apply.	EcoCity Awards	<a href="https://www.aberdeencity.gov.uk/services/environment/aberdeen-ecocity-awards">https://www.aberdeencity.gov.uk/services/environment/aberdeen-ecocity-awards</a>
Capacity Building	Climate and sustainability learning across the council.	People Development	Lead					Awareness raising of sustainability issues and statutory public duties.	Development of the 1 <sup>st</sup> in a series of elearning modules on sustainability,

Key action type	Description	Action	Organisations project lead	Lead organisation (if not reporting organisation)	Private Partners	Public Partners	3rd sector partners	Outputs	Comments
Capacity Building	Industry Liaison and student placement programme	Skills/capacity building.	Participant in the industry liaison group and sponsor organisation for student placements.	University of Aberdeen				Provision of opportunities within the Council to host students to help deliver projects and for them to fulfil their masters' course module. The majority of these placements have been within the Environmental Policy team.	
Capacity Building	Guest lecturer / speaker events	Skills/capacity building.	Guest lecturer / speaker					Provision of knowledge/advice /information to students through - sharing best practice.	

Key action type	Description	Action	Organisations project lead	Lead organisation (if not reporting organisation)	Private Partners	Public Partners	3rd sector partners	Outputs	Comments
Partnership working	Ensure effective management and conservation of the river Dee and its surrounding environment including natural flood management.	Partnership working of climate change or sustainability	Supporting	Dee Catchment Partnership	Aberdeen Harbour Board, National Farmers Union Scotland	Aberdeenshire Council, Cairngorms National Park Authority, Scottish Forestry James Hutton Institute, Scotland Rural College (SRUC), Scottish Environment Protection Agency, Scottish Government, Scottish Natural Heritage, Scottish Water.	Royal Society for the Protection of Birds (RSPB), Dee District Salmon Fishery Board	Dee Catchment Management Plan and Partnership. Natural Flood Management.	<a href="http://www.deepartnership.org/our-partners.asp">http://www.deepartnership.org/our-partners.asp</a>
Communications	Production of a newsletter showcasing sustainability stories from multiple stakeholders.	Awareness raising	Lead		Any private partners within the city can contribute to the newsletter.	Any public sector partners within the city can contribute to the newsletter.	Any third sector partners within the city can contribute to the newsletter.	Green Times	<a href="https://www.aberdeencity.gov.uk/services/environment/green-times">https://www.aberdeencity.gov.uk/services/environment/green-times</a>

Key action type	Description	Action	Organisation project lead	Lead organisation (if not reporting organisation)	Private Partners	Public Partners	3rd sector partners	Outputs	Comments
Partnership working	Aberdeen Adapts	Development/ approval of Adaptation Framework	Lead	Aberdeen City Council	Number of private partners involved	Many public partners including University of Aberdeen, RGU, NESTRANS, NHS, Scottish water, Aberdeen City Health & Social Care Partnership	There are many third sector partners including Community Councils	Climate adaptation strategy for the city.	Others include community park groups, Scottish Flood Forum, Aberdeen Climate Action, East Grampian Coastal Forum, River Dee Trust, Aberdeen performing Arts, James Hutton Institute
Building capacity	Survey results received from City voice survey	Climate mitigation and adaptation questions were included in the 43rd City Voice survey which ran 11 March – 8 April 2019.	Delivery partner	Aberdeen Community Planning Partnership			Various		<a href="https://consultation.aberdeencity.gov.uk/commissioning/43rd-city-voice/">https://consultation.aberdeencity.gov.uk/commissioning/43rd-city-voice/</a>



Key action type	Description	Action	Organisations project lead	Lead organisation (if not reporting organisation)	Private Partners	Public Partners	3rd sector partners	Outputs	Comments
Partnership working	A partnership of 3 local authorities and several NGOs and 3 <sup>rd</sup> sector partners to promote biodiversity in the North East of Scotland	The Partnership have their own Action Plan which outline the habitats and species which are important locally (based on what was previously Local Biodiversity Action Plan). NESBiP also make a difference for our biodiversity, citizens wellbeing.	Contributing partner	NESBiP Coordinator, hosted by James Hutton Institute	2 independent individual members, James Hutton Institute	Scottish Natural Heritage, Scottish Forestry	RSPB, Scottish Wildlife Trust, East Grampian Coastal Partnership, NFU Scotland	<a href="https://www.nesbiodiversity.org.uk/">https://www.nesbiodiversity.org.uk/</a>	A partnership of 3 local authorities and several NGOs and 3 <sup>rd</sup> sector partners to promote biodiversity in the North East of Scotland

Key action type	Description	Action	Organisation project lead	Lead organisation (if not reporting organisation)	Private Partners	Public Partners	3rd sector partners	Outputs	Comments
Communications	Green Tomes	Production of a quarterly newsletter showcasing sustainability stories from multiple stakeholders across the city	Lead			Includes articles submitted by ACC partners and covers partnership work such as EU projects/ transport initiatives etc.	Articles submitted by city Environmental Improvement Groups, schools, and 3 <sup>rd</sup> sec		<a href="https://www.aberdeencity.gov.uk/services/environment/green-time">https://www.aberdeencity.gov.uk/services/environment/green-time</a>
Partnership working	Preservation and enhancement of biodiversity through networking and delivery of a Local Biodiversity Action Plan	Partnership working of climate change or sustainability.	Participant	James Hutton Institute	Representatives drawn from a range of organisations including local authorities, conservation environmental and research organisations.			North East Scotland Biodiversity Partnership. Local Biodiversity Action Plan.	Working to help preserve and protect biodiversity and will implement projects that helps achieve this aim, taking the future threats of climate change into consideration. For example, there will be a focus on protecting and preserving habitats that help store carbon such as peatlands, raised bogs, heaths and fens. <a href="http://www.nesbiodiversity.org.uk">http://www.nesbiodiversity.org.uk</a>

Key action type	Description	Action	Organisation project lead	Lead organisation (if not reporting organisation)	Private Partners	Public Partners	3rd sector partners	Outputs	Comments
Partnership working	Working to bring about a hydrogen economy in the Aberdeen City Region developed through the HyTrEc and JIVE project	Partnership working of climate change or sustainability.	Lead	H2berdeen	Opportunity North East, Royal Mail	Scottish Government, Scottish Enterprise, Transport Scotland, Aberdeenshire Council, Highland Council, Angus Council, NHS Grampian University of Aberdeen, Robert Gordon University, Scottish Environmental Protection Agency, Scottish Natural Heritage, Police Scotland		Project aimed to deliver a commercial supply of green hydrogen in North East Scotland, initially for transport uses	Working to bring about an increased demand of hydrogen in North East Scotland through the Aberdeen Hydrogen Hub
Partnership working	Aberdeen Renewable Energy Group (AREG) works closely in partnership with the Council.	Partnership working of climate change or sustainability.	Lead		Membership organisation of multiple stakeholders			Aberdeen Renewable Energy Group working to ensure businesses in Aberdeen City and Shire capitalise on opportunities in renewable energy.	<a href="http://www.aberdeenrenewables.com/">http://www.aberdeenrenewables.com/</a>

Key action type	Description	Action	Organisations project lead	Lead organisation (if not reporting organisation)	Private Partners	Public Partners	3rd sector partners	Outputs	Comments
Partnership working	To ensure water bodies achieve a certain ecological status	Partnership working of climate change or sustainability.	Participants	SEPA		<a href="https://www.sepa.org.uk/media/75414/doc-7-north-east-area-advisory-group-membership-list.pdf">https://www.sepa.org.uk/media/75414/doc-7-north-east-area-advisory-group-membership-list.pdf</a>		North East Scotland Area Advisory Group. Local River Basin Management	<a href="https://www.sepa.org.uk/environment/water/river-basin-management-planning">https://www.sepa.org.uk/environment/water/river-basin-management-planning</a>
Partnership working	Working together to prevent and alleviate flooding.	Partnership working of climate change or sustainability.	Participants	SEPA		<a href="https://www.sepa.org.uk/media/75414/doc-7-north-east-area-advisory-group-membership-list.pdf">https://www.sepa.org.uk/media/75414/doc-7-north-east-area-advisory-group-membership-list.pdf</a>		North East Scotland Area Advisory Group. Local Flood Risk Management Plan (LFRMPs)	ACC planning and flooding team have been involved in developing the Scotland Flood Risk Management plan and the Local Flood Risk Management plan (LFRMPs). <a href="http://apps.sepa.org.uk/frmstrategies/">http://apps.sepa.org.uk/frmstrategies/</a>
Communications	Raising awareness of alternative transport options.	Awareness raising	Lead	Various – changes yearly		Nestrans, Aberdeenshire Council NHS Grampian Aberdeen Science Centre	ACVO	Participation in European Mobility Week	Including In town without my car day event, Active travel Day, Bike roadshows and Dr Bike sessions, tour series event support, marketing of Getabout brand, public transport awareness initiatives, road safety magic shows, Travel Tracker, walking.
Partnership working	Promotion and use of shared transport	Behaviour Change	Participant	Co-wheels				Co-wheels partnership. Car club scheme.	<a href="http://www.co-wheels.org.uk/aberdeen">http://www.co-wheels.org.uk/aberdeen</a> Provides pool cars for staff and also gives residents access to a shared vehicle so they do not need to own one.

Key action type	Description	Action	Organisations project lead	Lead organisation (if not reporting organisation)	Private Partners	Public Partners	3rd sector partners	Outputs	Comments
Partnership working	Getabout is a sustainable travel brand promoting walking, cycling, use of public transport, lift share.	Behaviour Change	Participant	Getabout Partnership (A long standing member of the Getabout partnership)	Co wheels Car Club, Aberdeen University, RGU	Nestrans, Aberdeenshire Council, James Hutton Institute, Home Energy Scotland, NHS Grampia		ACC administers the Smarter Choices, Smarter Places funding via the Getabout brand. Some of the Getabout partners act as delivery partners for the SCSP funding. The projects that the SCSP funding supports include; wayfinding, walking routes, public Dr Bike sessions, Getabout Bicycle Roadshows, cycle map production etc.	<a href="http://getabout.org.uk/">http://getabout.org.uk/</a> Getabout is a sustainable travel brand promoting walking, cycling, use of public transport, lift share. This helps the Council realise the aims and objectives of its Local Transport Strategy and Active Travel Action Plan
Partnership working	Promotion of usage of low carbon emission vehicles: electric vehicles.	Behaviour Change	Participant	Transport Scotland		Transport Scotland, Energy Saving Trust Scotland, EVAS (Electric Vehicle Association Scotland)		Provides pool cars for staff and also gives residents access to a shared vehicle so they do not need to own one	<a href="https://www.aberdeencity.gov.uk/services/roads-transport-and-parking/electric-vehicle-charging-points">https://www.aberdeencity.gov.uk/services/roads-transport-and-parking/electric-vehicle-charging-points</a>

Key action type	Description	Action	Organisation's project lead	Lead organisation (if not reporting organisation)	Private Partners	Public Partners	3rd sector partners	Outputs	Comments
Partnership working	Promotion of Active Travel as walking and cycling to improve and expand the network of paths/route	Behavioural change		ACC	University of Aberdeen, RGU	Nestrans, Aberdeenshire Council, James Hutton Institute, Home Energy Scotland, NHS Grampian	ACVO	Aberdeen City Council works with partners to deliver a range of behaviour change activities across the city. Most of these are delivered under the Getabout brand and many are enabled by grant funding.	<a href="http://www.nestrans.org.uk/wp-content/uploads/2017/02/AcTrAP_FINAL.pdf">http://www.nestrans.org.uk/wp-content/uploads/2017/02/AcTrAP_FINAL.pdf</a>
Partnership working	Aberdeen City Hydrogen Energy Storage.	Behaviour Change	Participant		<b>ACC teams</b>	Scottish Environmental Protection Agency, Aberdeenshire Council and the NH	NESTRANS, Transport Scotland	Decarbonise transport used by a range of stakeholders.	Cenex are monitoring data for all vehicles using the ACHES station. Number of vehicles, fuel efficiency, miles driven, and availability of station are also being measured. Well to Wheel saving of 100,174 kg.CO2e emissions recovered from April 2019 – March 2020.
Partnership working	Promotion of access via paths.	Partnership working of climate change or sustainability	Participant	Paths for All	University of Aberdeen, RGU	Nestrans, Aberdeenshire Council, James Hutton Institute, Home energy Scotland, NHS Grampian	ACVO	Network that delivers awareness events and works together to develop/maintain paths.	<a href="https://www.pathsforall.org.uk/pfa/get-involved/smarter-choices-smarter-places-fund.html">https://www.pathsforall.org.uk/pfa/get-involved/smarter-choices-smarter-places-fund.html</a> . Including Cycle and walking maps, general travel planning activities.

Key action type	Description	Action	Organisation's project lead	Lead organisation (if not reporting organisation)	Private Partners	Public Partners	3rd sector partners	Outputs	Comments
Partnership working	Changing waste and recycling service from individual to communal containers to promote easier and more accessible access to recycling service	Partnership working of climate change or sustainability	Participant	Zero Waste Scotland				Working with members of the public, community councils and groups to expand waste infrastructure across the city.	Aberdeen is one of three areas in Scotland to be awarded a grant which will allow them to work towards the Scottish Government's targets of recycling and reducing waste.
Partnership working	Treatment and recovery of residual waste to produce heat and electricity		Lead		Suez UK	Aberdeenshire and Moray Councils	None	To develop an energy from waste facility to deal with the residual municipal waste produced by the three authorities in the north east of Scotland.	Facility expected to be operational by late 2021.

Key action type	Description	Action	Organisation's project lead	Lead organisation (if not reporting organisation)	Private Partners	Public Partners	3rd sector partners	Outputs	Comments
Partnership working	Changing waste and recycling service from individual to communal containers to promote easier and more accessible access to recycling service	Partnership working of climate change or sustainability	Participant	Zero Waste Scotland				Working with members of the public, community councils and groups to expand waste infrastructure across the city.	Aberdeen is one of three areas in Scotland to be awarded a grant which will allow them to work towards the Scottish Government's targets of recycling and reducing waste.
Partnership working	East Grampian Coastal Partnership			Scottish Government	Various				<a href="https://www.egcp.scot/">https://www.egcp.scot/</a>



Key action type	Description	Action	Organisations project lead	Lead organisation (if not reporting organisation)	Private Partners	Public Partners	3rd sector partners	Outputs	Comments
Communications	Raising awareness to save energy and water consumption within council estates.	Posters, energy saving campaigns, presentations, schools energy competitions.	Lead			Energy audits of all staff premises, Aberdeen Performing Arts. Music Hall, Beach Ballroom, her Majesty's Theatre.	Communications	Raising awareness to save energy and water consumption within council estates.	Posters, energy saving campaigns, presentations, schools energy competitions.
Communication	Develop Hydrogen economy in Aberdeen.	Series of digital marketing tool		ACC		To promote hydrogen economy in Aberdeen.	Communication	Develop Hydrogen economy in Aberdeen.	To promote hydrogen economy in Aberdeen
Partnership working	Behaviour Change	Participant and leader of the Aberdeen City EU-funded Civitas PORTIS project	Lead		Aberdeen Harbour Board	Aberdeen City Council, Aberdeenshire Council, NESTRANS, Robert Gordon University, University of Aberdeen		Work packages. WP1 SUMP and Port Optimisation WP2 Less Car-dependent Mobility WP3 More Efficient and Cleaner Transport WP4 More Efficient Freight Transport WP5 Sustaining Innovation WP6 Impact and Process Evaluation	<a href="https://civitas.eu/portis/aberdeen">https://civitas.eu/portis/aberdeen</a>

									WP7 Knowledge Share and Take-up WP8 Comms and Dissemination WP9 Co-ordination and Management	
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5 Please detail key actions relating to Food and Drink, Biodiversity, Water, Procurement and Resource Use in the table below.

Key action type	Key action description	Organisation's project role	Impacts	Comments
Food and Drink	Granite City Growing	Lead	Implementation of a food growing strategy for the city encompassing allotments, communities and urban farming.	Ongoing initiative <a href="https://www.aberdeencity.gov.uk/services/environment/food-growing-strategy">https://www.aberdeencity.gov.uk/services/environment/food-growing-strategy</a>
Biodiversity	Hazlehead Grove Nursery	Lead	Providing an opportunity to develop life skills and learning opportunities for people, through various activities including plant cultivation and other horticultural related activities for the benefit of the city's parks and open spaces and an outdoor educational space.	Ongoing initiative
Food and Drink	The Allotments Market Stall	Supporting	Supporting a market stall at Duthie Park for produce from allotments in Aberdeen. All the proceeds go back to the gardeners to help them maintain and improve their allotment sites.	Ongoing initiative

			TAMS work with the Council and Community Food Initiative North East (CFINE) who coordinate the foodbanks initiative	
Food and Drink	Sustainable Food Cities	Participant	The initiative promotes a sustainable approach to food and could see more local food growing projects, organic food, less food waste, less food transportation and stronger links between consumers and local producers. A reduced footprint will reduce city-wide carbon emissions.	<a href="http://sustainablefoodcities.org/findacity/cityinformation/userid/462">http://sustainablefoodcities.org/findacity/cityinformation/userid/462</a>
Food and Drink	Aberdeen City Fairtrade	Participant	Aberdeen City Council reaffirmed its support for Fairtrade Buying more Fairtrade supports an income stream and engagement with communities in developing countries. This gives them more opportunity to adapt to a changing climate and to pursue low carbon solutions relevant to their needs. This is an on-going initiative.	Ongoing initiative
Food and Drink	Community Food Growing	Lead	Several projects aimed at developing new community growing spaces in Aberdeen as part of the delivery of a Food Growing Strategy. With the EcoCity awards expanded to include a food growing category.	Ongoing initiative
Procurement	Community benefits and sustainability	Lead	See section 5 of the required reporting.	Ongoing initiative



















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### Appendix 3 Percentage Change in consumption between 2018/19 and 2019/20

Table 1 depicts how consumption has changed from 2018/19 to 2019/20<sup>1</sup> against 2017/18 to 2018/19

Emission Source	Scope	Unit	Percentage (%) change in consumption from 2018/19 to 2019/20	Percentage (%) change in consumption from 2017/18 to 2018/19	Data Source
Grid electricity (transmission and distribution losses)	3	kWh	↑ 2.24	↓ 2.78	From usage within corporate assets
Grid electricity (Generation)	2	kWh	↑ 2.24	↓ 2.78	From usage within corporate assets
Natural Gas	1	kWh	↑ 6.52	↓ 3.33	From usage within corporate assets
Gas Oil	1	kWh	↑ 41.71	↓ 18.68	From usage within corporate assets
Water Supply	3	m3	↓ 2.19	↑ 9.75	From usage within corporate assets
Water treatment	3	m3	↓ 2.19	↑ 9.75	From usage within corporate assets
Grid electricity (transmission and distribution losses)	3	kWh	↑ 4.20	↓ 7.03	From Street Lighting
Grid electricity (Generation)	2	kWh	↑ 4.20	↓ 7.03	From Street Lighting
Average car - unknown fuel	3	km	↓ 7.75	↑ 193.75	From car hire

<sup>1</sup> Scope 1: covers all direct emissions from owned or controlled by the council. Scope 2 covers indirect emissions from the generation of purchased electricity, steam, heating, and cooling consumed by the council while Scope 3 includes all other indirect emissions that occur in the council's value chain.

Emission Source	Scope	Unit	Percentage (%) change in consumption from 2018/19 to 2019/20	Percentage (%) change in consumption from 2017/18 to 2018/19	Data Source
Average car - unknown fuel	3	km	 100.83	 0.62	From Gray fleet – essential and casual user
Rail (national rail)	3	Passenger km	 92.63	 93.04	Some data has been provided from the external supplier.
Car – petrol (average)	3	km	 37.07	 41.22	From Co-Wheels car club information
Car – hybrid (medium)	3	km	 73.98	 37.67	From Co-Wheels car club information
Car- diesel (average – unknown engine size)	3	km		 100	From Co-Wheels car club information
Grid electricity (transmission and distribution losses)	3	kWh	 41.03	 5.45	From Car travel. Calculation based on EV mileage and how far 1kWh allows a vehicle to travel.
Grid electricity (Generation)	3	kWh	 41.01	 5,45	From Car travel. Calculation based on EV mileage and how far 1kWh allows a vehicle to travel.
Long haul flight (economy class)	3	Passenger km	 54.05	 58.63	Data from ATP. Flights booked through credit cards are not captured.
Short haul flight (economy class)	3	Passenger km		 90.68	Data from ATP. Flights booked through credit cards are not captured.

Emission Source	Scope	Unit	Percentage (%) change in consumption from 2018/19 to 2019/20	Percentage (%) change in consumption from 2017/18 to 2018/19	Data Source
Paper and board (mixed recycling)	3	kg	↓ 203.56	↓ 44.52	From Shred IT confidential paper
Organic food and drink composting	3	kg	↑ 100 <sup>2</sup>	↓ 0.85	From corporate premises
General waste to landfill	3	kg	↔	↔	Residual waste has been bulked and shipped since June 2017.
Mixed recycling	3	kg	↑ 8.38	↓ 19.92	Based on scheduled regular uplifts so data does not include bulky uplifts. Use volume to weight conversion factors.
Glass recycling	3	kg	↔	↓ 48.35	Based on scheduled regular uplifts so data does not include bulky uplifts. Use volume to weight conversion factors.
WEEE (Mixed) Recycling	3	kg	↓ 178.44	↓ 5.42	IT provided this information on WEEE waste recycled
General waste to landfill	3	kg	↓ 0.59	↑ 14.34	3R schools. General waste to landfill provided by a report from the waste contractor.
Diesel (average biofuel blend)	3	tonnes	↑ 8.47	↓ 5.86	Used within fleet services
Petrol (average biofuel blend)	3	tonnes	↔	↓ 97.03	Used within fleet services
Biomass chips	3	kWh	↓ 334.26	↓ 92.69	Biomass boiler at Duthie Park

Keys: No change or no data ↔ Increase ↑ Decrease ↓

<sup>2</sup> No data was received for Organic food and drink composting from 3R schools in 2018/19.

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## Appendix 4 - Options for Carbon Budgeting and Accounting

### 1.0 ABOUT A CARBON BUDGET

- 1.1 The Intergovernmental Panel on Climate Change Special Report on 1.5C (2018) states that carbon budgets inform strategies, limiting carbon dioxide (CO<sub>2</sub>) emissions, in line with meeting climate change goals.
- 1.2 UK Government sets 5 year carbon budgets, setting out an average percentage reduction compared to 1990 levels and as a result, total emissions for the five-year period. It considers Committee on Climate Change guidance that the use of “outperformance” in any period is not used to help meet future budgets. Scotland’s climate change legislation also includes annual targets for every year to net-zero. The targets are expressed as percentage reductions from the 1990/1995 baseline.
- 1.3 A carbon budget can simply be defined as the cumulative amount of carbon emissions that an organisation has agreed is the largest it will emit within a particular period of time e.g. within a year. Breaking it into allocated amounts helps with forward planning and decision making in the short and medium, as well as long term. The development of a carbon budget aims to improve understanding of energy consumption, in doing so the costs associated with carbon expenditure. To stay within this budget requires cutting carbon emissions by an agreed amount each year. *For the purposes of this appendix, “carbon emissions” refers to tonnes of carbon dioxide equivalent (tCO<sub>2</sub>e).*
- 1.4 A cumulative emissions concept and how much the council has already emitted, can be used to calculate the actual amount of carbon emissions, the “carbon budget”, that it is permitted to emit in the future.

### 2.0 CARBON BUDGETING AND ACCOUNTING

- 2.1 Following approval of a Council Energy and Climate Routemap in May 2020, a Council Energy and Climate Plan establishing a net zero target year and covering net zero emission reduction measures and climate resilience for Council assets and operations is due to be established by March 2021.
- 2.2 Carbon accounting to measure and monitor the Council’s direct and indirect emissions will be necessary to deliver any net zero target. Carbon emissions from Council assets and operations are calculated annually by financial year to meet requirements for Climate Change Reporting.
- 2.3 A Council carbon budget accounting process is being developed as part of the work under the Council Energy and Climate Plan due by March 2021. Establishing a Council emission reduction allocation aims to support planning with the activities and investment required to reduce emissions and enable the Council to maintain a trajectory to a net zero target. Under a carbon budget, measures to reduce carbon emissions can be reviewed annually to inform investment requirements and identify potential savings.
- 2.4 This appendix considers options for carbon budgeting. Based on the options set out in Table 1 of this appendix, the preferred approach to develop for the Council Energy and Climate Plan is Option 3. This aims to establish a methodology to set carbon budgets annually for the council. Under this approach a Council carbon budget could be prepared annually and carbon

allocations apportioned, agreed and assigned to a Function or Cluster based on their influence on action. This could build greater accountability for the delivery of actions and improve understanding of corporate carbon emissions.

2.5 While there are no direct financial implications from this option to establish a carbon budget it should be noted there will be capital costs in the development of some actions towards the net zero target established through the final plan, these would be addressed on an individual project basis..

2.6 The development of an annual emissions reduction budget for Council emissions sources can feed into the budget setting process. Identifying investment requirements required to deliver a net zero carbon target and identifying any financial savings achieved through emission reduction actions. However, it should be recognised that while financial savings may be minimal through the delivery of some projects, actions could have a significant impact on emission reductions,

2.7 It should be noted that:

- There is a risk that carbon savings may not be delivered in a reporting period, if projects are delayed or not delivered. This may have a knock-on impact on reaching any annual carbon allocation. However, a carbon budgeting approach can allow for variables in any given year.
- Internal governance is in place on climate change and the carbon budget methodology will be developed in dialogue and through further consultation with relevant officers.
- Staff time will need to be allocated to developing and annually reviewing the carbon budget.
- There are few examples where a carbon budget approach has been taken at organisation level and there are no specific tools area available to support the development of an internal carbon budget at organisation level.
- There is understanding and monitoring of the Council carbon emissions to support statutory requirements.

### **3.0 OPTIONS CONSIDERED:**

3.1 Option 1 - Continuing to collate annual data on carbon emissions, though does not support forward planning or target setting on emission reduction. There are no additional costs associated with this option however, it would not build understanding on carbon data and progress. This may mean failure to meet climate change requirements.

Expected Benefits - None

Risks Specific to this Option

- Failure to reduce emissions, in line with statutory climate duties.
- Failure to meet proposed mandatory requirements to set a target year for net zero.
- A plan for carbon reduction measures is not put in place to support delivery of national targets.
- No shared responsibility across the council for action on climate change.
- Lack of understanding of carbon data and progress
- Risk of losing benefits that could be derived from carbon savings.

3.2 Option 2 - Commission an external consultancy to calculate a carbon budget for the Council. This would allow access to external expertise and would allow a reduction approach to be established. However, there may be insufficient staff understanding of the methodology. This may result in a disconnect in understanding between project implementation and carbon reduction. External commissioning may result in a time lag with council initiatives, statutory reporting, budget setting. There are costs associated with this approach and there may be further costs in any review of the carbon budget or adjustments in approach to align with internal processes and statutory requirements.

Expected Benefits

- Access to external expertise.
- Assigns responsibility and accountability for emission reduction.
- Aims to encourage collaborative working/ shared responsibility for action.
- Sets targets/ trajectories for emission reduction.
- Allows for annual adjustments.
- Able to calculate different emission pathways.

Risks Specific to this Option

- Insufficient staff understanding of the methodology. May require annual costs to commission and update data annually.
- A disconnect in understanding between project implementation/ carbon target.
- May result in a time lag with council initiatives, statutory reporting, budget setting.
- Risk if projects are not delivered in the reporting period, that carbon savings are not delivered and this has a knock-on impact on reaching targets.
- Risk that the Council may not meet its overall and annual targets.
- Expected Costs £ Cost – unknown to be confirmed.
- Few examples of Councils where this approach has already been taken.

3.3 Option 3 - Develop an in-house methodology for a calculating an overarching annual carbon budget for the Council and progressing the approach to allocate an agreed fair portion to Functions and/ or Clusters, based on their influence (through service plans and budget) to implement carbon reduction projects. Under the approach, actions/ projects will be identified to contribute to an overall annual emission reduction target,

Expected Benefits

- Sets targets/ trajectories for emission reduction.
- Provide a means to monitor progress.
- Improved understanding of corporate CO2 emissions.
- Allows annual adjustments to be made.
- Carbon allocations can be assigned to a Function.
- Gives ownership and accountability to reducing emissions.
- Integrates carbon into decision making.
- Aligns with budget setting and service planning.
- Staff time is the only cost associated with this option.
- Aligns with information required for the statutory annual Climate Change Report.

Risks Specific to this Option

- Need to allocate staff time to developing a methodology
- No specific tools to support the process at organisation level.
- Risk if projects are not delivered in the reporting period.
- Risk that the Council may not meet its overall and annual targets.
- Need to agree a fair method of apportioning emissions between Functions.
- Internal allocations may need to be adjusted if there is internal restructuring.
- Risk that relevant functions do not achieve their annual allocations.

3.4 Option 4 – Develop an in-house methodology for a calculating a carbon budget for the Council. – (allocated to themes for the plan). Establishing a methodology and an annual carbon budget for the council and apportion an annual carbon allocation for each of the operational themes under the plan; buildings, transport and other operations. This would have similar benefits/risks to option 3, allocating to themes would support the delivery of the Council Energy and Climate Plan and emissions data can be readily apportioned to themes. However, under this approach there may be a disconnect to the budget setting and service planning process.

Expected benefits

- Sets targets and trajectories for emission reduction.
- Improve understanding of corporate CO2 emissions.
- Data is already attributed to themes.
- No internal adjustments will be required if there is internal restructuring.
- Approach can be designed that aligns information required for the statutory annual Climate Change Report.
- Staff time is the only cost associated with this option.

Risks Specific to this Option

- Need staff time to developing a methodology.
- Less able to align with budget setting and service planning.
- Less accountability for carbon reduction actions.
- Risk that the themes may not meet the annual carbon budgets and the Council may not meet overall annual carbon budget.

3.5 Option 5 - Implement a carbon management approach. By setting a long-term emission reduction target actions could be identified that can contribute to the target. However, there would be less flexibility in the short to medium term and less understanding of the immediacy for action. This approach would not be the most effective for alignment to budget setting and service planning.

Expected benefits

- Approach can be designed that aligns information required for the statutory annual Climate Change Report.
- Schedules carbon reductions.
- Staff time is the only cost associated with this option.

Risks Specific to this Option

- Lack of flexibility.
- Lack of responsibility across Functions and Clusters to contribute to the emission reduction targets.
- Less able to align to short/ medium term decision making.

Table 1: Scoring Options Against a Net Zero Council Objective

Objectives – Net Zero	Option 1		Option 2		Option 3		Option 4		Option 5	
Ease of use	N/A	0	Unknown	0	Need to update if restructuring. To apportion budget	2	Aligns with emission theme work	3		3
Builds understanding	Not build understanding: carbon data/ progress	0	May be insufficient staff understanding methodology	2	Improved understanding of carbon emissions	3	Improved understanding of carbon emissions	2	Less understanding of carbon emissions	1
Resource use	Benefits from carbon savings lost	0	Access external expertise	2	Staff time to develop/ update	2	Staff time to develop/ update	2	Staff time to develop/ update	2
Links decision making	No planned approach	0	May be a time lag with reporting and decision making	2	Can align with budget setting and service planning	3	Can align with budget setting and service planning	2	Less able to align to short/ medium term decision making.	1
Cost		2	£ cost to commission. Annual update costs	-1		2		2		2
Effectiveness	No responsibility for action on climate change	0		3	Assigns responsibility for emission reduction to Functions/ clusters	3	Assigns responsibility for emission reduction to themes	2	Less responsibility on emission - Functions/ Clusters	1
Allows for flexibility		0	May be less so if internal changes	1	Flexible	3	Flexible	3	Lack of flexibility	0
Supports compliance	Failure to reduce emissions/ set target(s)	0	Can support compliance	3	Can support compliance	3	Can support compliance	3	Can support compliance	3
Total		2		12		21		19		13
Ranking		5		4		1		2		3

*Fully delivers 3, Mostly delivers 2, Delivers to an extent 1, Does not deliver 0, Negative impact on objective -1*

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## ABERDEEN CITY COUNCIL

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<b>COMMITTEE</b>	City Growth and Resources
<b>DATE</b>	28 October 2020
<b>EXEMPT</b>	No
<b>CONFIDENTIAL</b>	No
<b>REPORT TITLE</b>	Tour of Britain 2022 – Update
<b>REPORT NUMBER</b>	COM/20/184
<b>CHIEF OFFICER</b>	Richard Sweetnam
<b>REPORT AUTHOR</b>	Stephen O’Neill
<b>TERMS OF REFERENCE</b>	3.2

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### 1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to update the City Growth and Resources Committee on the impact that Covid-19 has had on the 2021 Tour of Britain; and seek additional approval for the city to host the Grand Depart of the Tour of Britain in 2022.

### 2. RECOMMENDATION(S)

That the Committee:

- 2.1 Instruct the Head of Commercial and Procurement, following consultation with the Chief Officer - Finance and Chief Officer – City Growth, to vary the current contract to reflect that the City will now host the Final Stage of the Tour Britain in 2021 and the Grand Depart in 2022, subject to similar agreement being made by Aberdeenshire Council, and funding being secured by SweetSpot from EventScotland;
- 2.2 Agrees to underwrite the cost of the events up to a maximum of £135,000 per annum, subject to the same agreement being made by Aberdeenshire Council and funding being secured by Sweetspot from EventScotland.

### 3. BACKGROUND

- 3.1 On the 25 June 2019, the City Growth and Resources Committee resolved to instruct officers to enter into a contract to host the Final Stage of the Tour Britain in 2020 and the Grand Depart in 2021.
- 3.2 Due to the impact and risks of Covid-19, a decision was made on the 14 May 2020 to postpone the 2020 edition of the Tour of Britain until September 2021. This decision was made following detailed consultations with British Cycling, regional stakeholders, sponsors and partners of the race.
- 3.3 This decision postponed the Aberdeen Tour Finish of the Tour of Britain from September 2020 until September 2021 and, subsequently, saw the 2022 Grand

Depart stage fall outwith the scope of the Council’s current contract and committee approval.

#### 4. FINANCIAL IMPLICATIONS

- 4.1 The fee cost for each event, by location, is £250,000, under a contract between the host location and SweetSpot, promoters of the Tour of Britain. It was agreed that EventScotland would contribute £50,000 to the 2020 and 2021 events, under a separate agreement with SweetSpot, and this is anticipated to be the case with the 2021 and 2022 events also. The remaining costs were agreed to be split 50:50 between Aberdeen City Council and Aberdeenshire Council, and that the Councils underwrite this amount. Again, this is anticipated to the case in 2022.
- 4.2 Officers from the two Councils, working with SweetSpot, will continue to collaborate to secure commercial sponsorship of the event that could reduce the Councils’ expenditure and the impact to the Common Good Fund. However, it is likely that the ability to secure commercial sponsorship will be adversely impacted as a result of the impact of Covid-19 on local sectors.
- 4.3 If the Council decides to proceed with the recommendations in the report, then the Council’s Common Good budget would need to be re-profiled to take account of the revised commitment to bring the Tour of Britain to the city.
- 4.4 In addition, a host location would be legally obliged to cover additional costs associated with the event. These costs, which are referred to as “Schedule VI - Services to be provided by the host region/venue(s)”, would be divided on a 50:50 basis with Aberdeenshire Council.

#### 5. LEGAL IMPLICATIONS

- 5.1 Aberdeen City Council will enter a legally binding contract in order to bring the Tour of Britain to Aberdeen in 2021 and 2022. All contracts and grant agreements to be entered into shall be closely monitored to ensure that the Council’s interests are fully protected at all times. This will ensure that all actions are done in accordance with procurement legislation and regulations. The Commercial Legal Team within the Commercial and Procurement Service shall provide legal advice where necessary.

#### 6. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
<b>Strategic Risk</b>	Development of the tourism and events sector is a key priority in the Regional Economic Strategy (RES), the Council’s policy document	L	Event365 projects, such as the Tour of Britain, attract new audiences, and support the objectives of council strategies.



Category	Risk	Low (L) Medium (M) High (H)	Mitigation
	Stronger Together 2017-2022, the City Centre Masterplan (CCMP), and the Economic Rescue Plan.		
<b>Compliance</b>	Aberdeen City Council and our delivery partners have a legal obligation to enforce safe event delivery practices and protect public safety.	L	The Council's Event Safety Advisory Group (SAG) will be used, as is standard for any major event, to minimise any risk to public safety.
<b>Operational</b>		L	
<b>Financial</b>	The proposal assumes that Aberdeen City Council will underwrite 50% the costs of the events. There is a risk that the required external funding is not raised by the local authorities. Final Schedule VI costs will not be defined until the route has been agreed by all contracted partners. Reprioritisation of existing events may involve stopping funding off current events, improving on some existing events that demonstrate potential against Events365 criteria, bidding for existing high profile national and international	M	Agreed with SweetSpot and Aberdeenshire Council the risk is against the overall regional costs per annum. Working group established to discuss, review and cost route options to achieve best value and safe delivery. Adhering to agreed Events365 approach.

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
	events and stimulating the development of new proposals to be funded via partners or other sources.		
<b>Reputational</b>	Failure to attract and host quality local, national and international events of scale that deliver economic impact and exposure.	L	Aberdeen City Council is a member of VisitAberdeenshire and Aberdeen Inspired. At a strategic level, it has a key role in the long-term development of tourism in the city and North East of Scotland. Aligned to this, is its corporate role in providing confidence to the events market that the Council supports the attraction of the 'right' event for the city, and the contribution to wider economic, tourism and City Centre Masterplan objectives.
<b>Environment / Climate</b>	Additional footfall increases the Cities carbon footprint.	L	<p>The Tour of Britain, and proposed supplementary activities, will promote and encourage cycling and other sustainable transport methods, reducing the cities carbon footprint as more families adopt cycling as their preferred mode of transport.</p> <p>Officers will work with local stakeholders to develop transport communication strategies that encourage visitors to walk, cycle or utilise public transport,</p>

## 7. OUTCOMES

<b><u>COUNCIL DELIVERY PLAN</u></b>	
	<b>Impact of Report</b>
<b>Aberdeen City Council Policy Statement</b>	<p>The Tour of Britain links to the Aberdeen Events365 Strategy and Plan, a CCMP project which aims to develop a new portfolio of events that can be attracted to the city.</p> <p>The proposals within this report support many of the objectives of the City Centre Masterplan:</p> <ul style="list-style-type: none"> <li>• Promoting the view of Aberdeen city centre as an energetic, inclusive and fascinating place where people will want to live, work and visit.</li> <li>• Creating a stronger and more diverse city centre economy.</li> <li>• Building on local distinctiveness and maximising local business opportunities.</li> <li>• Ensuring Aberdeen city centre reflects its distinctive local culture, so it is like no other place.</li> </ul>
<b>Aberdeen City Local Outcome Improvement Plan</b>	
Prosperous Economy Stretch Outcomes	The proposals in this report support the tourism sector, and the potential to contribute to the growing tourism employment. There is also potential to contribute to business start ups in the tourism sector. Effective delivery will further enhance the city's international profile and standing and make the city a more attractive tourism and leisure destination.
Prosperous People Stretch Outcomes	Vibrant events such as the Tour of Britain support the city being a Child Friendly City. The proposals specifically seek to increase participation by children in ancillary activity around the main event. The proposals also support activity and sport that in turn supports health and well being.
Prosperous Place Stretch Outcomes	Aberdeen's competitiveness as a destination – both for visitors and investors – is supported by reducing carbon emissions. Cycling has a role in how the city is pitched to attract people, skills and talent. The proposals support the target to increase the proportion of people using cycling as a mode of

	travel. Aberdeen365 delivery is also a key programme area of the CCMP.
<b>Regional and City Strategies</b>	The proposals support the City Council's Economic Rescue plan by strengthening local supply chains and contributing towards local business growth; creating space to move and enjoy; and supportive the Shop, Visit, Eat Local initiatives.
<b>UK and Scottish Legislative and Policy Programmes</b>	Aberdeen's Safety Advisory Group model ensures that events which take place in Aberdeen are safe and uphold the requirements of relevant legislation. Furthermore, any event / activation will be subject to, and dependant on, the public health position, guidance and legislation at the time and are, therefore, subject to change.

## 8. IMPACT ASSESSMENTS

Assessment	Outcome
Impact Assessment	not required
Data Protection Impact Assessment	not required

## 9. BACKGROUND PAPERS

Council Strategic, 24 June 2019, Tour of Britain Funding Approval – PLA/12/299

## 10. APPENDICES

N/A

## 11. REPORT AUTHOR CONTACT DETAILS

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## ABERDEEN CITY COUNCIL

<b>COMMITTEE</b>	City Growth and Resources
<b>DATE</b>	28 <sup>th</sup> October 2020
<b>EXEMPT</b>	No
<b>CONFIDENTIAL</b>	No
<b>REPORT TITLE</b>	Aberdeen Low Emission Zone
<b>REPORT NUMBER</b>	COM/20/173
<b>DIRECTOR</b>	N/A
<b>CHIEF OFFICER</b>	Gale Beattie
<b>REPORT AUTHOR</b>	Will Hekelaar
<b>TERMS OF REFERENCE</b>	City Growth and Resources – 3.2 and 3.3

### 1. PURPOSE OF REPORT

- 1.1 To advise Members of recent developments that have impacted on Low Emission Zone (LEZ) planning, particularly officers' ability to comply with the instructions of the February 2020 City Growth and Resources Committee, and the Scottish Government's revised timetable for the introduction of LEZs in Scotland.

### 2. RECOMMENDATION(S)

That the Committee:-

- 2.1 Agree that it is no longer necessary or appropriate to pursue a Traffic Regulation Condition (TRC) as Phase 1 of Aberdeen's LEZ in 2020; and
- 2.2 Instruct the Chief Officer – Strategic Place Planning to report the outcomes of traffic modelling and engagement exercises to this Committee in June 2021.

### 3. BACKGROUND

- 3.1 At their [meeting](#) in February 2020, Members of the City Growth and Resources Committee instructed the Chief Officer – Strategic Place Planning to:
- Apply to the Traffic Commissioner for a TRC requiring that 25% of all local bus services in Aberdeen city centre achieve Euro VI (or better) compliance by 31st December 2020; and
  - Undertake public and stakeholder engagement on options for a city centre LEZ encompassing multiple vehicle types and report the outcomes of this process to the Committee in October 2020.

Since the Committee meeting, however, there have been a number of developments affecting LEZs which have impacted upon officers' ability to comply with these instructions.

- 3.2 Most significantly, the COVID-19 pandemic has impacted the bus industry in ways that were not foreseen back in February. With passenger numbers and subsequent revenue severely impacted by the nationwide lockdown and government advice against non-essential public transport use even as restrictions eased, bus operators are in an extremely precarious financial position and the Council must be sensitive to the fact that local operators are unlikely to be able to pursue a significant fleet upgrade / replacement programme in 2020 to achieve TRC compliance. Any attempt by the Council or partners to impose such conditions risks further harm to local operators at this time and could result in services being permanently reduced or withdrawn, a situation counterproductive to LEZ objectives.
- 3.3 At a meeting of the national LEZ Consistency Group in April 2020, it was agreed by Transport Scotland and the 4 LEZ cities that it would be inappropriate to impose TRCs at this time. Transport Scotland also confirmed that discussions with the Traffic Commissioner for Scotland had made it clear that the Commissioner would have limited capacity to consider TRCs during 2020 in any case.
- 3.4 Furthermore, in May 2020, the Cabinet Secretary for Transport, Infrastructure and Connectivity announced a revision of the LEZ commitment, recognising that COVID-19 will impact on Councils' ability to deliver LEZs by the end of 2020, and that relaxing the commitment would enable local authorities to consider the longer-term impacts of COVID-19 on transport and travel behaviour and any implications this may have on LEZ planning. In August 2020, the Cabinet Secretary announced a revised commitment to introduce LEZs in Aberdeen, Dundee, Edinburgh and Glasgow between February 2022 and May 2022. Due to the unprecedented impact of COVID-19, both now and in the future, this is not a finalised timetable for introduction but a commitment by all partners to work as quickly as they can to introduce LEZs at the earliest juncture.
- 3.5 As introducing a LEZ via a TRC is no longer a recommended route for local authorities, the only means of doing so is via powers granted in the Transport (Scotland) Act 2019. This route is reliant on the publication by Transport Scotland of supporting LEZ Regulations and Guidance which is anticipated by summer 2021. This will therefore be the earliest time at which a LEZ proposal compliant with national guidance can be fully developed. Thereafter there is likely to be a period of statutory consultation and potentially formal examination before any finalised scheme can be submitted for Council and Ministerial approval.
- 3.6 In the meantime, work is continuing on the Aberdeen LEZ option appraisal process and the Interim National Low Emission Framework (NLEF) Stage 2 report is now complete. In accordance with the NLEF and STAG (Scottish Transport Appraisal Guidance), a long list of possible LEZ options has been identified and subject to sifting and initial appraisal to determine a shortlist of feasible and deliverable options which perform well against the appraisal criteria and have predicted air quality benefits, and which are therefore recommended for detailed appraisal, modelling and public and stakeholder engagement. These options are:

- 1A – Union Street Area;
- 1B – Union Street Area, excluding Denburn Road and Guild Street;
- 2A – Union Street and George Street Area;
- 2B – Union Street and George Street Area, excluding Denburn Road and Guild Street;
- 3A – City Centre Masterplan (CCMP) East Area;
- 3B – CCMP East Area, excluding Denburn Road and Guild Street;
- 4A – CCMP Area; and
- 4B – CCMP Area, excluding Denburn Road and Guild Street.

Plans showing the boundary of each option, and a summary of the appraisal process so far, are included within the National Low Emission Framework – Summary of Interim NLEF Stage 2 Report included as Appendix 1. The report is Interim until the outcomes of the modelling and engagement exercises can be included, with the process due to culminate in the identification of a preferred option.

- 3.7 It was initially proposed to hold public and stakeholder consultation on options during spring 2020. However, as a number of consultees are city centre retailers and businesses, it was not considered appropriate to consult while the country was in full lockdown and consultation activities were paused. Engagement subsequently took place during September and October 2020 and the results are currently being analysed
- 3.8 The revised city centre traffic model was completed in May 2020 and testing of the options is now underway, including testing LEZ options in combination with the strategic transport elements of the CCMP. The modelling will address ongoing uncertainty around the longer-term impacts of the pandemic by considering a range of future economic and traffic scenarios.
- 3.9 LEZ development work will continue to take account of the effects and impacts of COVID-19 as the situation develops, including ongoing restrictions, increased demand for walking and cycling and high quality spaces for people, and the desire to ‘build back better’ as we recover from the pandemic.

#### **4. FINANCIAL IMPLICATIONS**

- 4.1 To date, LEZ appraisal work and model development have been fully funded by Transport Scotland, with staff time to manage the project funded via CIVITAS PORTIS.
- 4.2 The Council has been awarded £120,000 from Transport Scotland to continue appraisal work during 2020/21. £56,000 has also been awarded from Nestrans for modelling LEZ options with strategic transport elements of the CCMP. It is not anticipated that there will be any other costs to the Council at this stage other than staff time, as the CIVITAS PORTIS programme comes to an end in 2020. This staff time is already accounted for within existing budgets.

4.3 There will be costs associated with the establishment, maintenance and enforcement of a LEZ and these will be fully defined as the appraisal process develops and a preferred option emerges.

## 5. LEGAL IMPLICATIONS

5.1 Aberdeen City Council (ACC) has a legal duty to meet statutory air quality objectives and improve air quality in its Air Quality Management Areas through the implementation of the Air Quality Action Plan (2011) and associated initiatives.

5.2 Legislation enabling local authorities to declare and enforce LEZs is included within the Transport (Scotland) Act 2019, with supporting Regulations and Guidance due to be published by Transport Scotland in 2021.

## 6. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
<b>Strategic Risk</b>	<p>Delivery of a LEZ supports a number of the Council's strategic priorities, particularly in terms of a sustainable economy, a sustainable transport system, the continued health and prosperity of our citizens and a high-quality environment.</p> <p>Failure to deliver a LEZ where there is evidence of its effectiveness could undermine the Council's ability to realise these aspirations.</p>	M	<p>Continue with work to identify an optimum LEZ for Aberdeen.</p> <p>Ensure appraisal of options is evidence-based, supported by air quality and traffic modelling.</p> <p>Undertake further engagement on proposals.</p>
<b>Compliance</b>	ACC could face legal challenge should air quality continue to breach objective limits and insufficient	M	Continue to identify an optimum LEZ for Aberdeen, as part of a package of measures to address air pollution.



	<p>action is taken to address this.</p> <p>Any LEZ may be subject to objection and/or require a formal hearing.</p>		<p>Continue to work with the public and stakeholders to understand and mitigate concerns around a LEZ.</p>
<b>Operational</b>	<p>There may be risks around the operation and enforcement of LEZs but these are not fully defined at this stage.</p>	L	<p>Identify and monitor risks as LEZ moves from feasibility stage to design and delivery. Continue to engage with Transport Scotland as they develop the Guidance and Regulations around establishment and enforcement.</p>
<b>Financial</b>	<p>Continuing poor air quality could see increasing societal costs arising from pollution-related health complaints.</p> <p>Care needs to be taken that any LEZ ultimately recommended for implementation supports the economic vitality of the city centre.</p> <p>There may be risks associated with the costs of implementing, managing, maintaining and enforcing a LEZ but these are undefined at present.</p>	M	<p>Continue with work to identify an optimum LEZ for Aberdeen and ensure options are subject to robust appraisal process.</p> <p>Continue to work with Transport Scotland and the other LEZ cities to determine the optimum approach to LEZ delivery, management, maintenance and enforcement.</p>
<b>Reputational</b>	<p>Failure to implement a LEZ when there is evidence of the health benefits of doing so could result in reputational damage should ACC not take sufficient action to improve air</p>	H	<p>Continue with work to identify an optimum LEZ for Aberdeen supported by robust evidence of the benefits.</p>

	quality and the health and wellbeing of our citizens and visitors.		
<b>Environment / Climate</b>	<p>If a LEZ is not delivered the Council may not meet EU, UK and Scottish objective limits for a number of harmful pollutants, and / or local and national targets around carbon emissions reduction.</p> <p>There are risks that implementation of a LEZ in one area could increase emissions in other areas.</p>	M	<p>Continue with work to identify an optimum LEZ for Aberdeen.</p> <p>Undertake traffic and air quality modelling of LEZ options to fully understand the likely impacts.</p>

## 7. OUTCOMES

<b><u>COUNCIL DELIVERY PLAN</u></b>	
<b>Impact of Report</b>	
<b>Aberdeen City Local Outcome Improvement Plan</b>	
Prosperous People Stretch Outcomes	The proposals within this report support the delivery of Stretch Outcome 11 in the LOIP: <i>Healthy life expectancy (time lived in good health) is five years longer by 2026</i> . Poor air quality is known to worsen a number of health conditions, particularly those affecting the heart and lungs, potentially reducing life expectancy for sufferers. A LEZ could improve health and therefore increase life expectancy by reducing concentrations of harmful pollutants.
Prosperous Place Stretch Outcomes	The proposals within this report support the delivery of Stretch Outcome 14 ( <i>Addressing climate change by reducing Aberdeen's carbon emissions by 42.5% by 2026 and adapting to the impacts of our changing climate</i> ) in that most measures to reduce air pollutants will also reduce carbon emissions. The proposals may also contribute towards the delivery of Stretch Outcome 15 ( <i>38% of people walking and 5% of people cycling as main mode of travel by 2026</i> ) in that traffic levels within the LEZ area may reduce, resulting in a safer environment for walking and cycling.

<p><b>Regional and City Strategies</b></p>	<p>The proposals in this report support the delivery of the Regional and Local Transport Strategies, both of which aim to deliver a cleaner transport system which results in fewer emissions. Specifically, the emerging RTS 2040 identifies as priorities: <i>No exceedance of WHO safe level of emissions</i> and <i>Reduced carbon emissions to support net-zero</i>.</p> <p>They also complement the Council's Net Zero Vision, specifically actions around supporting people to make low-emission lifestyle choices and removing the need for people to purchase petrol or diesel cars or vans. A LEZ is identified as a means of achieving City Centre Regeneration within the supporting Infrastructure Plan.</p> <p>A LEZ will also support delivery of the Council's Air Quality Action Plan and complement the CCMP by contributing to the development of a cleaner and more welcoming city centre for residents and visitors.</p>
<p><b>UK and Scottish Legislative and Policy Programmes</b></p>	<p>Delivery of a LEZ contributes towards the delivery of the Scottish National Transport Strategy (NTS2) and the Cleaner Air for Scotland (CAFS) Strategy and compliance with European, UK and Scottish legislation on Air Quality Standards and Objectives. It also supports the Climate Change (Emissions Reduction Targets) (Scotland) Act which sets targets for a reduction of greenhouse gas emissions. The Transport (Scotland) Act 2019 makes provision for local authorities to introduce and enforce LEZs.</p>

## 8. IMPACT ASSESSMENTS

Assessment	Outcome
<p><b>Impact Assessment</b></p>	<p>Various impact assessments will be undertaken as part of the LEZ option appraisal process and the outcomes of these will be reported alongside the recommendation of a preferred option.</p>
<p><b>Data Protection Impact Assessment</b></p>	<p>Not required.</p>

## 9. BACKGROUND PAPERS

None

## 10. APPENDICES

## 11. REPORT AUTHOR CONTACT DETAILS

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## NATIONAL LOW EMISSION FRAMEWORK – SUMMARY OF INTERIM NLEF STAGE 2 REPORT



**SYSTRA**

# ABERDEEN LOW EMISSION ZONE

## NATIONAL LOW EMISSION FRAMEWORK – SUMMARY OF INTERIM NLEF STAGE 2 REPORT

### IDENTIFICATION TABLE

<b>Client/Project owner</b>	Aberdeen City Council
<b>Project</b>	Aberdeen Low Emission Zone
<b>Type of document</b>	National Low Emission Framework – Summary of Interim NLEF Stage 2 Report
<b>Type of document</b>	Summary Report
<b>Date</b>	08/06/2020
<b>Reference number</b>	GB01T19I15/040520
<b>Number of pages</b>	30

### APPROVAL

Version	Name		Position	Date	Modifications
1	Author	David Murtagh	Principal Consultant	08/06/2020	
	Checked by	Callum Guild	Principal Consultant	08/06/2020	
	Approved by	David Murtagh	Principal Consultant	08/06/2020	
2	Author			DD/MM/YY	
	Checked by			DD/MM/YY	
	Approved by			DD/MM/YY	

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# 1. INTRODUCTION

## 1.1 Introduction

1.1.1 In September 2017, the Scottish Government, in their [Programme for Government](#), committed to the introduction of Low Emission Zones (LEZs) into Scotland's four biggest cities (Glasgow, Edinburgh, Dundee and Aberdeen) by 2020.

1.1.2 An LEZ is a scheme under which individuals are prohibited from driving vehicles which fail to meet specified emissions standards within a designated geographical area.

1.1.3 Low Emission Zones are included in the [Transport \(Scotland\) Act](#) which received Royal Assent in November 2019. The Act provides the legislative framework for Scottish local authorities to design, establish and operate nationally consistent LEZs. It allows the Scottish Government to set consistent national standards for a number of key aspects including emissions, penalties, exemptions and parameters for grace periods. Local authorities will then have the powers to create, enforce, operate or revoke an LEZ in their areas and to design the shape, size and vehicle scope of their low emission zone.

1.1.4 This document provides a summary of the assessment and appraisal process to inform the Aberdeen LEZ. The appraisal followed the Scottish Government's [National Low Emission Framework](#) (NLEF) guidance where NLEF is "*an air quality-focused, evidence-based appraisal process developed to help local authorities consider transport related actions to improve local air quality, where transport is identified as the key contributor to air quality problems*" (NLEF, 2019).

1.1.5 NLEF is a two stage process consisting of the following elements:

- Stage 1 – Screening
- Stage 2 – Assessment

1.1.6 The NLEF Stage 1 Screening is designed to review Aberdeen's Local Air Quality Management and build an evidence base to assist in the decision of whether a LEZ is appropriate for a particular Air Quality Management Areas (AQMA). It subsequently informs the appraisal and implementation of Aberdeen's LEZ through the Stage 2 Assessment process. Transport Scotland advised Aberdeen City Council (ACC) that the NLEF Stage 1 process was not formally required as Aberdeen are committed to delivering a LEZ for the city as a result of the Programme for Government commitment.

1.1.7 While no formal screening has taken place, the key stage of compiling the evidence base to support the LEZ option development and appraisal was undertaken. It was crucial to understand existing air quality in Aberdeen and to review all relevant regional and local plans, policies and strategies that may influence or be influenced by a LEZ in Aberdeen. This evidence base and policy review formed the first part of the NLEF appraisal, and is summarised in Chapter 2.

1.1.8 A Stage 2 Assessment, is described by the NLEF Guidance as comprising the following key steps:

1. Define the objectives for the potential LEZ
2. Assess the impact of potential LEZ options with regard to air quality using the National Modelling Framework Aberdeen City Model
3. Identify the preferred option, including consideration of geographical extent and scope of vehicles to be included
4. Stakeholder input and consultation
5. Consider the wider impacts of the preferred option (e.g. traffic and air quality modelling, Strategic Environmental Assessment, Equality Impact Assessment)
6. Support the identification of the costs associated with implementing the preferred option

1.1.9 An Interim NLEF Stage 2 Assessment was undertaken and reported on in *Aberdeen Low Emission Zone, National Low Emission Framework Interim Stage 2 Report (SYSTRA Ref. GB01T19I15/281119, April 2020)*. The Interim NLEF Stage 2 Report details the identification of the LEZ objectives and the preferred LEZ options (steps 1-3) to be presented for consultation (step 4) and detailed modelling (step 5). The tools to undertake the detailed testing through local traffic and air quality models and wider impact assessments of the preferred option are not yet available for use and the Interim Stage 2 Report therefore did not include results from the consultation period or the detailed testing, and nor did it identify the cost of the preferred option.

## 1.2 Purpose of this Report

1.2.1 This report summarises the key stages of Interim NLEF Stage 2 Assessment, providing detail on the objectives of Aberdeen's LEZ, the high level appraisal to identify emerging options and the detailed LEZ option appraisal, before summarising the identified LEZ options for consultation and model testing. The report consists of the following chapters:

- A summary of the evidence base to support the development of LEZ options for Aberdeen
- A review of the adopted objectives of Aberdeen's LEZ
- An outline of the LEZ option generation process
- A review of the outcomes from the detailed appraisal of LEZ options
- A summary of the recommended LEZ options for consultation and detailed testing
- An outline of the next steps in the assessment of a LEZ for Aberdeen

## 2. EVIDENCE BASE

### 2.1 Introduction

2.1.1 The first part of the Interim NLEF Stage 2 Report builds an evidence base to support the LEZ option development and appraisal process. Three main elements of evidence gathering were:

- A detailed policy review to understand all relevant regional and local plans, policies and strategies that may influence or be influenced by a LEZ in Aberdeen
- A review of the existing air quality in Aberdeen to identify the key problem locations and inform the LEZ area coverage
- High level air quality modelling to understand the network wide air quality under current (base) and possible LEZ scenarios

2.1.2 This chapter summarises the evidence base for Aberdeen’s LEZ, provided in detail in Chapters 2, 3 and 4 of the *Aberdeen Low Emission Zone, National Low Emission Framework Interim Stage 2 Report (SYSTRA Ref. GB01T19I15/281119, April 2020)*.

### 2.2 Policy Review

2.2.1 The policy review first set the context of the legislative framework for introducing a LEZ in Aberdeen, providing background on where LEZ fits in the legislative landscape. This was followed with a detailed review of National, Regional and Local plans, policies and strategies to ensure cognisance is taken of those that may help shape a LEZ in Aberdeen or in turn, be impacted by the introduction of a LEZ.

2.2.2 It was also important that any major committed infrastructure for Aberdeen City Centre was considered when developing options for Aberdeen’s LEZ and likewise, any existing studies in and around Aberdeen city centre that could to complement the development of a LEZ and vice versa.

- European Air Quality Legislation
  - The Ambient Air Quality and Cleaner Air for Europe (CAFE) Directive ([2008/50/EC](#))
  - 2013 Clean Air Programme for Europe ([COM\(2013\)918](#))
  - 2016 National Emissions Ceiling Directive ([2016/2284/EU](#))
- UK and Scottish Air Quality Legislation
  - [The Environment Act 1995: Part IV](#)
  - [The Air Quality Strategy for England, Scotland, Wales and Northern Ireland](#)
  - [Air Quality Standards \(Scotland\) Regulations 2010](#)
  - [Air Quality \(Scotland\) Regulations 2000](#)
  - [Air Quality \(Scotland\) Amendment Regulations 2002](#)
  - [Air Quality \(Scotland\) Amendment Regulations 2016](#)
  - [Cleaner Air for Scotland – The Road to a Healthier Future \(CAFS\)](#)
  - [National Low Emission Framework \(NLEF\)](#)
- National Plans, Policies and Strategies
  - [National Planning Framework 3 \(NPF3\)](#)
  - [National Transport Strategy 2 \(NTS2\)](#)
  - [Strategic Transport Projects Review \(STPR\)](#)
- Regional Plans, Policies and Strategies
  - [Aberdeen City and Shire Strategic Development Plan](#)

- [Aberdeen City Region Deal](#)
- [Nestrans Regional Transport Strategy 2013–2035 Refresh](#)
- Nestrans Freight Action Plan 2014 / [Freight Distribution Strategy](#) 2018
- Local Plans, Policies and Strategies
  - [Aberdeen Local Transport Strategy \(LTS\) 2016-2021](#)
  - [Aberdeen City Centre Masterplan \(CCMP\)](#)
  - [North East Scotland Roads Hierarchy Study](#)
  - [Aberdeen Sustainable Urban Mobility Plan \(SUMP\)](#)
  - Aberdeen City Centre Microsimulation Model (Paramics)
  - Aberdeen Sub Area Model (ASAM)
  - Aberdeen Air Quality Model (National Modelling Framework)
- Committed infrastructure
  - [South College St Junction Improvements project](#) – Due to be in place by Autumn 2021
  - [Berryden Corridor Improvements](#) - Originally proposed for completion by 2020, now expected 2023
  - [Union Terrace Gardens](#) – Completion proposed by Summer 2021
- Ongoing ACC Studies
  - Electric Vehicle (EV) Framework
  - Car Parking Framework
  - Multi-modal transport study on the Wellington Road Corridor

## 2.3 Analysis of 2018 Air Quality Monitoring Data

- 2.3.1 In 2018 ACC undertook automatic (continuous) monitoring at 6 sites and non-automatic (passive diffusion tube) monitoring at 70 sites during 2018 for Nitrogen Dioxide (NO<sub>2</sub>) and Particulate Matter (PM<sub>10</sub> and PM<sub>2.5</sub>).
- 2.3.2 In total, there were 9 monitoring locations where annual mean concentrations of NO<sub>2</sub> exceed the legal limit of 40 µg/m<sup>3</sup> (micrograms per cubic metre) and a further 10 monitoring sites where annual mean concentrations of NO<sub>2</sub> exceed 36 µg/m<sup>3</sup>. Data analysis showed that the total number of exceedance locations in the city has reduced each year from 2014 (16 locations) to 2018 (9 locations).
- 2.3.3 The primary exceedance locations of NO<sub>2</sub> are shown to be within the city centre as shown in Figure 2.1



Figure 2.1 : 2018 Annual Mean Concentrations of NO<sub>2</sub> greater than 36 µg/m<sup>3</sup> (City Centre AQMA)

2.3.4 In 2018 there were no recorded exceedances of the PM<sub>10</sub> or PM<sub>2.5</sub> annual mean objective or the PM<sub>10</sub> 24 hour mean objective at any of the monitoring sites.

2.3.5 The observed air quality data shows that the City Centre AQMA currently experiences the highest number of exceedances and the highest level of exceedances for the NO<sub>2</sub> objective. The current observed air quality data suggests that a LEZ may be an appropriate tool to tackle the remaining air quality problems in the City Centre AQMA and this area therefore became the focus of the NLEF appraisal for Aberdeen’s LEZ.



Figure 2.2: Aberdeen City Centre AQMA for NO<sub>2</sub> and PM<sub>10</sub>

**2.4 LEZ Vehicle Compliance in Aberdeen**

2.4.1 Transport Scotland commissioned Automatic Number Plate Recognition (ANPR) surveys in May 2019 to inform the characteristics of the vehicle fleet in Aberdeen.

2.4.2 This information allowed detailed modelling of the existing vehicle fleet in the Aberdeen air quality model. The data also identified the proportion of vehicles considered compliant or non-compliant with the proposed LEZ regulations. This information is crucial in developing and appraising options for a LEZ as it informs the total number of vehicles likely to be required to find alternative routes to avoid the LEZ penalty, and can help identify whether a particular option is feasible or not.

2.4.3 In line with the Transport (Scotland) Act, the vehicle compliance for LEZ is:

- Euro 6 for diesel cars and light goods vehicles (LGVs)
- Euro VI for diesel buses and heavy goods vehicles (HGVs)
- Euro 4 for petrol vehicles

2.4.4 The proportion of non-compliant vehicles in Aberdeen, based on 2019 survey data is shown in Table 2.1.

**Table 2.1 : LEZ non-compliant vehicle proportions**

Fuel Type	Car	LGV	HGV
Non-compliant diesel	26.3%	59.7%	27.0%
Non-compliant petrol	3.9%	0.1%	0.0%
Total non-compliant	30.3%	59.8%	27.0%

**2.5 The National Modelling Framework**

2.5.1 The National Modelling Framework (NMF) provides a standardised approach to modelling air quality to support the consideration of LEZs in Scotland. The NMF ensures that the analysis and generation of evidence to support decision-making in the LEZ development process is consistent across those local authorities undertaking a NLEF Stage 2 assessment.

2.5.2 The NMF air quality modelling is undertaken by SEPA and modelling results summarised here and presented in the *Aberdeen Low Emission Zone, National Low Emission Framework Interim Stage 2 Report (SYSTRA Ref. GB01T19I15/281119, April 2020)* have therefore been provided by SEPA.

2.5.3 The Aberdeen NMF Model was run for five high level LEZ scenarios to estimate likely changes to air quality to inform the option generation process. For each scenario the 2019 Base level fleet was adjusted for the specified vehicle type to bring it up to a 100% compliance with the LEZ standard with the Euro class mix for the other vehicle types remaining unchanged.

2.5.4 The high level analysis highlighted that improving the bus fleet to Euro VI standard buses in Aberdeen brings the largest reduction in network wide NO<sub>2</sub> from a single vehicle type, and that this reduction is significantly more than any other individual vehicle type. However, the modelling predicts that there would still remain locations of air quality exceedance under a bus only LEZ scenario, as highlighted in Figure 2.3.

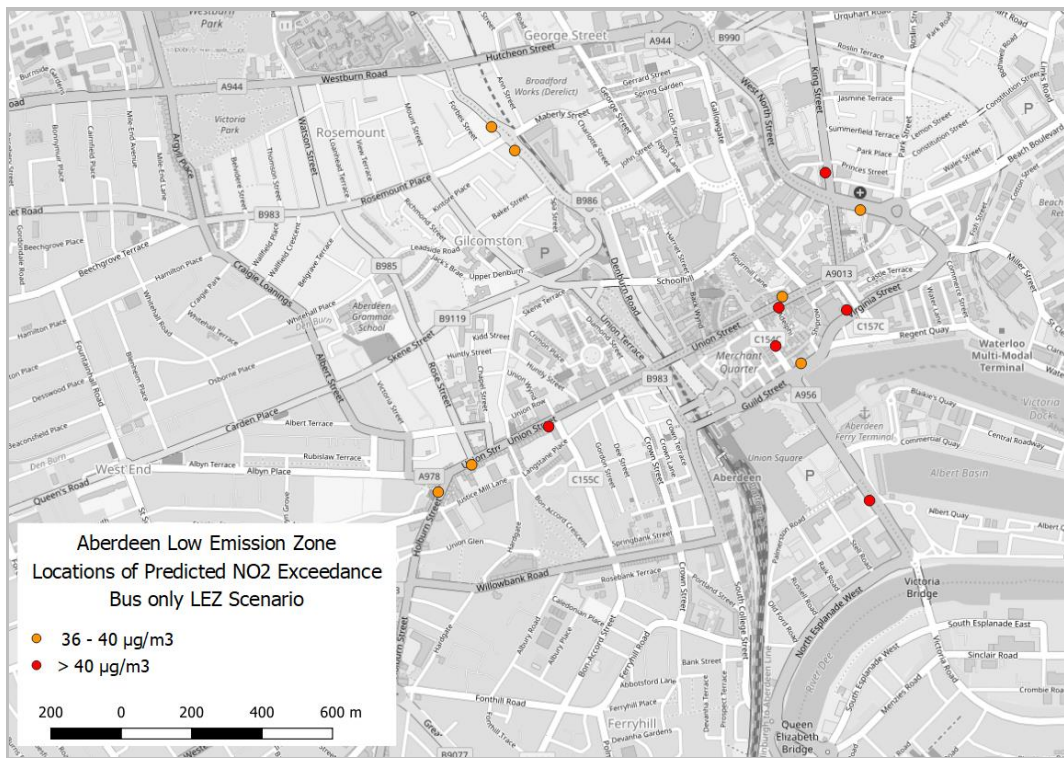


Figure 2.3 : Locations of predicted NO<sub>2</sub> greater than 36 µg/m<sup>3</sup> – Bus only

2.5.5

All other individual vehicle type scenarios resulted in smaller reductions in NO<sub>2</sub> concentrations. The reductions from each individual scenario were combined to explore the additional reductions that could be achieved from a multi-vehicle LEZ. This analysis highlighted that while network-wide NO<sub>2</sub> levels and the number of NO<sub>2</sub> exceedance locations would further reduce, there would still be locations where NO<sub>2</sub> was higher than legal limits. The predicted remaining air quality exceedance locations under an all vehicle LEZ are shown in Figure 2.4.

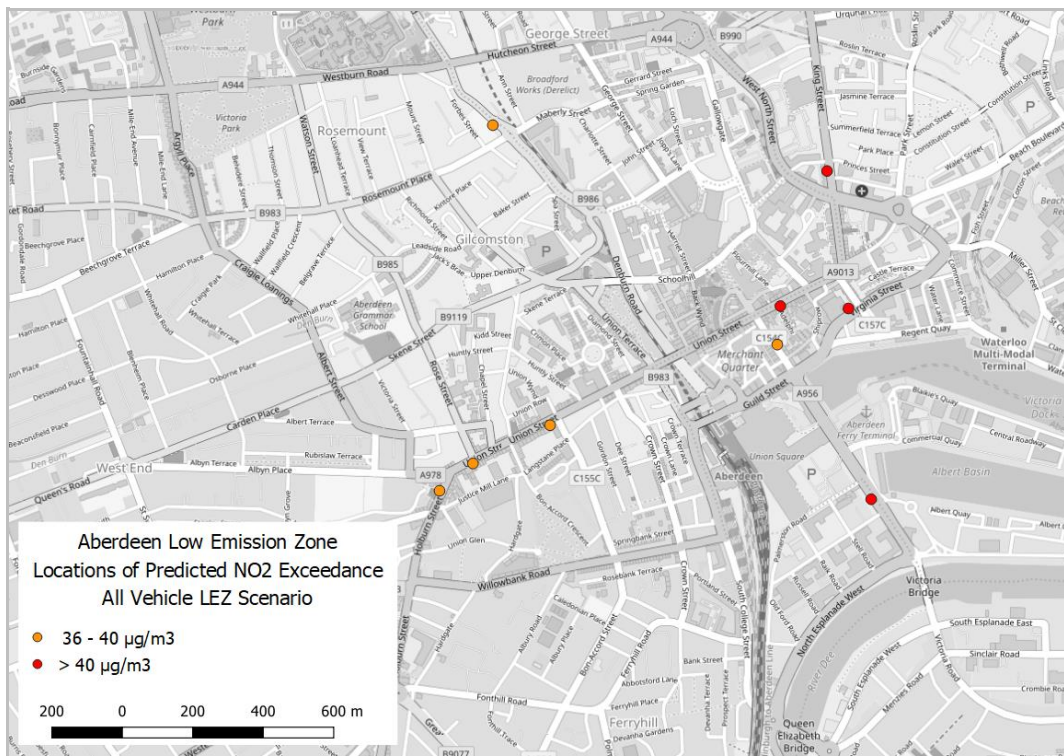


Figure 2.4 : Locations of predicted NO<sub>2</sub> greater than 36 µg/m<sup>3</sup> – All Vehicle

## 2.6 Summary of Key findings from the Evidence Base

- 2.6.1 The NMF air quality modelling has shown that if all vehicles in Aberdeen (city wide and regardless of potential LEZ options area) were compliant with LEZ emission standards, this measure would not be enough to address all air quality exceedances, although it must be noted that those remaining exceedances are significantly reduced from current levels closer to legal limits.
- 2.6.2 In order to tackle all air quality exceedance locations, it is therefore anticipated that the LEZ should be delivered with additional complimentary traffic management interventions such as junction re-design, bus priority measures or road closures.
- 2.6.3 It is outside the scope of the current Interim NLEF Stage 2 Report to provide details or solutions of what these interventions could be due to the ongoing development of the modelling tools required to test such interventions. The Aberdeen City Centre Paramics model (developed as part of the wider LEZ assessment work) will be utilised to test the preferred LEZ option(s) and help identify what and where complimentary measures are required. It is anticipated that the Paramics model will be ready as an assessment tool by the end of May 2020. The results from the LEZ option testing using the Paramics model will be detailed in a final NLEF Stage 2 Report.
- 2.6.4 The Aberdeen LEZ and any complimentary traffic management measures should align with the existing transport policy landscape in Aberdeen. The key Aberdeen policies and strategies that may shape the final LEZ option(s) are:
- Aberdeen Local Transport Strategy (2016)
  - Aberdeen City Centre Masterplan (CCMP)
  - North East Scotland Roads Hierarchy Study
  - Aberdeen City Sustainable Urban Mobility Plan (SUMP)
- 2.6.5 Of particular relevance is the optimum delivery programme for the CCMP proposals identified through a detailed Paramics traffic model testing process in 2016. Although the delivery of the CCMP is subject to change and timescale uncertainties, any LEZ option should not contradict the proposals identified by previous studies without providing the rationale for doing so.



### 3. OBJECTIVES OF ABERDEEN LOW EMISSION ZONE

3.1.1 NLEF Guidance states that *“the starting point for the stage two assessment process will be to define the objectives for the potential LEZ, taking account of the pollutant(s) of concern and with regard to any available information on source apportionment that identifies particular vehicle types that are a significant contributor to any air quality exceedances”* (NLEF, 2019).

3.1.2 The Aberdeen Low Emission Zone Project Group meeting on 14<sup>th</sup> November 2019 agreed the following principles to help devise the objectives of Aberdeen’s Low Emission Zone:

- The principal aim of the LEZ is to improve air quality in Aberdeen and achieve air quality standards (as specified in the Transport (Scotland) Act)
- An individual health objective should not be set given the difficulty in obtaining baseline health information of the population and measuring any resultant health benefits directly as a result of the LEZ
- Protection of and improvements to health will be an outcome of improvements to air quality
- The introduction of a LEZ should not be to the detriment of the city’s economic or social inclusion objectives
- The LEZ should aim to positively impact on the city economy, access to active travel options and changes in mode-share, city placemaking, social equality, tourism, and sustainable development and the LEZ objectives should reflect this.

3.1.3 Objectives were developed by the Aberdeen LEZ Project Group, comprising representatives of ACC, Aberdeenshire Council, Nestrans, NHS Grampian, Transport Scotland, SEPA and SYSTRA. Two primary objectives were identified to reflect that the principal aim of a LEZ is to improve air quality and a requirement within the Transport (Scotland) Act that a LEZ should contribute towards the climate change targets (towards net zero by 2045) set out in the Climate Change (Scotland) Act 2009

3.1.4 The objectives for Aberdeen’s Low Emission Zone were accepted at the City Growth and Resources Committee meeting on 5<sup>th</sup> December 2019, in the light of the context set out above.

3.1.5 Aberdeen’s Low Emission Zone will:

**Improve air quality in Aberdeen by reducing harmful emissions from transport and delivering on the Scottish Government’s statutory air quality objectives.**

**Support climate change targets by reducing road transport’s contribution to emissions.**

3.1.6 It is recognised that a LEZ can help realise wider benefits beyond air quality improvement, but that these are influenced by many other factors and not solely or directly attributable to a LEZ. Therefore the following supplementary objectives for Aberdeen’s Low Emission Zone have been identified:

- Protect public health and wellbeing;
- Support local and regional transport strategies by contributing to the development of a vibrant, accessible, and safe city centre, where the volume of non-essential traffic is minimised and active and sustainable transport movements are prioritised; and
- Contribute to ongoing transformational change in Aberdeen, helping promote the city as a desirable place to live, visit and invest in.

## 4. LEZ OPTION GENERATION

### 4.1 Introduction

4.1.1 NLEF is objective-led and consistent with the principles of Scottish Transport Appraisal Guidance (STAG). The starting point for the NLEF Stage 2 assessment was to define the objectives (above) for the potential LEZ to inform the LEZ option generation, sifting and development. STAG states:

*“The purpose of Option Generation, Sifting and Development is to derive a range of options which should provide the solution/s to meet the Objectives and alleviate the problems identified. It is vital to derive options which fully reflect the range available and at this early phase in the process, this exercise should not be constrained.”*

4.1.2 Evidence gathering identified the existing air quality problems and issues in Aberdeen, and the LEZ objectives were been derived such that any options that satisfy these objectives will help address the current air quality issues in the city.

4.1.3 Following STAG principles, an unconstrained option generation exercise was first undertaken to allow all possible options to be considered and open to appraisal. This resulted in a large number of potential options that required sifting, refinement and high level appraisal to ensure they were suitable to be progressed to detailed appraisal and testing.

4.1.4 STAG emphasises that option generation, sifting and development should be carried out in a logical and transparent manner. As such, the steps undertaken for Aberdeen’s LEZ options development were as follows:

- **Option Generation**
  - Define suitable LEZ areas
  - Combine with possible LEZ vehicle restrictions to create long list of LEZ options
- **Option Sifting**
  - Screen against LEZ air quality objective
  - Screen for feasibility and logic
- **Option Development**
  - Undertake high level qualitative appraisal
  - Define emerging options for detailed appraisal

4.1.5 At suitable stages in the assessment process, options that failed the screening criteria were removed from the appraisal process. In line with STAG, options were rationalised at suitable points in the appraisal to give a more succinct set of options. The options remaining at the end of the high level appraisal process were taken forward for detailed appraisal.

4.1.6 STAG guidance suggests a high level assessment of all options against their feasibility, affordability and public acceptability is undertaken as an initial screening method. However, no assessment against public acceptability or affordability was made at this stage of the Interim NLEF Stage 2 Assessment due to the minimal option detail, lack of public consultation (as this stage) and unknown future funding and operating costs. The Interim NLEF Stage 2 Assessment concludes with a set of LEZ options for detailed model testing and public and stakeholder consultation, and thereafter an assessment against public acceptability and affordability can be undertaken.

4.1.7 In addition to feasibility, an assessment of the logic of each proposed LEZ option boundary is undertaken as a screening method. Each option is therefore broadly assessed against:

- Feasibility – a preliminary assessment of the feasibility of implementation and operation of an option as well as any cost, timescale or deliverability risks associated with the operation of the option.

- Logical Boundary – consideration of geographically distinct areas to influence the understanding of the LEZ boundary such as key roads and junction and allowance for logical alternative routes for non-compliant vehicles.

4.1.8 This chapter provides a summary of option generation process with full details and reasoning behind each option and its progression or rejection during the process documented in the *Aberdeen Low Emission Zone, National Low Emission Framework Interim Stage 2 Report (SYSTRA Ref. GB01T19I15/281119, April 2020)*.

## 4.2 Summary of Low Emission Zone Option Development

4.2.1 The NLEF guidance states that:

*“The indicative boundary of potential LEZ options for consideration should be defined at the outset, taking account of local circumstances. Potentially, more than one boundary may be considered. For example, the AQMA boundary or one which covers just a few streets with the highest concentrations of air pollutants.”*

4.2.2 In accordance with NLEF guidelines, the area for consideration was informed by:

1. the area of exceedance of air quality objectives and the main sources of pollutants
2. geographically discrete areas, such as a town centre and other areas which are well defined (e.g. within an inner ring road)
3. features that may influence enforcement (e.g. an outer ring-road with junctions leading into exceedance areas, key access points such as bridges)
4. mapped emissions by vehicle type in order to identify areas where options are likely to be most effective. Mapping bus routes, taxi ranks and/or residential and commercial land-uses will be useful.
5. air quality along any such alternative routes to determine if they could be at risk of new exceedances as a result of displaced traffic
6. the potential need to allow vehicles to divert onto alternative routes to avoid the area of the LEZ

4.2.3 The initial option generation exercise identified 16 high level scenarios, as detailed in Table 4.1, with diagrams provided in Appendix A of the *Aberdeen Low Emission Zone, National Low Emission Framework Interim Stage 2 Report (SYSTRA Ref. GB01T19I15/281119, April 2020)*. A high level assessment was made on each of these areas to assess whether they would likely be feasible and logical as LEZ options. Eight of the 16 scenarios were considered potentially suitable as LEZ options and progressed in the appraisal process, as indicated in Table 4.1.

**Table 4.1 : Aberdeen LEZ areas for consideration**

LEZ Area Option	Description and development narrative	Progress Option
<b>Option 1</b> Central Union Street	Central section of Union Street from Bridge Street to Market Street. The option cuts the centre of Union Street and although it covers a limited area, it may change through-routeing thereby addressing additional areas of air quality concern	NO
<b>Option 2</b> Union Street	Full length of Union Street. The option targets the key city centre route and the numerous air quality exceedances. It is a key bus corridor and any reduction in traffic resulting from a LEZ may improve air quality and facilitate improvements to bus provision and services.	NO

LEZ Area Option	Description and development narrative	Progress Option
<b>Option 3</b> Union Street, Market Street & King Street	Union Street from Bridge Street to King Street, south of East North Street. The option extends Option 1 to capture exceedance locations on Market Street and Union Street and may influence routeing around King Street and East & West North Street	YES
<b>Option 4</b> Holburn Street, Union Street and King Street	Holburn Street, north of A93 to King Street, south of East North Street. A combination of Option 2 and Option 3, this option targets a key strategic route and adjacent exceedance locations	NO
<b>Option 5</b> City Centre Core	Holburn Street, north of A93 to King Street, south of East North Street and Market Street, north of Guild Street. Similar to Option 4, the option extends to the south to capture potential exceedance locations on the north end of Holburn Street while potentially influencing the western strategic routeing in the city	NO
<b>Option 6</b> City Centre AQMA	The option area covers the entire city centre AQMA. The LEZ is focused in the AQMA area and it is considered intuitive for a LEZ to follow an established air quality intervention area	NO
<b>Option 7</b> City Centre Masterplan	The city centre masterplan is a key ACC policy and the LEZ should complement this. This option has therefore been devised to mirror the established city centre masterplan area	NO
<b>Option 8</b> City Centre Exceedances	Option 7 (CCMP) does not encompass all exceedance locations and therefore Option 8 is devised as the minimum area covering all exceedances of the NO <sub>2</sub> annual mean air quality objective	NO
<b>Option 9</b> Holburn Street to Mounthooly roundabout	The option is devised to closely follow the key strategic routes of Holburn St, Willowbank Rd, South College St, Guild St, Virginia St, West North St, Hutcheon St, Skene Sq and Skene St. This allows for viable alternative routes for non-complaint vehicle while covering key exceedance locations	YES
<b>Option 10</b> Union Street with extended boundary	The option is devised to cover the same exceedances as Union St option (Option 2) but is bound by clearly defined roads to provide viable alternative routes for non-compliant vehicles	YES
<b>Option 11</b> Westburn Road/Hutcheon St to Willowbank Road	Area bound by Westburn Rd/Hutcheon St, West North St, Virginia St, Guild St, Willowbank Rd, Holburn St, Albert St, Argyll Pl, this option extends Option 10 to the west to include Gilcomston and Rosemount while still being bound by viable alternative routes	YES
<b>Option 12</b> Westburn Road/Hutcheon St to the River Dee	This option extends Option 11 to the south to capture a wider area including exceedance locations on Market Street	YES

LEZ Area Option	Description and development narrative	Progress Option
<b>Option 13</b> City Centre Exceedances with extended boundary	This option is devised to cover all the air quality exceedances as per Option 8 but is bound by clearly defined roads to provide viable alternative routes for non-compliant vehicles	YES
<b>Option 14</b> City Centre Exceedances with additional extended boundary	The option extends the Option 13 to include Argyle Pl and Albert St and further influence strategic routeing on the western side of the city centre	YES
<b>Option 15</b> City Centre Masterplan with extended boundary	The option was developed from Option 7 to cover the proposed city centre masterplan area but is bound by clearly defined roads to provide viable alternative routes for non-complaint vehicles	YES
<b>Option 16</b> City Cordon	Area bounded by the River Don, Anderson Drive and River Dee and devised to provide a wide area option encompassed by these key strategic routes.	NO

4.2.4 The eight remaining areas considered potentially suitable as LEZ options were combined with vehicle type restrictions and assessed against their likely impact on the LEZ air quality objective (objective 1): *To improve air quality in Aberdeen by reducing harmful emissions from transport and delivering on the Scottish Government's statutory air quality objectives*. This assessment was informed by the National Modelling Framework analysis summarised above, with five possible non-compliant vehicles were defined, in line with the high NMF results.

- Bus (Euro VI)
- Diesel Car (Euro 6)
- HGV (Euro VI)
- LGV (Euro VI)
- Petrol Car (Euro 4)

4.2.5 The NMF analysis concluded that improvements to the bus fleet brings the largest reduction in modelled NO<sub>2</sub> and therefore buses should be included in any LEZ option for Aberdeen. The combination of eight option areas and five vehicle type restrictions resulted in 40 LEZ options at the start of the appraisal process.

4.2.6 The options were assessed using the STAG seven-point assessment against their likely impact on the air quality objective, as shown in Table 4.2. This assessment and subsequent rationalisation resulted in 21 options progressing to the next stage of the high level appraisal process.

4.2.7 The appraisal identified that several options would not impact on a number of key exceedance locations, particularly with several options not capturing all city centre bus services. The appraisal also identified that a number of options return very similar scores, notably the bus plus HGVs, LGVs and petrol cars. At this stage in the appraisal process, such options were combined (with diesel cars) to create a set of all vehicle LEZ options with the remaining high level appraisal process considering the combined benefits and dis-benefits of such options.

**Table 4.2 : Appraisal of area and bus focussed vehicle restriction**

Ref No.	LEZ Area	LEZ Restriction	AQ Objective
1	Union Street, Market Street & King Street	Bus	+
2	Holburn Street to Mounthooly roundabout	Bus	++
3	Union Street with extended boundary	Bus	++
4	Westburn Road/Hutcheon St to Willowbank Road	Bus	++
5	Westburn Road/Hutcheon St to the River Dee	Bus	++
6	City Centre Exceedances	Bus	++
7	City Centre Exceedances with extended boundary	Bus	++
8	City Centre Masterplan with extended boundary	Bus	++
9	Union Street, Market Street & King Street	Bus & Diesel Car	+
10	Holburn Street to Mounthooly roundabout	Bus & Diesel Car	++
11	Union Street with extended boundary	Bus & Diesel Car	++
12	Westburn Road/Hutcheon St to Willowbank Road	Bus & Diesel Car	+++
13	Westburn Road/Hutcheon St to the River Dee	Bus & Diesel Car	+++
14	City Centre Exceedances	Bus & Diesel Car	+++
15	City Centre Exceedances with extended boundary	Bus & Diesel Car	+++
16	City Centre Masterplan with extended boundary	Bus & Diesel Car	+++
17	Union Street, Market Street & King Street	Bus & HGV	+
18	Holburn Street to Mounthooly roundabout	Bus & HGV	++
19	Union Street with extended boundary	Bus & HGV	++
20	Westburn Road/Hutcheon St to Willowbank Road	Bus & HGV	++
21	Westburn Road/Hutcheon St to the River Dee	Bus & HGV	++
22	City Centre Exceedances	Bus & HGV	++
23	City Centre Exceedances with extended boundary	Bus & HGV	++
24	City Centre Masterplan with extended boundary	Bus & HGV	++
25	Union Street, Market Street & King Street	Bus & LGV	+
26	Holburn Street to Mounthooly roundabout	Bus & LGV	++
27	Union Street with extended boundary	Bus & LGV	++
28	Westburn Road/Hutcheon St to Willowbank Road	Bus & LGV	++
29	Westburn Road/Hutcheon St to the River Dee	Bus & LGV	++
30	City Centre Exceedances	Bus & LGV	++
31	City Centre Exceedances with extended boundary	Bus & LGV	++
32	City Centre Masterplan with extended boundary	Bus & LGV	++
33	Union Street, Market Street & King Street	Bus & Petrol Car	+
34	Holburn Street to Mounthooly roundabout	Bus & Petrol Car	++
35	Union Street with extended boundary	Bus & Petrol Car	++
36	Westburn Road/Hutcheon St to Willowbank Road	Bus & Petrol Car	++
37	Westburn Road/Hutcheon St to the River Dee	Bus & Petrol Car	++
38	City Centre Exceedances	Bus & Petrol Car	++
39	City Centre Exceedances with extended boundary	Bus & Petrol Car	++
40	City Centre Masterplan with extended boundary	Bus & Petrol Car	++

### 4.3 Feasibility and Logic Assessment

4.3.1 A further high level assessment was made on each of the 21 remaining options to assess whether they would likely be feasible and logical if adopted as a LEZ, with the results shown in Table 4.3. Again, the assessment was made using the seven-point scale and if any one of these criteria scores zero or less the option was not considered suitable to progress in the appraisal process.

4.3.2 Table 4.3 shows the appraisal results of the 21 options against logic and feasibility.

**Table 4.3 : Appraisal against feasibility, affordability and public acceptability**

Ref No.	LEZ Area	LEZ Restriction	Feasible	Logical	Progress in appraisal
1	Holburn Street to Mounthooly roundabout	Bus	+++	++	Yes
2	Union Street with extended boundary	Bus	+++	+	Yes
3	Westburn Road/Hutcheon St to Willowbank Road	Bus	+++	0	No
4	Westburn Road/Hutcheon St to the River Dee	Bus	+++	0	No
5	City Centre Exceedances	Bus	+++	0	No
6	City Centre Exceedances with extended boundary	Bus	+++	0	No
7	City Centre Masterplan with extended boundary	Bus	+++	0	No
8	Holburn Street to Mounthooly roundabout	Bus & Diesel Car	++	++	Yes
9	Union Street with extended boundary	Bus & Diesel Car	++	++	Yes
10	Westburn Road/Hutcheon St to Willowbank Road	Bus & Diesel Car	+	-	No
11	Westburn Road/Hutcheon St to the River Dee	Bus & Diesel Car	+	-	No
12	City Centre Exceedances	Bus & Diesel Car	+	+	Yes
13	City Centre Exceedances with extended boundary	Bus & Diesel Car	+	-	No
14	City Centre Masterplan with extended boundary	Bus & Diesel Car	+	+	Yes
15	Holburn Street to Mounthooly roundabout	All Vehicle	++	++	Yes
16	Union Street with extended boundary	All Vehicle	++	++	Yes
17	Westburn Road/Hutcheon St to Willowbank Road	All Vehicle	+	-	No
18	Westburn Road/Hutcheon St to the River Dee	All Vehicle	+	-	No
19	City Centre Exceedances	All Vehicle	+	+	Yes
20	City Centre Exceedances with extended boundary	All Vehicle	+	-	No
21	City Centre Masterplan with extended boundary	All Vehicle	+	+	Yes

4.3.3 All bus only options were considered fully feasible as they can be enforced through a network of cameras located on fixed route bus routes. However, five options were not considered logical options as bus only LEZs due to their geographical extents with all five of these options including large areas where no bus services route. These options were removed from the appraisal process.

4.3.4 Three bus and diesel car options and three all vehicle options scored positively for feasibility but receive a negative score of for logic. All these options included substantial areas that are predominately residential, such as Rosemount and Ferryhill, where there are no existing exceedances of the air quality objectives. The areas were devised through the unconstrained option generation process but the addition of private vehicles (diesel and petrol cars) to the option would mean residents living in the LEZ area would be restricted from using their vehicles if they are non-compliant to tackle an issue that is not specific to their immediate localised area. For this reason, these options were not considered logical and not progressed in the option appraisal process.

#### 4.4 LEZ Options for Detailed Appraisal

4.4.1 In line with STAG, options can be rationalised at suitable points in the appraisal to give a more succinct set of options and this was undertaken with options that returned positive scores in the above assessments and display similar characteristics, impacts and benefits.

4.4.2 The high level appraisal and subsequent rationalisation of the option list returned five emerging LEZ options to progress to detailed appraisal. At this stage, and as the number of options reduced from 40 to 5, the opportunity was taken to rename the option area to a more descriptive and succinct list.

4.4.3 *Option 1* was defined as the most suitable area to capture all bus services and, crucially, be directly expanded in its scope to include all vehicles without changing its boundary to create *Option 2*. *Option 3* extends the proposed LEZ area to the north to include the George Street area and encompass more of the CCMP and SUMP areas while still being defined by geographically visual key routes to give a logical LEZ with viable alternative routes. *Option 4* was defined to encompass all locations where annual mean NO<sub>2</sub> were greater than the legal limit (> 40 µg/m<sup>3</sup>). *Option 5* mirrors the existing CCMP and SUMP boundaries, with adjustments to allow suitable alternative routes, to provide a LEZ option that fully complements these existing key ACC strategies.

4.4.4 The five emerging options progressed to detailed appraisal are listed in Table 4.4.

**Table 4.4 : LEZ option list after feasibility and logic appraisal**

<b>Option No.</b>	<b>LEZ Option</b>	<b>LEZ Restriction</b>
1	Union Street Area	Bus
2	Union Street Area	All Vehicle
3	Union Street & George Street Area	All Vehicle
4	City Centre Air Quality Exceedance	All Vehicle
5	City Centre Masterplan	All Vehicle



## 5. DETAILED LEZ OPTION APPRAISAL

### 5.1 Introduction

5.1.1 The high level appraisal process identified five options that satisfied the LEZ Objectives and were considered feasible and logical. The next stage in the LEZ option development was to consider these in more detail and clearly define the boundary and predicted impacts of each emerging option in order to recommend LEZ Options for detailed testing and, in turn, stakeholder input and consultation. In defining the detail of each emerging option, a number of option variants were identified. The detailed option generation exercise assessed the following:

- Impact on air quality of each option
- Suitability of a bus only LEZ option
- Re-routeing of non-compliant vehicles
- Access to city centre car parks
- Access to resident and business parking

5.1.2 This chapter provides a summary of detailed option appraisal to identify the final LEZ options for testing and consultation. Full details can be found in the *Aberdeen Low Emission Zone, National Low Emission Framework Interim Stage 2 Report (SYSTRA Ref. GB01T19I15/281119, April 2020)*.

### 5.2 Impact on Air Quality

5.2.1 The Interim NLEF Stage 2 Report assessed the likely impact on air quality of each emerging LEZ option by utilising the high level scenario testing results from SEPA's air quality modelling.

5.2.2 The high level air quality modelling analysis concluded that none of the LEZ options delivered on their own were enough, in isolation, to tackle all locations of air quality exceedance. Therefore, to achieve compliance with air quality standards in Aberdeen, complimentary traffic management measures are likely to be required.

5.2.3 NLEF Guidance states that *"it may be more appropriate to address the issue (air quality exceedance) by identifying additional location specific measures to be implemented through the AQAP, potentially through consideration of local transport measures. In this situation, the additional measures should be identified...along with a description of the likely contribution to removing exceedances"*. (NLEF, 2019).

5.2.4 As the detailed traffic and air quality modelling testing results were not available at the time of the LEZ option appraisal, the *Interim* NLEF Stage 2 Report cannot provide details of or solutions to what these interventions should be. The final however NELF Stage 2 Report will provide the results of the traffic and air quality modelling and this will identify any complimentary measures required.

### 5.3 Summary of LEZ Options

5.3.1 The appraisal of the five LEZ options identified a number of possible variants and as the appraisal progressed, some of these variants were shown to be unsuitable while additional variants were identified in an iterative process. All LEZ option variants identified through the detailed analysis are shown in Table 5.1

**Table 5.1 : LEZ Option Variants**

Option	Option Description	Variant	Variant Description
Option 1A	Union Street Area (bus only)	Excludes bus station	Includes Guild Street and bus station exit to Guild Street
Option 1C		Includes bus station	Includes Guild Street, Market Street and bus station (including both accesses)
Option 2A	Union Street Area (all vehicle)	Includes Denburn Road	No access for non-compliant vehicles
Option 2B		Excludes Denburn Road	Full NB & SB access for non-compliant vehicles
Option 2C		Partially excludes Denburn Road	Full NB & partial SB access for non-compliant vehicles. Opportunity for junction re-design to allow full SB access
Option 2D		Excludes Denburn Road	Full NB & SB access for non-compliant vehicles, adjusted to complement CCMP interventions
Option 3A	Union Street & George Street Area (all vehicle)	Includes Denburn Road	No access for non-compliant vehicles
Option 3B		Excludes Denburn Road	Full NB & SB access for non-compliant vehicles
Option 3C		Partially excludes Denburn Road	Full NB & partial SB access for non-compliant vehicles. Opportunity for junction re-design to allow full SB access
Option 3D		Excludes Denburn Road	Full NB & SB access for non-compliant vehicles, adjusted to complement CCMP interventions
Option 4A	City Centre Air Quality Exceedance Area (all vehicle)	Includes Denburn Road	No access for non-compliant vehicles
Option 4B		Excludes Denburn Road	Full NB & SB access for non-compliant vehicles
Option 4C		Partially excludes Denburn Road	Full NB & partial SB access for non-compliant vehicles. Opportunity for junction re-design to allow full SB access
Option 4D		Excludes Denburn Road	Full NB & SB access for non-compliant vehicles, adjusted to complement CCMP interventions
Option 5A	City Centre Masterplan Area (all vehicle)	Includes Denburn Road	No access for non-compliant vehicles
Option 5B		Excludes Denburn Road	Full NB & SB access for non-compliant vehicles
Option 5C		Partially excludes Denburn Road	Full NB & partial SB access for non-compliant vehicles. Opportunity for junction re-design to allow full SB access
Option 5D		Excludes Denburn Road	Full NB & SB access for non-compliant vehicles, adjusted to complement CCMP interventions

5.3.2 Not all options listed progressed to the final appraisal stage against the LEZ objectives with variants B and C from the all vehicle options (2 – 5) not advancing in the process. The LEZ options that did progress through the detailed appraisal can be summarised as follows:

- Option 1 – two variants of a bus only option
  - Variant that excludes the bus station, but includes the exit to Guild Street
  - Variant that includes the entire bus station and both access on Guild Street and Market Street.
- Options 2 – 5 – two variants of the all vehicle options
  - Variant A includes Denburn Road and therefore does not allow access to Denburn Road for non-compliant vehicles
  - Variant D excludes Denburn Road and allows full access to Denburn Road for compliant and non-compliant vehicles

## 5.4 Appraisal Against Low Emission Zone Objectives

5.4.1 NLEF is objective-led and consistent with the principles of STAG and therefore a qualitative appraisal of the LEZ options against the key LEZ objectives was undertaken

using the seven-point assessment scale. If a LEZ option did not satisfy the LEZ objectives for Aberdeen’s LEZ they were removed from the appraisal process and not recommended for detailed testing and consultation.

5.4.2 The results of this assessment is shown in Table 5.2 with the justification detailed in the Interim NLEF Stage 2 Report. Table 5.2 shows all the all vehicle LEZ options (Option 2 to 5) score positively against the LEZ objectives. Option 1, the bus only option scores positively on the two key objectives (1 and 2) and objective 3, to protect public health and wellbeing. It is shown however, to score neither positively or negatively against objectives 4 and 5.

**Table 5.2 : Option appraisal against all LEZ objectives**

Option No.	LEZ Area	Aberdeen LEZ Objective				
		1	2	3	4	5
1A/B	Union Street Area (bus only)	++	+	+	0	0
2A/D	Union Street Area (all vehicles)	++	+	+	+	+
3A/D	Union Street & George Street Area	++	+	+	+	+
4A/D	City Centre Air Quality Exceedance Area	++	+	+	+	+
5A/D	City Centre Masterplan Area	++	+	+	+	+

## 5.5 Refinement of LEZ Options

5.5.1 Detailed appraisal informed the suitability of each of the five LEZ option that emerged from the high level option generation exercise. This led to a number of option variants being considered and a number of key observations could be made to refine the proposed option list before the final recommendations of the Interim NLEF Stage 2 Report were made.

5.5.2 Option 1, the bus only LEZ and Option 2, an all vehicle LEZ, cover approximately the same geographical area, with slight distinctions accounting for the identified option variants and after detailed appraisal, both are considered to be workable LEZ options. In the appraisal of these options against the LEZ objectives however, Option 1 is not considered to fully satisfy all objectives. As detailed in the Interim Stage 2 Report, any option that failed to fully satisfy all LEZ objectives was removed from further appraisal and detailed testing. Option 1, and its variants, were therefore removed from the appraisal process at this stage.

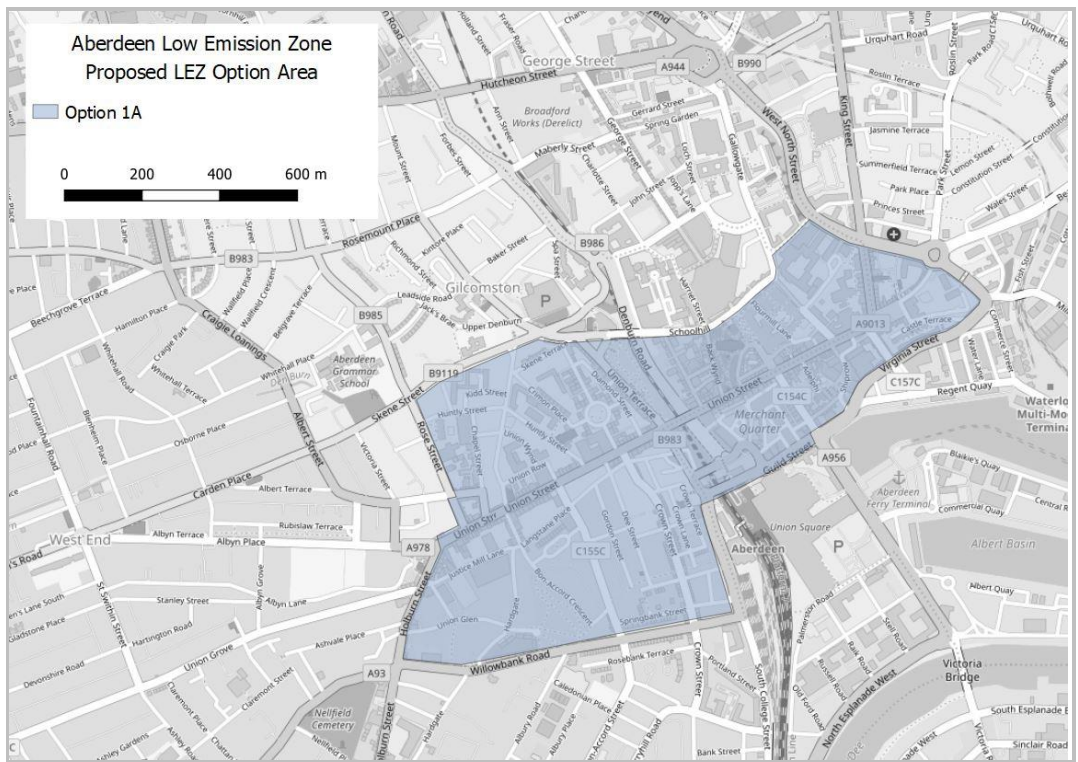
5.5.3 It is important to note that all remaining all vehicle options could, in theory, operate as a bus only LEZ if required, perhaps as part of a phased introduction of any LEZ. The removal of the single bus only option therefore does not necessarily preclude the possibility of Aberdeen introducing a bus only LEZ if desired. It is also possible that any option could be adjusted further to ensure the bus station is included or excluded from a final LEZ area, with all remaining options either bordering the bus station or encompassing it fully. Consultation with bus operators will be required to provide further information on any desire to include or exclude the bus station from the final LEZ option.

5.5.4 In defining the boundary of the all vehicle LEZ options, analysis of existing traffic data showed there to be a significant number of non-compliant vehicles that would be impacted by each option. Key to the total number likely to of non-compliant vehicles that may be impacted by each options was the inclusion or exclusion of Denburn Road. Through analysis of existing traffic data, it was concluded that if Denburn Road is included in the LEZ, the majority of remaining non-compliant strategic trips would likely reroute via East & West North Street/Commerce Street/Virginia Street (Eastern Route), with some likely to route to the west via Holburn Street.

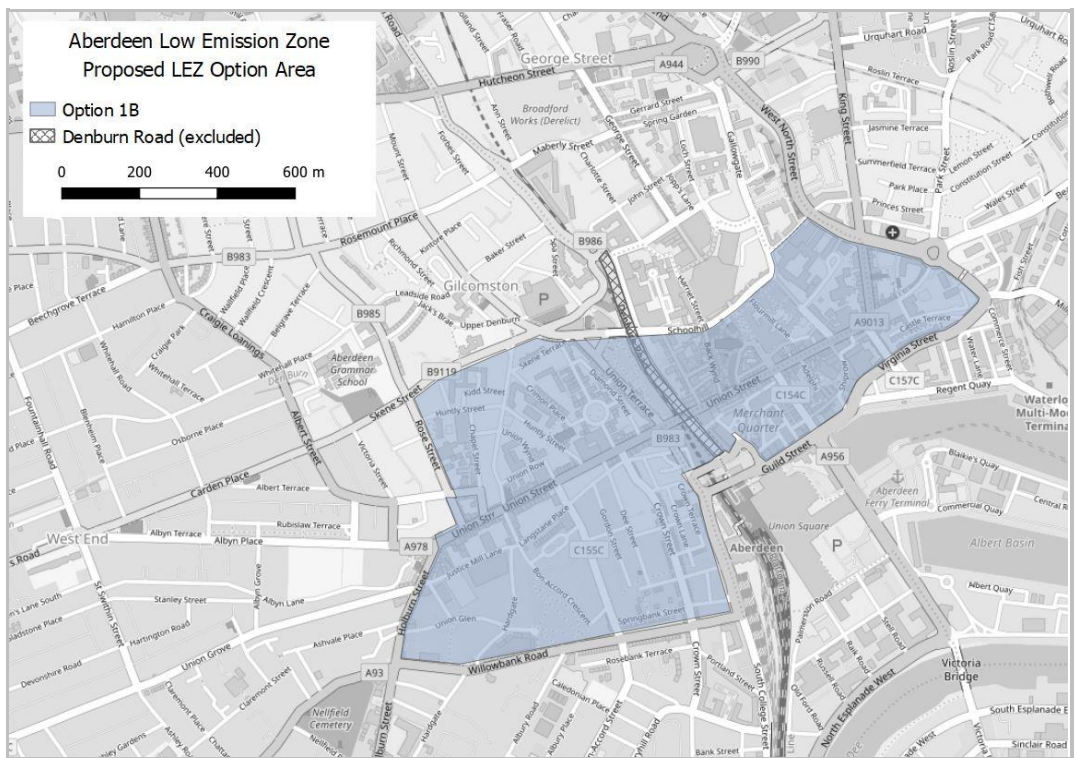
- 5.5.5 In Option 2 and Option 3, the Eastern Route is not included inside the option boundary and it remains a feasible alternative route for any non-compliant vehicle and therefore both option variants for Options 2 and 3 are considered viable.
- 5.5.6 Option 4 and Option 5 encompass the Eastern Route and therefore non-compliant vehicles from Denburn Road would also not be permitted to route via this route. Conversely, non-compliant vehicles on the Eastern Route would have to find alternative routes and these vehicles could reroute via Denburn Road, if available, or to alternative routes further west. The detailed analysis considered the likely impacts of both Option 4 and Option 5 including Denburn Road (variants A) and excluding Denburn Road (variants B) and concluded that although there may be unintended consequences to traffic volumes and air quality, both options and their variants should be tested in the traffic and air quality models to fully understand and quantify the impacts.
- 5.5.7 However, the option appraisal concluded that Option 4 and Option 5 are likely to have similar impacts on the local road network and air quality. As noted, Option 4 and Option 5 include the key Eastern Route, however this means that there was no option that captures the air quality exceedances on the Eastern Route while providing full access to Aberdeen Harbour (from Market Street) and Union Square, two key land uses in the city centre area. Given the similar impacts and coverage of Option 5, it was proposed that the southern boundary of Option 4 was altered such that it extended only to the junction of Market Street/Commercial Quay/Union Square. This significantly differentiated Option 4 from Option 5 and offered an option that provided access for non-compliant vehicles to Aberdeen Harbour and Union Square.
- 5.5.8 With the updated boundaries for Option 4 and Option 5 (both variants) it can be summarised that Option 4 provides access for non-compliant vehicles to Aberdeen Harbour while Option 5 does not. Both options do not of course impact the accessibility of compliant vehicles to Aberdeen Harbour.
- 5.5.9 The updated combined option, together with all other remaining options after the above refinement considerations are presented in below.

## **5.6 LEZ Options for Consultation and Detailed Testing**

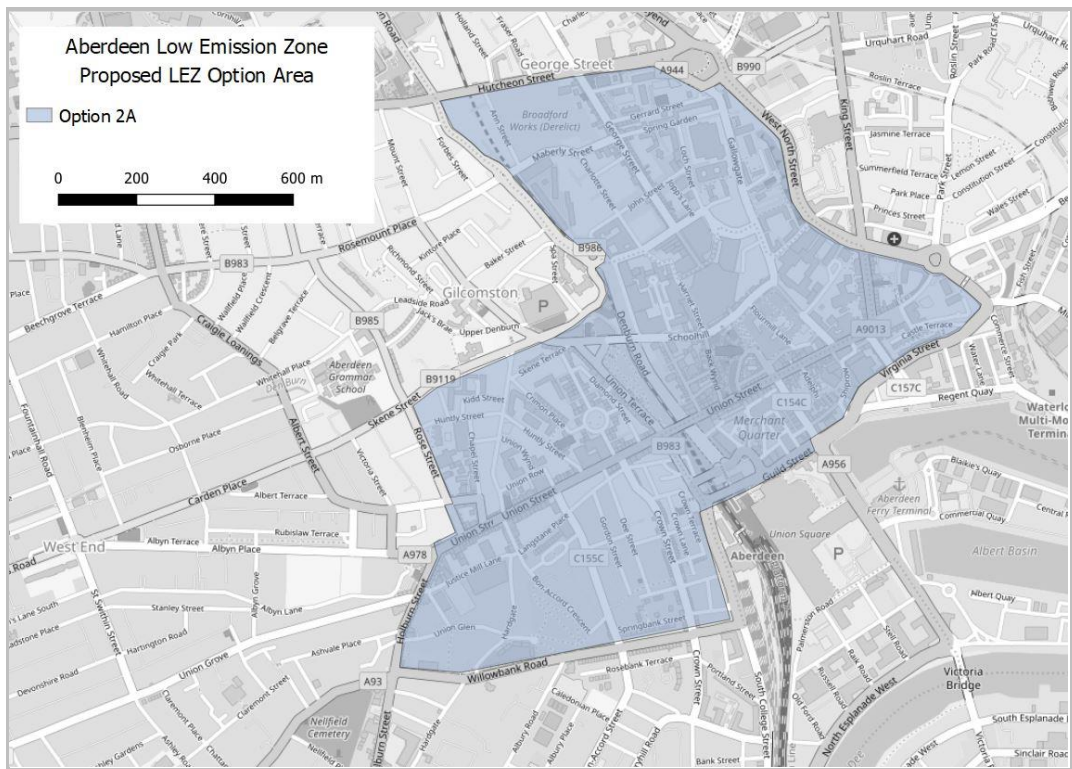
- 5.6.1 The NLEF Appraisal recommends that detailed model testing of four main LEZ options is undertaken using the NMF air quality model and the Paramics microsimulation traffic model.
- 5.6.2 The analysis demonstrated that from these four options there are two possible variants to each option. To provide a concise and understandable list for detailed testing and subsequent consultation, the LEZ option numbering is reset and are as follows:
- Option 1A – Union Street Area, including Denburn Rd (Figure 5.1)
  - Option 1B – Union Street Area, excluding Denburn Rd (Figure 5.2)
  - Option 2A – Union Street & George Street Area, including Denburn Rd (Figure 5.3)
  - Option 2B – Union Street & George Street Area, excluding Denburn Rd (Figure 5.4)
  - Option 3A – CCMP East including Denburn Rd (Figure 5.5)
  - Option 3B – CCMP East excluding Denburn Road (Figure 5.6)
  - Option 4A – CCMP, including Denburn Rd (Figure 5.7)
  - Option 4B – CCMP, excluding Denburn Rd (Figure 5.8)



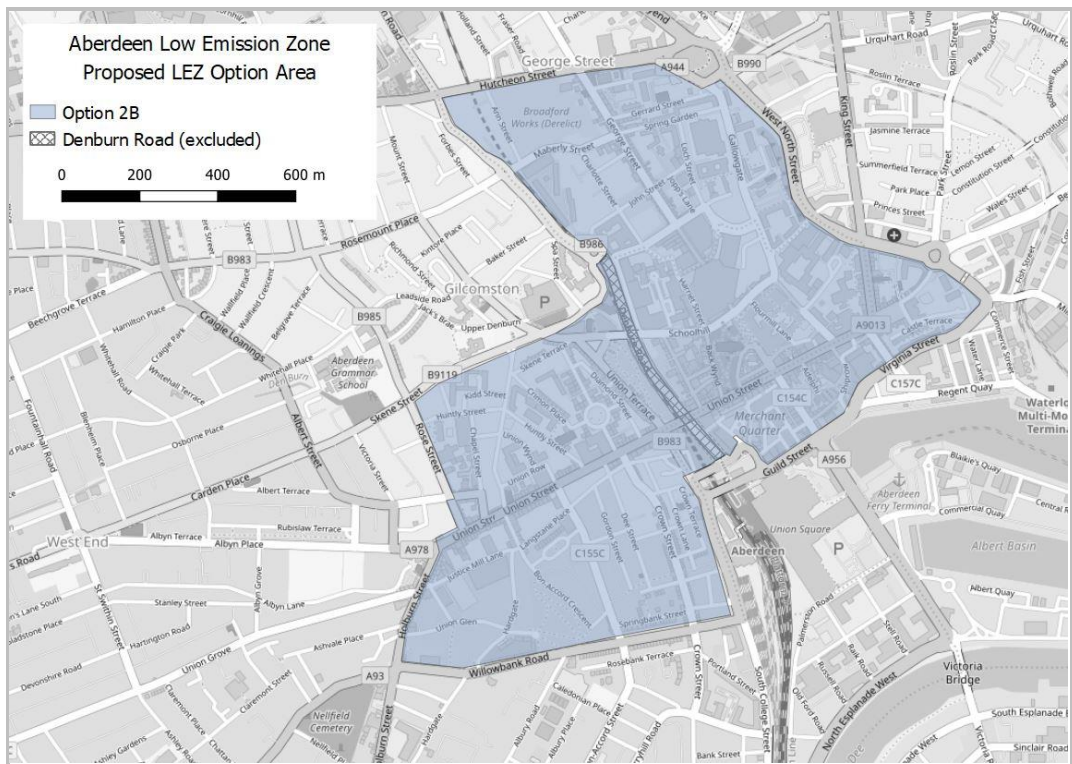
**Figure 5.1 : Option 1A – Union Street Area, including Denburn Road**



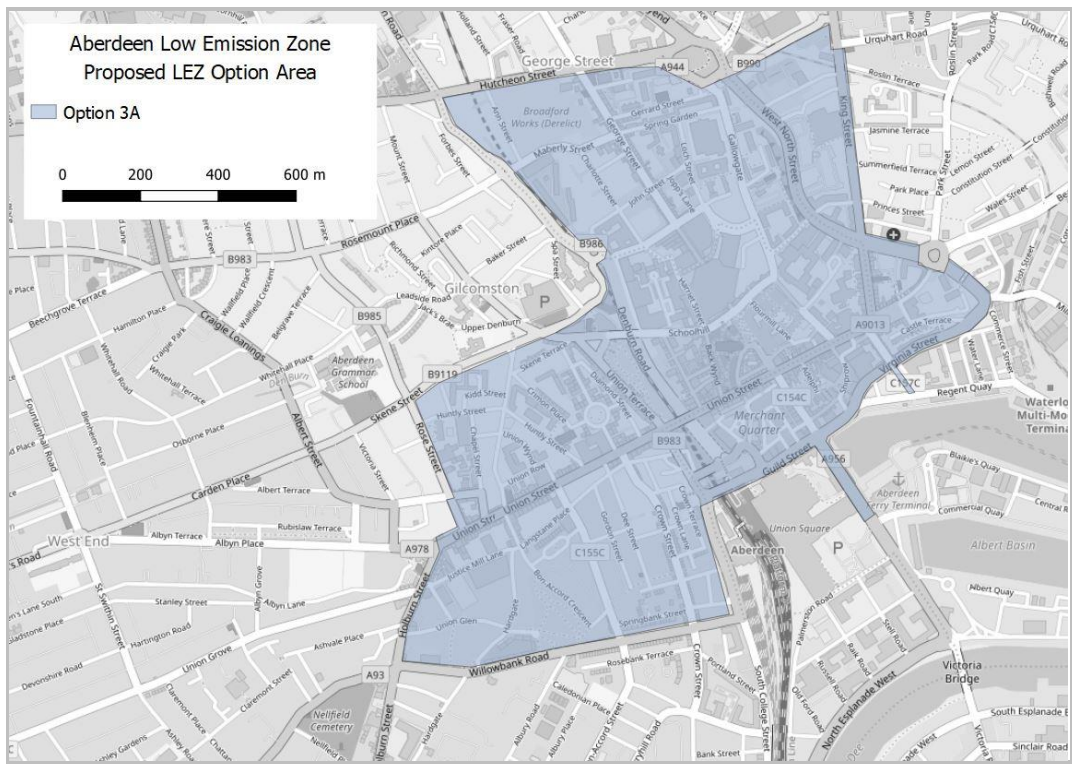
**Figure 5.2 : Option 1B – Union Street Area, excluding Denburn Road**



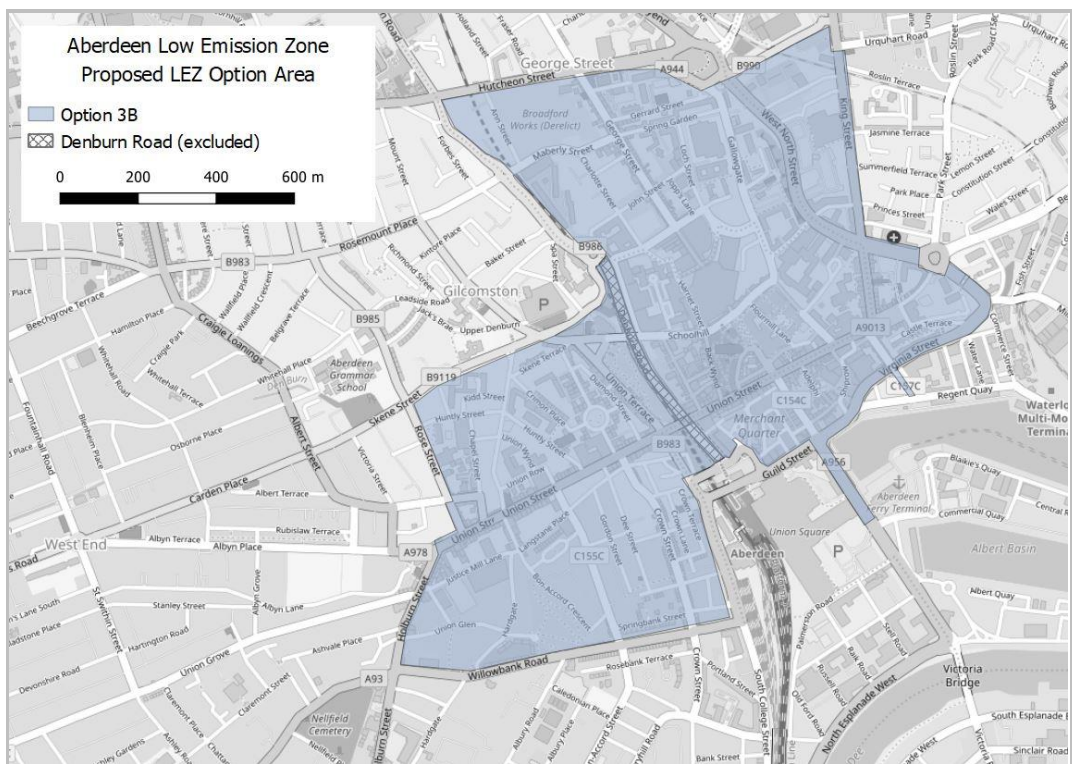
**Figure 5.3 : Option 2A – Union Street and George Street Area, including Denburn Road**



**Figure 5.4 : Option 2B – Union Street and George Street Area, excluding Denburn Road**



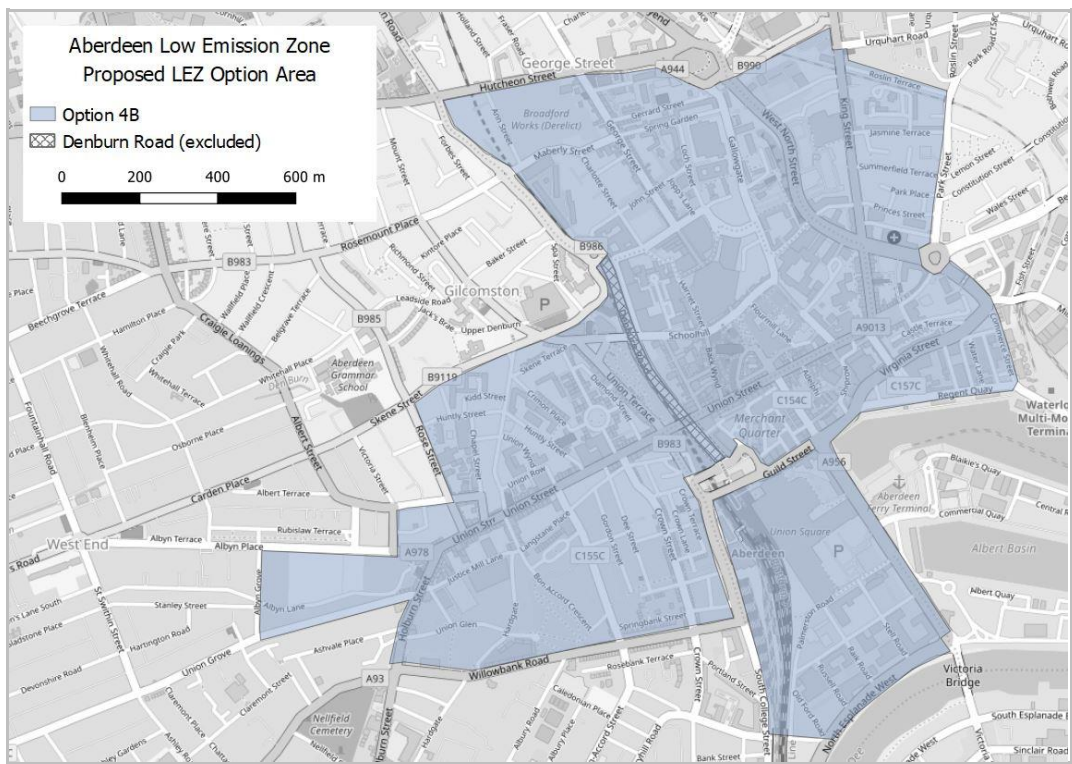
**Figure 5.5 : Option 3A – City Centre Masterplan East, including Denburn Road**



**Figure 5.6 : Option 3B – City Centre Masterplan East, excluding Denburn Road**



**Figure 5.7 : Option 4A – City Centre Masterplan, including Denburn Road**



**Figure 5.8 : Option 4B – City Centre Masterplan, excluding Denburn Road**



## 6. SUMMARY AND NEXT STEPS

### 6.1 Summary of Interim NLEF Stage 2 Assessment

6.1.1 In line with NLEF Guidance, the Interim NLEF Stage 2 Assessment Report:

- Defined the objectives for the potential LEZ
- Assessed the impact of potential LEZ options with regard to air quality using the National Modelling Framework (NMF) Aberdeen City Model
- Identified the preferred LEZ option(s), including consideration of geographical extent and scope of vehicles to be included, to be recommended to be progressed to Consultation and detailed testing.

6.1.2 The objectives for Aberdeen's Low Emission Zone were accepted at the City Growth and Resources Committee meeting on 5<sup>th</sup> December 2019. Aberdeen's Low Emission Zone will:

1. Improve air quality in Aberdeen by reducing harmful emissions from transport and delivering on the Scottish Government's statutory air quality objectives.
2. Support climate change targets by reducing road transport's contribution to emissions.

6.1.3 It was recognised that a LEZ can help realise wider benefits beyond air quality improvement, but that these are influenced by many other factors and not solely or directly attributable to a LEZ. Therefore the following supplementary objectives for Aberdeen's Low Emission Zone were also identified:

- Protect public health and wellbeing;
- Support local and regional transport strategies by contributing to the development of a vibrant, accessible, and safe city centre, where the volume of non-essential traffic is minimised and active and sustainable transport movements are prioritised; and
- Contribute to ongoing transformational change in Aberdeen, helping promote the city as a desirable place to live, visit and invest in.

6.1.4 High level scenario testing using the NMF Aberdeen City Model was undertaken to inform the LEZ option generation and development process. The NMF results showed that:

- Ensuring all buses meet Euro VI standard brings the largest reduction in modelled NO<sub>2</sub> of any change to a single type of vehicle and should be included in any LEZ option for Aberdeen
- While a Euro VI bus fleet would bring the largest reduction in NO<sub>2</sub>, this alone is not sufficient in addressing all exceedances in Aberdeen.
- Including all vehicles in a LEZ does not bring a sufficient enough reduction in NO<sub>2</sub> to allow a LEZ alone to tackle all air quality exceedances.

6.1.5 The NMF results concluded that a LEZ for Aberdeen should include all vehicle types and should be delivered with complimentary traffic management measures if all exceedances of the air quality objectives are to be addressed.

6.1.6 The LEZ Objectives and NMF results informed the LEZ option generation and development process. An unconstrained LEZ option generation exercise identified 40 possible LEZ options of varying size and vehicle compliance. High level sifting and option appraisal against the LEZ objectives and feasibility and logic criteria concluded there to be five emerging LEZ Options.

6.1.7 Detailed analysis of these emerging LEZ options was undertaken and concluded that four options and their identified variants should be recommended for wider stakeholder consultation. The LEZ Options for Consultation are:

- Option 1A – Union Street Area, including Denburn Rd (Figure 5.1)
- Option 1B – Union Street Area, excluding Denburn Rd (Figure 5.2)
- Option 2A – Union Street & George Street Area, including Denburn Rd (Figure 5.3)
- Option 2B – Union Street & George Street Area, excluding Denburn Rd (Figure 5.4)
- Option 3A – CCMP East including Denburn Rd (Figure 5.5)
- Option 3B – CCMP East excluding Denburn Road (Figure 5.6)
- Option 4A – CCMP, including Denburn Rd (Figure 5.7)
- Option 4B – CCMP, excluding Denburn Rd (Figure 5.8)

## **6.2 Next Steps for the NELF Stage 2 Assessment**

- 6.2.1 The Interim NLEF Stage 2 Report concluded with a set of LEZ options to be progressed to detailed testing using the NMF air quality model and the Paramics microsimulation traffic model, and subsequent public and stakeholder consultation. It therefore does not include results from the testing or consultation period.
- 6.2.2 The Interim NLEF Stage 2 Report concluded that the LEZ options should be delivered along with targeted transport interventions to address predicted remaining exceedance locations in the city. A detailed Paramics traffic microsimulation of Aberdeen City Centre is currently in development and it will be used to test the impact of any transport measures to be delivered alongside the LEZ for Aberdeen. Outputs from the traffic modelling testing will be input to the NMF Aberdeen City Model to assess their impacts on removing exceedance locations.
- 6.2.3 The report identified that any transport interventions should complement existing ACC transport policy, particularly the Aberdeen City Centre Masterplan (CCMP), Sustainable Urban Mobility Plan (SUMP) and the Roads Hierarchy Study. It is concluded that both the CCMP/SUMP interventions and each LEZ option will result in significant changes to vehicle routing in the city centre.
- 6.2.4 Through analysis of the likely impacts of the LEZ and existing ACC transport policy, it is clear that many factors must be considered when detailed modelling of the LEZ options is undertaken and it is crucial that a structured modelling programme is developed and agreed between SYSTRA, ACC and SEPA at the outset of the modelling.
- 6.2.5 Outcomes from the full stakeholder consultation and detailed traffic and air quality modelling are to be included in a Final NLEF Stage 2 Assessment Report.

## ABERDEEN CITY COUNCIL

<b>COMMITTEE</b>	City Growth and Resources Committee
<b>DATE</b>	28 October 2020
<b>EXEMPT</b>	No
<b>CONFIDENTIAL</b>	No
<b>REPORT TITLE</b>	Socio-Economic Rescue Plan Update
<b>REPORT NUMBER</b>	COM/20/179
<b>DIRECTOR</b>	
<b>CHIEF OFFICER</b>	Richard Sweetnam
<b>REPORT AUTHOR</b>	Ishbel Grieg
<b>TERMS OF REFERENCE</b>	3.3

### 1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to provide an update on the progress towards delivery of the Socio-Economic Rescue Plan 2020/21.

### 2. RECOMMENDATION(S)

That the Committee:-

- 2.1 Notes that the Socio-Economic Rescue Plan is in implementation phase and the updates on progress provided via the progress tracker (Appendix 1);
- 2.2 Notes the additional three interventions added to the Plan to support Actions 1.5, 2.4 and 2.5 (Business Theme) and Action 3.1 (Place Theme) to support the tourism, leisure and hospitality sector which will be met from the existing approved budget; and
- 2.3 Notes the proposed closing date for the Hospitality Business Support Fund.

### 3. BACKGROUND

- 3.1 The Socio-Economic Rescue Plan 2020/2021 was approved by Urgent Business Committee (COM/20/098) on 30 June 2020 and by the Community Planning Aberdeen Board on 01 July 2020.
- 3.2 An Implementation Group was formed to oversee the delivery of actions across the Business, People and Place themes. The Implementation Group met on 24 July, 17 August, 14 September and 12 October and will continue to meet monthly.
- 3.3 The Implementation Group is attended by officers of ACC and representatives of CFINE, FSB, AGCC, VisitAberdeenshire, Scottish Enterprise, Business

Gateway, Skills Development Scotland, ACVO, Aberdeen Inspired, NESCOL and Culture Aberdeen.

- 3.4 It was agreed that for each of the three themes, an officer of the Council would coordinate the implementation of each action across partners for each of the 'Business', 'People' and 'Place' themes.

#### 4. PROGRESS

- 4.1 There are a total of 75 actions in the plan, the status of these actions as at October 2020 is:

Complete <sup>1</sup>	4
On track (green)	65
Being monitored (amber)	2
Needs intervention (red)	1
Closed <sup>1</sup>	3
	75

- 4.2 Within the business and place themes, there is a focus on measures to increase footfall and spend in the city centre and wider area. In response to demand from business as a result of the second and local lockdown in the city centre, an additional two interventions have been added to support and meet the objectives of Action 1.5 (Business Theme) and Action 3.1 (Place Theme) to support the tourism, leisure and hospitality sector:

- (i) Support to Aberdeen Inspired to extend restaurant week beyond the business improvement district (BID) area itself; and
- (ii) Support to Aberdeen Inspired and the newly formed Hospitality Group to support the development of an Aberdeen Gift Card. To support local businesses in the city centre, purchasers of the gift card would preload the cards with a value that could be redeemed in participating shops, restaurants, cultural venues or attractions.

- 4.3 The objectives of these interventions are to:

- Support the continued recovery of the sector by increasing footfall in participating businesses;
- Support promotion of the city as a safe and welcoming place to visit and reassure the public that restaurants are open and safe to visit;
- Increase turnover in participating businesses by encouraging additional use of restaurants;
- Promote the hospitality sector on a dedicated platform using mainly social media and digital channels; and
- Create a fun, engaging event for residents and visitors to Aberdeen

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<sup>1</sup> Actions classified as complete are now included in 'business as usual' service offerings. Actions which are closed are not to be progressed as part of this action plan as they may be delivered under existing business plans.

- 4.4 To deliver these interventions, the Rescue Plan Implementation Group has allocated £9,000 from the budget to support the extension to Restaurant Week; and a further £15,000 for the implementation of the Aberdeen Gift Card.
- 4.5 An additional intervention has also been added to support the delivery of Actions 2.4 and 2.5 (Business Theme) and Action 3.1 (Place Theme) to support the tourism, leisure and hospitality sector:
- (i) Support to Aberdeen Inspired and the newly formed Hospitality Group with the development of a Check-In System App, adapted specifically for Covid-19 Test and Protect.
- 4.6 The objectives of this intervention are:
- Guaranteed genuine check in details of everyone entering a premises;
  - Instant access for NHS Test and Protect in the event of an outbreak;
  - Fast track customer entry to a premises;
  - Ability to set restrictions in line with local and national guidelines, including limiting the number of premises visited;
  - Allows health and safety messages or rule changes to be regularly sent out; and
  - Allows easy, real time reporting
- 4.7 The cost of this intervention is £25,000, of which £15,000 has been allocated from the socio-economic rescue plan budget to support this app development, on the condition that Aberdeen Inspired provides the other £10,000.
- 4.8 Separate to the delivery of the Rescue Plan, officers have been supporting the delivery of a new business support fund in response to the second local lockdown. This £1m fund provides grants of between £1,000 - £1,500 (tiered to rateable value) to hospitality businesses forced to close due to the regulations enforced on the 5<sup>th</sup> August. Alongside the support for the hospitality sector, a Discretionary Fund has been providing support to business premises that remained open but have seen a downturn in trade due to restrictions impacting footfall and customer ability to travel to attend appointments or bookings.
- 4.9 Following the announcement of the new Coronavirus Business Closure Fund to provide support between £2,000 - £3,000 for businesses forced to close in the 5 affected health board areas as of the 9<sup>th</sup> October, officers reached an agreement with Scottish Government officials to increase the general fund grants to the same level, back dating payments to those grant recipients who are eligible. This uplift is resourced through the existing £1m commitment from Scottish Government.
- 4.10 As of 5pm 15<sup>th</sup> October, there has been 420 applications to the Fund, 324 grants approved to a value of £362,000 across the two schemes. A further £193,000 will be allocated to General Fund recipients to bring their grants up to £2,000-£3,000 as applicable. A condition of the increase is bringing the general fund to a close to new applications at 5pm 19<sup>th</sup> October. It is advisable at this juncture, as the number of applications submitted is in decline, that a closing date of Monday 2<sup>nd</sup> November is set for the Discretionary Fund. This

closing date will be promoted through a press release and social media channels.

## 5. FINANCIAL IMPLICATIONS

- 5.1 At the 30 June meeting, Urgent Business Committee approved a budget of £141,000 that would be available to support the pump priming of any actions.
- 5.2 The three additional interventions outlined in 4.2 and 4.5 will be met from the £141,000 budget approved by Urgent Business Committee.

## 6. LEGAL IMPLICATIONS

- 6.1 There are no legal implications arising from this report.

## 7. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
<b>Strategic Risk</b>	<p>Covid-19, oil and gas downturn, and the impact of Brexit could last longer than anticipated</p> <p>Further local or national lockdown measures need to be re-introduced depending on the success of progressing across the Four Phased Approach</p>	<p>M</p> <p>M</p>	<p>The formation of the Implementation Group and certain actions within the Plan may mitigate against these risks.</p> <p>UK and Scottish Government support in progressing strategic actions.</p>
<b>Compliance</b>	<p>The Council is not complying with physical distancing and hygiene measures</p>	L	<p>Information, advice and guidance and staff training will be given when Beach Ballroom and AAGM tourism assets are safe to open</p> <p>Advance information and guidance for event attendees and plan for visits.</p>

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
<b>Operational</b>	Resources within the City Growth and supporting clusters are not sufficient to respond  Health and Safety of staff, users and the public;  Council premises and social distancing	M	Information, advice and guidance and staff training will be given when Beach Ballroom and AAGM assets are safe to open  Home working for staff wherever possible, changes to offices to accommodate physical distancing
<b>Financial</b>	Budget pressures - costs of developing/ implementing actions.  Lack of funding mechanisms to implement actions.	M	Repurposing of existing budgets  Most actions have been designed to be delivered within existing staffing resources  Budget allocated to support the implementation of the Socio-Economic Rescue Plan
<b>Reputational</b>	Failure to respond to the crisis and delaying a response	L	This Plan and Governance provides the Council with an opportunity to lead a coordinated city-wide response

## 8. OUTCOMES

<b><u>COUNCIL DELIVERY PLAN</u></b>	
	<b>Impact of Report</b>
<b>Aberdeen City Council Policy Statement</b>	The proposals within this report support the delivery of following Policy Statement objectives – economy; people and place in support of the Regional Economic Strategy and the LOIP. The employability responses in particular align to existing priorities around Developing the Young Workforce. The Place actions are all contributing to active travel and transport plans.
<b>Aberdeen City Local Outcome Improvement Plan</b>	

Prosperous Economy Stretch Outcomes	The proposals aim to provide as much support to businesses in the immediate response to Covid-19 and to mitigate where possible against permanent job losses in the city. They are therefore unlikely to generate increased employment in support of the LOIP target to grow jobs by 10% in priority sectors.
Prosperous People Stretch Outcomes	The proposals aim to support health and wellbeing outcomes in the Children & Young people and Adult stretch outcomes.
Prosperous Place Stretch Outcomes	The proposals support the poverty and active travel stretch outcomes
<b>Regional and City Strategies</b>	The Socio-Economic Action Plan supports activities to support business and inclusive economic growth in the Regional Economic Strategy and Regional Skills Strategy, and the Local Development Plan 'triple aims' of economic sustainability, public health priorities and the LOIP.
<b>UK and Scottish Legislative and Policy Programmes</b>	The report aligns to the Scottish Government's Covid-19 emergency legislation and the Phased Approach to post-lockdown.

## 9. IMPACT ASSESSMENTS

Assessment	Outcome
Impact Assessment	Not required
Data Protection Impact Assessment	Not required

## 10. BACKGROUND PAPERS

- 10.1 Council Urgent Business Committee – Socio-Economic Rescue Plan 2020/2021 - COM/20/098, 30 June 2020

## 11. APPENDICES

- 11.1 Appendix 1 – Socio-Economic Rescue Plan Tracker

## 12. REPORT AUTHOR CONTACT DETAILS



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**SocioEconomic Rescue Plan: Business theme**

	On track
	Being Monitored
	Needs intervention

Ref No	Action	Lead	Outcome(s)	Status
<b>1 General Response</b>				
1.1	<b>Covid-19 Business Loans Programme</b>	Aberdeen City Council	Working capital loans to business to support 'trading out' of current crisis	On track
1.2	<b>Aberdeen City Council Business Charter</b>	Aberdeen City Council	Supportive business environment for companies in the city	On track
1.3	<b>Planning, consenting and licensing systems to support business response/ diversification – eg temporary relaxation of planning controls – temporary uses eg surplus car parks or units into social spaces</b>	Aberdeen City Council	Getting people back into work Support initiatives around recouping lost revenues within these key sectors and adapting to physical distancing rules and Spaces for People project	On track
1.4	<b>'Shop, Visit, Eat Local' – consider loyalty card scheme/ app</b>	VisitAberdeenshire	Enhanced and sustained spend in local hospitality, tourism, and retail Marketing Strategy and communications plan - incl. adverts on social media, PR, media partnership with local media outlet to extend reach. Content to include city initiatives, blogs from local people, businesses and celebrity. Promote and encourage local products and staycations.	On track
1.5	<b>Tourism Business Recovery Programme</b>	VisitAberdeenshire	A tiered approach. In-depth business programme for small numbers that achieves tangible outcomes; one-to-one product development advice; to oneto-many workshops; industry network building and community engagement.	On track
1.6	<b>Business Gateway Recovery Programme</b>	Business Gateway	'SME Redundancy to Recovery Programme' of 121 business advice - Sales & Supplier Recovery, Continuity Planning, Digital, Leadership, H&S & Risk assessment and HR	On track
1.7	<b>Business Resilience Group Invest Aberdeen Advisory Board</b>	Aberdeen City Council	Coordination between public and private sectors in terms of Covid-19 response and post lockdown Oversight by industry and investors of the In Invest Aberdeen Business Plan	On track

1.8	Positive Procurement Programme	Aberdeen City Council	Strengthening local supply chains and contributing towards local business growth. Provide more access to contracts for smaller businesses through lots. Engage local suppliers, SMEs, Voluntary Sector, Social Enterprises early on commissioning needs. Security of jobs, job creation, development of community benefits and social value outcomes through contracts.	On track
1.9	ACC Key Account Management	Aberdeen City Council	Regular engagement with local businesses by ECMT Relationship management with local business community and key employers	On track
<b>2 Tourism, Leisure, Hospitality</b>				
2.1	Extend planning rules for restaurants to keep up deliveries	Aberdeen city Council	Flexibility of regulatory systems to accommodate physical distancing Maintain revenue stream for businesses in lockdown transition period	On track
2.2	Waive policy street occupation consents (eg on-street seating for cafes and bars, beer gardens and similar to accommodate physical distancing); consider 'nighttime economy zones' – eg Quad, Aberdeen Art Gallery	Aberdeen City Council	Flexibility of regulatory systems to accommodate physical distancing rules and Spaces for People project Open Air, Pop up activity to mitigate concerns on social distancing	On track
2.3	Creative Business Resilience Support - Outdoor exhibitions/ drive in events/ shows (City Centre / Neighbourhoods / Beachfront / Parks) that can provide social distancing	Culture Aberdeen	Preparing creative/cultural businesses for post Covid-19 environment Building balance of content for digital and physical experiences.	On track
2.4	Information, Advice & Guidance on physical distancing for tourism sector	Aberdeen City Council	Specifically raised by businesses in response to VA survey	On track
2.5	Information, Advice & Guidance on physical distancing for tourism sector	Aberdeen City Council	Business Awareness on details – embed in FAQ	On track

2.6	Pilot temporary green spaces/ markets – Pop Up	Aberdeen Inspired	Spread city centre occupancy across city centre, repurposing currently 'dead spaces' Explore/pilot other models –rooftop gardens, community gardens/urban growing projects (LOIP alignment) Market space option – where business physical premises are too restrictive reopening, a market /collection point could be an alternative	On track
<b>3 Job retention / creation</b>				
3.1	City Centre Apprentice Scheme – Assess feasibility to reduce business rates as incentives for businesses retaining employees/ taking on trainees in city centre sectors – retail, tourism, hospitality	Aberdeen City Council	Support business growth Skills and training and improved employability	On track
3.2	Grey Matters entrepreneurial training scheme for redundant executives	Elevator	Supporting business start-up rates	On track
3.3	Local Export Partnership	AGCC	Supporting the resilience of existing exporters given uncertainty around business continuity Supporting and sustaining £15bn of annual export value	Closed
3.4	Elevator Centre for Entrepreneurship	Elevator	Designated digital demonstration centre providing 'digitalboost' training and 121 support for businesses Responding to anticipated increase in demand as a result of Covid-19	On track
3.5	Hospitality Apprenticeship North-East scheme	ONE	Job creation in hospitality centre	On track

**SocioEconomic Rescue Plan: People theme**

	On track
	Being Monitored
	Needs intervention

Ref No	Action	Lead	Outcome(s)	Status
<b>1 Supporting Young People into Positive Destinations</b>				
1.1	Positive Destination Planning Sessions	Skills Development Scotland / Aberdeen City Council	Data Hub of young people to destinations Employability of school leavers. Early identification of and support put in place for those at risk of leaving school without a positive destination.	On track
1.2	Tailored ACC & Scottish Children’s Reporter Administration Internship for care experienced young people (LOIP Project – Priority Groups into Public Sector Jobs)	Aberdeen City Council	Good work experience CV improvement References Potential for some qualifications	Being monitored
1.3	Guaranteed job interview for ACC internships for care experienced young people (LOIP project - priority groups into public sector jobs) where jobs are available	Aberdeen City Council	Potential work experience; Feedback;	On track
1.4	Skills 4.0 – Review emphasis based on employability pipeline	Skills Development Scotland / NESCoI	Shared understanding of skills required for local economy	On track
1.5	Develop and pilot an accredited course for young parents to aid them back into education or employment using Google classroom as an online means of supporting pupils (LOIP Project - Young Women into Jobs)	Aberdeen City Council / NESCoI	Skills and training outcomes Employability	On track
1.6	Accelerate the Re-Boot programme -targeted at supporting winter leavers who are disengaging with education in the months prior to them leaving school	Aberdeen Foyer	Improved positive destinations	On track
1.7	Session with DYWNE to explore how opportunities to bed emerging industries and skills into education system	DYW / Aberdeen City Council	Identification of potential career routes for young people, postCovid.	On track
<b>2 Community Spaces</b>				

2.1	Maximise Hubs in three priority areas Dee - Tullos Community Wing, Don - Tillydrone Community Hub, West - Cummings Park Community Centre, using schools or community facilities as navigation of the benefits system	Aberdeen City Council	Wrap around eg financial resilience, positive mental health and employability and extending support to families Regular 'case conferencing'	On track
2.2	Homelessness presentations and No One Left Behind - employability wrap around	Aberdeen City Council	Wrap around/ tailored approach to overcome personal challenges Improved employment prospects/ securing work and able to maintain tenancies	On track
<b>3 Job Retention/Creation</b>				
3.1	City Centre Apprentice Scheme - Assess feasibility to waive/reduce business rates as incentive for businesses taking on trainees in city centre sectors - retail, tourism, hospitality See Business Ref 3.1.	Aberdeen City Council	Support business growth Skills and training and improved employability	On track
3.2	Employability schemes for office-based occupations being displaced	TBC	Job creation, skills development, skilled workforce with transferable skills	Closed
3.3	Protocol on all capital and City Region Deal projects to create/secure jobs and apprenticeships	Aberdeen City Council	Skills/ Training outcomes Community Benefits needs realised	Complete
3.4	Work with CityFibre to capitalise on any potential job creation and training schemes resulting from its operations in the Aberdeen City Region, and on corporate social responsibility activities	Aberdeen City Council	Job creation Skills development Targeted CSR activity to support socio-economic recovery Opportunity for digital sector to enable new ways of working in long-term	On track
<b>4 Workforce Development</b>				
4.1	Energy Transition Skills Academy	NESCol	Ensuring local people gaining skills around new opportunities in delivery of Net Zero Vision	On track
4.2	Employment mentoring for adults - Career Ready Model (prob unpaid to avoid impact on benefits)	Aberdeen City Council	Boost employment prospects	On track

4.3	Adult volunteering scheme, enabling a whole system approach to volunteering to support people in need		Boost employment prospects and tackle physical and mental health issues associated with unemployment. Support for people in need. Kinder communities	Closed
4.4	Campaign to encourage hospitality workers to move into care sector, alongside upskilling provision	Aberdeen City Council	Contribute to addressing care sector jobs People in work, transferrable skills recognized	On track
4.5	Careers in Aberdeen public sector - upskill staff to enable progression across public sector as vacancies arise, opening entry level jobs	Aberdeen City Council	Skilled workforce, right people in right jobs, employee retention/ loyalty, opportunities	On track
4.6	Digital Skills Challenge - speak to industry to consider a pilot	Aberdeen City Council	Citizens with digital skills, access and ability to apply for jobs online, carry out digital roles in workplace, apply for and maintain benefits claims. Understanding of and ability to respond to changes in demand for and supply of labour in digital sector. Opportunity for digital sector to enable new ways of working in long-term. Reduced economic and social impact of poor connectivity	On track
4.7	Creation of local online jobs portal	Aberdeen City Council / Aberdeenshire Council	Access to jobs at all levels for city region residents, with links to employability and application support. Free promotion of jobs for businesses, with application support provided to applicants. Links people with employability teams and funded programmes.	On track
4.8	Joint promotional campaign about learning opportunities	NESCol	Joined-up approach to ensure agreed collective messaging about learning and training opportunities is promoted. Access to education. Skilled workforce.	On track
4.9	Make the case for the need for the additional funding for employability support for Aberdeen from the Scottish Govt, reflecting combined economic impact of Covid-19 and the oil and gas downturn	Aberdeen City Council	Availability of funding to enable employability support to increased numbers of people in need of it	On track
<b>5 Wellbeing Support</b>				



5.1	Secure and use ESF employability and social inclusion funds	Aberdeen City Council	Funding secured to deliver early stage engagement, financial and employability support. Skilled workforce	On track
5.2	Hardship fund managed by Lord Provost's Charitable Trust	Aberdeen City Council	Charities providing support to individuals and communities in need have immediate access to funds to do so.	On track
5.3	Partnership between Community Planning and Business in the Community to align corporate social responsibility to areas of need	Aberdeen City Council	Building on work initiated before the pandemic to align support from responsible businesses across Aberdeen to LOIP/ areas of need	On track
5.4	Process for providing food to people in food insecurity through CFINE and advice delivered on free school meals	Aberdeen City Council	Supports LOIP Stretch Outcome that no one will go without food due to poverty	Complete
5.5	Crisis Line/ Single access point for vulnerable people in need	Aberdeen City Council	Single access point for people vulnerable to harm as a result of Covid19 Emotional support	Complete
5.6	Roll-out of Mental Health First Aider scheme across public sector family, ALEOs and contractors. Add it to contract/tendering requirements so businesses benefiting from public sector money have to have something similar in place	Aberdeen City Council	Emotional support for people at risk of self-harm	On track
5.7	Introduce training for all front-facing staff on self-harm/suicide indicators and steps to take to protect people	Aberdeen City Council	Early identification of potential harm to individuals Prevention of harm to individuals	On track
5.8	Develop suite of suicide prevention measures to include: development and roll-out of suicide prevention app across NE councils; creation of suicide prevention team across three NE councils; creation of Lived Experience network or panel which influences suicide prevention activity, programmes, and policy work and which supports, upskills and engages meaningfully and regularly with panel members; and increased promotion of availability of mental health support for adults	Aberdeen City Council	Range of suicide prevention activities carried out across NE. Reduction in number of suicides. Lived experience is part of thinking and development of suicide prevention and self-harm activity Emotional support for people at risk of self-harm as a result of ongoing/ new mental health issues linked to Covid, unemployment, financial woes, etc	On track

5.9	Increased support for victims of domestic abuse, improved and quicker access to counselling services	Aberdeen City Council	Reduction of harm to adults and children. Reduction in no, of domestic abuse incidents. Better reporting of incidents and better outcomes for victims.	On track
5.10	Restructuring of individual debt to council including housing, council tax and pre-existing penalty charge notices to reflect ability to pay post-Covid impact, but kept under review to reflect potential positive changes in individuals' financial situation	Aberdeen City Council	Citizens able to pay debt in manageable amounts, reduced impact on mental health, reduced poverty, reduced reliance on highinterest loans.	On track
5.11	Instigate a Benefits Awareness Take Up campaign, coupled with increased promotion of/access to debt management support and counsellors	CFINE	Citizens accessing all of the benefits they are entitled to, reduced poverty, reduced debt levels, reduced reliance on high-interest loans, reduced impact of debt on mental health.	On track
5.12	Creation of community food officer post to deliver the Food Growing Strategy	Aberdeen City Council	Additional resilience through local food growing schemes, access to green and open spaces, improved physical and mental health, development of skills and confidence, access to low cost food	On track
5.13	Promotion of city's parks and open spaces, including nature sites and routes to them, as well as activities available in them	Aberdeen City Council	Improved mental and physical health, increased use of open spaces, local tourism boost, may attract tourists from further afield. Promotes Aberdeen as a destination.	On track
5.14	Citizen Engagement exercise to record sights and sounds linked to city's parks and open spaces, including nature sites, to bring the outdoors indoors. Creation of 'virtual' tours of these spaces.	Aberdeen City Council	Citizen engagement, increased sense of public 'ownership' of and care for public spaces. Physical and mental health benefits for 'recorders' alongside associated benefits for those who can't access these areas for health or other reasons. Greater awareness of/improved biodiversity and improved reporting of local wildlife. Promotion of Aberdeen as a destination.	On track

SocioEconomic Rescue Plan: Place theme

	On track
	Being Monitored
	Needs intervention

Ref No	Action	Lead	Outcome(s)	Status
<b>1 Safe Zones- Social Distancing</b>				
1.1	Creating Space to Move and Enjoy	Aberdeen City Council	Provide a safe operating environment and conditions for business and public spaces (parks, paths, etc.) to adapt to Covid 19 , Reduced traffic volumes; Increased air quality & health, Use potential public art and other design led methods to provide an environment that is attractive, welcoming and engaging.	On track
1.2	Supporting the above, waive policy street occupation consents – changes to facilitate physical distancing – see 1.4 and 2.2 Under Business Theme Plan	Aberdeen City Council	Flexibility of regulatory systems to accommodate physical distancing rules and Spaces for People project. Maintain revenue stream for businesses in lockdown transition period	On track
1.3	Reopen Gallery as priority venue – allows socially distant visits due to capacity / one-way options	Aberdeen City Council	Emphasise safe visits / space available / social distancing / trained & welcoming staff and the use of technology to provide safe experiences.	Complete
1.4	Review AAGM Estate – potential closure of Tollbooth; Reduced Maritime Museum; close Treasure Hub for General Tours	Aberdeen City Council	Resolution of small spaces and tourism. Reduced opening/ private pre-sales. Exclusive pre bookings	On track
1.5	Update Aberdeen Event Guide on best practice	Aberdeen City Council	Manage and control external event bookings in order to ensure that there is a balance of the City Centre returning to businesses as (Almost) usual whilst the event industry looks to recover. Events delivered in-line with best practice around social distancing and hygiene factors to ensure public confidence.	On track
1.6	Review management and maintenance of green/ open spaces for social distancing, wildlife & costs (review grass cutting regimes / tree planting / biodiversity / etc.)	Aberdeen City Council	Protect / improve physical & mental health with safer access to outdoors and connection to nature Increase wildlife. Reduced costs of management.	On track
<b>2 Transport</b>				

2.1	Bike Hire Scheme	Aberdeen City Council	Health Benefits, Lower emissions higher air quality Encourage use of green transport. Allow access to active travel opportunities for all our citizens	On track
2.2	Tourism Car Parking Ticket – new product to support domestic tourism and hotels	VisitAberdeenshire	Capitalise on likely mode of travel for inbound tourists	Being monitored
2.3	Additional Cycle Parking / hubs	Aberdeen City Council	Encourage active travel into the city centre and to key locations 10 locations have been identified	On track
2.4	Smart Journey Planning Tool	Aberdeen City Council	Can investigate gamification which in turn can potentially encourage purchase of local food and beverages, as well as advertisement of local events. Investigate inclusion of digital trails to encourage journeys to city centre and local shopping. (Would require additional budget to implement) Longer-term development of connected vehicles and Mobility as a Service (MaaS) which could allow purchase of ticketing through app and encourage multi-modal journeys.	On track
<b>3 Shop, Visit, Eat Local</b>				
3.1	Campaign to maximise opportunities from local market – Aberdeen as a safe destination	VisitAberdeenshire	1. Promotion of local creative practitioners – eg creative space for artists 2. Buy AAGM and local independent produce using mobile device & pick up at Art Gallery shop 3. Drive footfall to gallery and establish as hub for independent arts community 4. Increased footfall and dwell time in city centre 5. Physical distancing compliant product development – Marketing campaign highlighting how to spend a day safely in Aberdeen	On track
3.2	Conversion of Digital uptake into footfall at the Art Gallery – streaming services eg Cowdray Hall	Aberdeen City Council	Promotional Visits	On track
3.3	Gallery retail space expanded (eg Top Level in cafe area) – managed inhouse	Aberdeen City Council	Shop local, Gallery visits - Link to 4.2	On track

3.4	Develop digital City Centre & Open Space Tours – eg Nuart, heritage walking tours, coast & country, talking statues (convert offer planned for guided walks to digital offer)	VisitAberdeenshire	Promotional; Footfall to different city centre precincts	On track
<b>4 Economic Strategy</b>				
4.1	Net Zero Vision & Strategic Infrastructure Plan – Governance	Aberdeen City Council	Lobby and promote the Vision and the ambition of the city 'as one' to the UK Government and the Scottish Government, making clear the scope and scale of the transition opportunity in Aberdeen and its contribution to UK and Scottish climate change targets.	On track
4.2	Scotland's Energy Transition Zone Business Case – including the ETZ Training & Jobs Plan	NESCOL	Business case for phase 1 of ETZ	On track
4.3	H2 Aberdeen Business Case	Aberdeen City Council	Business case for H2 Hub and Bus Projects	On track
4.4	Review the pilot projection City Centre Living and the affordable housing waiver.	Awaiting Lead	Increase in city centre living opportunities and increased city centre population to support activity and retail.	Needs intervention
4.5	Events 365 / AAGM Exhibition Programme – spread out of events – curation of events & exhibitions to different zones of the city, including open spaces	Aberdeen City Council	Manage and control external event bookings in order to ensure that there is a balance of the City. Centre returning to businesses as (almost) usual whilst the event industry looks to recover.	On track

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## ABERDEEN CITY COUNCIL

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<b>COMMITTEE</b>	City Growth and Resources
<b>DATE</b>	28 <sup>th</sup> October 2020
<b>EXEMPT</b>	No
<b>CONFIDENTIAL</b>	No
<b>REPORT TITLE</b>	Aberdeen South Harbour Extension Update
<b>REPORT NUMBER</b>	COM/20/169
<b>DIRECTOR</b>	
<b>CHIEF OFFICER</b>	Richard Sweetnam
<b>REPORT AUTHOR</b>	Julie Wood
<b>TERMS OF REFERENCE</b>	3.3

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### 1. PURPOSE OF REPORT

- 1.1 To provide an update on progress by Aberdeen Harbour Board (AHB) in delivering the Aberdeen Harbour South Expansion (AHSE) project.

### 2. RECOMMENDATION(S)

That the Committee: -

- 2.1 Notes the progress made by AHB in delivering the Project;
- 2.2 Instructs Chief Officer City Growth to report progress updates to the Aberdeen City Region Deal Joint Committee with Service Updates circulated to this Committee as and when necessary; and
- 2.3 Notes that AHB will give a presentation on the progress of the project to the Aberdeen City Region Deal Joint Committee, on Friday 13th November 2020.

### 3. BACKGROUND

- 3.1 AHSE is a £370 million investment by AHB to expand its marine facilities from its existing location in the city. As part of the infrastructure support provided by the Aberdeen City Region Deal, the Council and Aberdeenshire Council have contributed £11m to the Project.
- 3.2 Covid-19 and the subsequent lockdown had affected the scheduling of the construction of the new harbour. As a result of these interruptions, with the Project 70% complete, AHB announced in June 2020 that the main contractor, Dragados UK, would no longer be involved in the Project.
- 3.3 The Council's Urgent Business Committee (UBC) on 30 June 2020, agreed to instruct the Chief Executive to write to the Scottish Government asking them to

explore direct financial support measures for Aberdeen Harbour Board given the difficulties described. On receiving a reply from the Scottish Government officers were instructed to report back to the City Growth and Resources Committee detailing progress made by AHB in securing funding from the Scottish Government, securing a new contractor, the impact on the completion date, and the wider impact of any delay in delivering economic benefits. Both letters are attached in Appendix A.

## **Funding**

- 3.4 In the immediate aftermath of Covid-19 and the lockdown, AHB contacted the Scottish Government on how the general business support schemes that were available could be used to support the impact on AHB business.
- 3.5 Given the eligibility criteria for these schemes, AHB did not benefit directly. However, it was one of 10 Scottish recipients of the £12m Decommissioning Challenge Fund (DCF). £28,800 was awarded in June 2020 to partially fund a recently completed feasibility study that considered the harbour's future as a decommissioning centre of excellence.
- 3.6 In June 2020, the Scottish Government announced its £62m Energy Transition Fund to support major projects in the north east of Scotland. This included a funding contribution to support Scotland's Energy Transition Zone (ETZ) adjacent to the AHSE project.
- 3.7 AHB has ambitions to deliver 'Green' Port services such as shore to ship electrification and use of renewable energy. Officers have been looking at potential funding under Horizon 2020 – specifically, 'Green Airports and Ports as multimodal hubs for sustainable and smart mobility' and have been discussing the with AHB and Port of Antwerp. This topic addresses innovative concepts and solutions for airports and ports, to urgently reduce transport Greenhouse gas emissions and increase their contribution to mitigating climate change.
- 3.8 The Harbour's overall budget has been the subject of several review exercises and can be confirmed as robust.

## **Securing a New Contractor**

- 3.9 With 70% of the Project complete, AHB confirmed it did not need a new main contractor to complete the scheduled works, when Dragados UK was no longer involved. In response, AHB has awarded two new contracts for rock removal and revetment work at the South Harbour expansion site, with a total value of £20m. The contracts have been awarded to Van Oord, a global maritime contractor that specialises in dredging, marine engineering, and offshore projects. The contract awards will see the completion of profile work for the harbour basin and add protection to sections of the shore in time for the coming winter.



- 3.10 Contract awards have also been made to the value of £4.3m for caisson transfer and placement from their current storage location in the Cromarty Firth, through to their placement within the new harbour. Several companies have been awarded work supporting the various elements of this work scope, including north east companies Ocean Kinetics, Caledonian Towage, Miller Plant, Ashleigh Contract and Leiths.
- 3.11 The remaining marine and civils work will be contracted in early 2021 with work starting as early as March 2021, if weather permits.

### Impact on Completion Date

- 3.12 As a result of the changes to the project, the revised milestones are:

Milestone	Date	Update Sept 2020
Handover of site from Dragados to Aberdeen Harbour	June 2020	Complete
Two new contracts for rock removal and revetment work at the South Harbour expansion site, with a total value of £20 million	July 2020	Complete
Contract awarded for the value of £4.3million for caisson transfer and placement	July 2020	Complete
All caissons in place for Castlegate Quay completing the fixed-quay section of Castlegate Quay	August 2020	Complete - the caissons will be back-filled with material dredged from the Harbour to create the large quays and heavy-lift areas.
All caisson in place for Dunnottar Quay, completing the east-facing Dunnottar Quay.	September 2020	Complete - the caissons will be back-filled with material dredged from the Harbour to create the large quays and heavy-lift areas.
All caissons in place for the north-facing Castlegate Quay	November 2020	On-track 14/22 in caissons across all three quays are now in place
Revetment & protection works complete	November 2020	
Contract awarded for South Breakwater	March 2021	

Milestone	Date	Update Sept 2020
Contract awarded for concrete surfaces, mechanical and electrical works	March 2021	
Licence to operate received	August 2021	Early dialogue with following agencies needed to ensure this remains on track:  Maritime & Coast Guard Agency; Northern Lighthouse Board; National Frontiers Unit, Customs & Excise
Potential Phased Opening	September 2021	
Full opening of Aberdeen South Harbour	July 2022	

### **Economic Impact**

- 3.13 There will be a 12-18month delay to the opening of AHSE. The benefits were always estimated to occur as the new facilities became fully operational and utilised. There will be impacts as a result of a slower recovery as a result of the wider global downturn. Any changes will be presented to the Aberdeen City Region Deal Joint Committee.
- 3.14 The delay however may also have a wider positive benefit in the sense that the new facility is not open during the current challenging trading environment, and the legacy of that. Further, the delay to the project is not anticipated to negatively impact on Aberdeen's ability to maximise the opportunities from the current ScotWind licensing rounds, and in particular development of offshore wind production at the three East Region sites most accessible from Aberdeen. This development, and the supporting facilities for energy transition in the ETZ, including offshore wind assembly, O&M, marshalling and potential manufacture, as well as green hydrogen production, will be a main driver of demand for energy transition skills and provider of jobs. This is all in addition to activity under 'business as usual'.
- 3.15 Supporting this wider economic development could be consideration of major inward investment incentives for new business location to Scotland. Officers have been looking at development of 'special economic status' to the zone immediately adjacent to AHSE and discussing this with AHB in the context of a potential bid for 'freeport' status. Further work on the net economic benefits of this proposal will be required.
- 3.16 As one of only two EcoPorts in Scotland, Aberdeen will play a pivotal role in the energy transition. 2020 will see the port source 100% of its energy from clean sources, introduce its first electric vehicles and invest more than £300,000 in replacing more than 700 lights with LEDs to reduce consumption by 54% every

year. These developments will not only contribute to its decarbonisation plans, but also improve its competitiveness as its customers are increasingly demanding 'green' maritime facilities.

#### 4. FINANCIAL IMPLICATIONS

- 4.1 As part of the Aberdeen City Region Deal, Aberdeen City Council and Aberdeenshire Council each agreed to fund £5.5m as contributions to the South Harbour Extension. This funding was drawn early in the project as planned and so is not impacted by the delay.
- 4.2 There are no other direct financial implications to the Council arising from the recommendations of this report.
- 4.3 There are no direct financial implications to the Aberdeen City Region Deal programme funding arising from this report.

#### 5. LEGAL IMPLICATIONS

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

#### 6. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
<b>Strategic Risk</b>	Further delays to the Harbour may impact on the Regional Economic Strategy and the Council's Net Zero Vision	L	To continue to liaise with UK/SG and the Aberdeen City Region Deal partners to support funding and monitor impact on Benefits
<b>Compliance</b>	Risks around compliance will be a monitored by AHB	L	
<b>Operational</b>	Operational risks will be a monitored by AHB	L	
<b>Financial</b>	Financial risks will be monitored by AHB and material risks will be reported to ACRD	L	As part of the ACRD, a legal contract is in place between Aberdeenshire Council and the Aberdeen Harbour Board and as such funding

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
			is reported to Joint Committee
<b>Reputational</b>	There is a reputational risk to the Council and Regional Partners should the project not complete and/or the benefits are not realised	L	To continue to receive regular updates from the Harbour Board to ACRD Joint Committee as per the governance arrangements
<b>Environment / Climate</b>	There is a risk that the environmental benefits of the project and wider energy transition projects in the Strategic Infrastructure Plan are missed if investment funding is not secured	L	To continue to receive regular updates on the Project to ACRD Joint Committee, ONE Board or the Net Zero Leadership Board as required

## 7. OUTCOMES

<b><u>COUNCIL DELIVERY PLAN</u></b>	
	<b>Impact of Report</b>
<p><b>Aberdeen City Council Policy Statement</b></p> <p>Economy 5 - Support the Aberdeen Harbour expansion and work collaboratively to maximise tourism opportunities, including attracting high value cruises</p> <p>Economy 11 - Open negotiations to secure funding for a second Aberdeen City Region Deal</p> <p>Economy 14 - Work with both governments in order to unleash the non-oil and gas economic potential of the city</p>	<p>The update in this report is linked to Policy Statement 5 &amp; 11.</p> <p>The Harbour was due to open in 2020 and this paper sets out the milestones for partial opening in 2021 as well as noting the impact on the expected Benefits.</p> <p>Aberdeen Harbour Expansion is a City Region Deal Project.</p>

<b>Aberdeen City Local Outcome Improvement Plan</b>	
<p>Prosperous Economy Stretch Outcomes</p> <p>1. 10% increase in employment across priority and volume growth sectors by 2026</p>	<p>The Aberdeen South Harbour Projects supports the delivery of LOIP Stretch Outcome 1 as it will contribute to job creation within the energy and renewables sector.</p>
<p>Prosperous People Stretch Outcomes</p>	<p>Aberdeen Harbour's Community Action Fund has supported more than 200,000 children and adults in the North East of Scotland, by donating £600,000 to nearly 50 community groups and organisations.</p> <p>Local procurement strategy has also helped secure employment in the local area and the wider Scottish area.</p>
<p>Prosperous Place Stretch Outcomes</p> <p>14. - Addressing climate change by reducing Aberdeen's carbon emissions by 42.5% by 2026 and adapting to the impacts of our changing climate.</p>	<p>As one of only two EcoPorts in Scotland, Aberdeen will play a pivotal role in the energy transition. 2020 will see the port source 100% of its energy from clean sources, introduce its first electric vehicles and invest more than £300,000 in replacing more than 700 lights with LEDs to reduce consumption by 54% every year.</p> <p>Development of new applications for green hydrogen production will support climate change reduction</p>
<b>Regional and City Strategies</b>	
<p><i>Regional Economic Strategy and Action Plan;</i>  <i>City Region Deal Programme;</i>  <i>Inward Investment Plan;</i>  <i>Tourism Strategy and Action Plan;</i>  <i>Aberdeen 365 Plan;</i>  <i>Aberdeen Economic Policy Panel Annual Report;</i>  <i>Regional Skills Strategy;</i>  <i>Strategic Development Plan;</i>  <i>Regional Transport Strategy;</i>  <i>Local Development Plan</i></p>	<p>The Aberdeen South Harbour Project is embedded within a number of the Regional and City Strategies</p>
<b>UK and Scottish Legislative and Policy Programmes</b>	

<b>UK and Scottish Legislative and Policy Programmes</b>	<p><i>The Government's Programme for Scotland 2020</i> highlights investing in a net zero economy</p> <p><i>Towards a Robust Wellbeing Economy for Scotland'</i> was published on 22 June 2020 and SG response to the Report entitled '<i>Economic Recovery Implementation Plan</i> was published on 5 August 2020 both highlight a shift to Energy Transition.</p>
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## 8. IMPACT ASSESSMENTS

Assessment	Outcome
<b>Impact Assessment</b>	Not required
<b>Data Protection Impact Assessment</b>	A Data Protection Impact Assessment is not required for this report

## 9. BACKGROUND PAPERS

- 9.1 Aberdeen City Council Urgent Business Committee Decision Sheet 30 June 2020, Item 6.2.
- 9.2 AHB Website - <http://www.aberdeen-harbour.co.uk/south-harbour-development/>

## 10. APPENDICES

Appendix A: Correspondence between ACC Chief Executive and Mr Mathieson

## 11. REPORT AUTHOR CONTACT DETAILS

<b>Name</b>	Julie Wood
<b>Title</b>	Programme Manager
<b>Email Address</b>	<a href="mailto:JRichardsWood@aberdeencity.gov.uk">JRichardsWood@aberdeencity.gov.uk</a>
<b>Tel</b>	01224 523615



Your Ref:  
Our Ref: AS/gjh  
Contact: Angela Scott  
Location: Marischal College  
  
Date: 27 July 2020

Michael Mathieson MSP  
Cabinet Secretary for Transport, Infrastructure & Connectivity  
The Scottish Government  
St Andrew's House  
Regent Road  
EDINBURGH  
EH1 3DG

Email: [CabSecTIC@gov.scot](mailto:CabSecTIC@gov.scot)

Dear Mr Mathieson

At the Urgent Business Committee on the 30th June leaders from Aberdeen City Council- debated a motion from Councillor Alex Nicol the SNP group Leader at Aberdeen City Council. I enclose a copy of the amendment to the motion which was agreed at Committee.

While Aberdeen Harbour Board is a completely separate entity from Aberdeen City Council, Councillors have been approached by the Harbour Board following the announcement that the contractor for the Aberdeen South Harbour development, Dragados UK, has withdrawn from the contract with effect from 15th June 2020. The Committee were aware that Aberdeen Harbour Board has written to the Scottish Government to ask for the opportunity to explore how business support measures might be applied to reduce the impact COVID-19 will have on the future of the Aberdeen South Harbour expansion project.

The Committee noted the COVID-19 crisis and the public health response to control the virus has already had a detrimental economic impact on Aberdeen and global economies.

The Committee were concerned the impact these challenges may have on the future delivery of the Aberdeen harbour expansion project and the impact this will have on the Scottish economy given the Aberdeen Harbour Extension is estimated to delivery approximately £1billion GVA for the Scottish Economy by 2035.

Councillors noted the Scottish Governments announcement with regard to the £62m to help achieve with our ambitious net zero targets as well as for the proposed Energy Transition Zone.

The Council endorses the Scottish Government's four-step economic plan – response, reset, restart and recover for the Scottish economy post-crisis and the pathway to achieving it, which includes support for near-term growth and employment as part of the pathway. The Committee agreed that if the Scottish

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Government are serious about achieving this four-step economic plan then direct financial support measures must be considered by the Scottish Government to ensure the Aberdeen Harbour extension project delivers economic growth and jobs for Aberdeen Scotland and the United Kingdom.

We trust you will consider the approach you have had from Aberdeen Harbour Board and from ourselves and consider making the necessary financial arrangements to secure the viability of this worthwhile project.

Yours sincerely

A large black rectangular redaction box covering the signature area. Two faint circular marks are visible above the box, likely from a stamp or seal.

**Angela Scott**  
Chief Executive

cc Aberdeen Harbour Board



## Item 6.2 - Amendment

### That Committee:

1. Notes Aberdeen Harbour Board are a separate entity from Aberdeen City Council with its own Board of Directors who have autonomous powers to make decisions for Aberdeen Harbour Board without the need to consult Aberdeen City Council;
2. Notes the announcement by Aberdeen Harbour Board that the contractor for the Aberdeen South Harbour development, Dragados UK, has withdrawn from the contract with effect from 15th June 2020;
3. Notes the COVID-19 crisis and the public health response to control the virus has already had a detrimental economic impact on Aberdeen and global economies;
4. Notes Aberdeen Harbour Board has written to the Scottish Government to ask for the opportunity to explore how business support measures might be applied to reduce the impact COVID-19 will have on the future of the Aberdeen South Harbour expansion project;
5. Notes Aberdeen Harbour Board's concern, regarding the impact these challenges may have on the future delivery of the Aberdeen harbour expansion project and the impact this will have on the Scottish economy given the Aberdeen Harbour Extension is estimated to delivery approximately £1billion GVA for the Scottish Economy by 2035;
6. Notes the strategic importance of the Aberdeen South Harbour development as the project is recognised as a cornerstone to the development of Aberdeen as the Energy Transition capital of Europe;
7. Agrees the proposed Energy Transition Zone promotes and bolsters the Scottish Government's four-step economic plan – response, reset, restart and recover for the Scottish economy post-crisis and the pathway to achieving it, which includes support for near-term growth and employment as part of the pathway;
8. Notes the Scottish Government's response to the letter sent by the Chief Executive following the last Urgent Business Committee meeting which stated, amongst other things, that the £62m Scottish Government investment clearly compliments and support the positive ambitions laid out in the Net Zero Vision and corresponding Strategic Infrastructure Plan focussed on Energy. Transition;
9. Notes the Scottish Government welcomes the effort made by the Administration Budget in March 2020 to take carefully planned and deliberate action to contribute to the Scottish Governments net zero targets;
10. Notes the Co-Leaders of the Council and Officials have set up a conference call with the UK government to discuss the Council's Net Zero Vision and corresponding Strategic Infrastructure Plan focussed on Energy Transition; and
11. Instructs the Chief Executive to forward the attached letter to the Scottish Government asking them to explore direct financial support measures for Aberdeen Harbour Board given the difficulties described above, and thereafter upon reply from the Scottish Government to bring a report to the City Growth and Resources Committee, detailing the progress Aberdeen Harbour Board have made in securing funding from the Scottish Government, securing a new contractor, the impact on the

completion date and the wider impact of any delay in delivery of economic growth to the wider UK and local economy.

**Councillor Jennifer Laing**



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Angela Scott  
Chief Executive  
Aberdeen City Council

[ChiefExec@aberdeencity.gov.uk](mailto:ChiefExec@aberdeencity.gov.uk)

Our ref: 2020/0002939  
20 August 2020

Dear Angela,

Thank you for your letter of 27 July regarding the future delivery of the Aberdeen Harbour Board expansion project.

As you'll appreciate, I am working closely with my officials and our stakeholders to ensure that we understand the impacts that COVID-19 is having. Where possible, we are putting in place the appropriate support packages to maintain critical infrastructure and jobs, and to secure the long term future of our businesses and the people they support.

I recognise the hugely important role Aberdeen Harbour plays in ensuring the continuation of energy supply and the movement of people on Northern Isles ferry routes at this challenging time. I held a telephone meeting with Aberdeen Harbour Board CEO Michelle Handforth and Chairman Alistair Mackenzie on 20 May to discuss current issues and challenges the port are facing due to COVID-19 and the oil and gas sector.

This is an extremely difficult time for our business community and we recognise the need to do all we can to help the recovery of key sectors of the economy and Scotland's regions. There are no specific funding packages for ports; however, there are a number of different avenues for support that individual ports may be eligible for.

The Scottish Government has provided a £2.34 billion package of support for business includes measures such as 1.6% rates relief for all non-domestic properties in 2020-21. We have also committed over £60 million to help the energy sector recover from the coronavirus pandemic. This Fund will support inclusive and sustainable economic growth and will contribute to climate change commitments, underpinning the region's ambitions to become a world leader in the transition to a zero carbon future, helping Scotland meet its ambitious targets on climate change.

Scottish Ministers, special advisers and the Permanent Secretary are covered by the terms of the Lobbying (Scotland) Act 2016. See [www.lobbying.scot](http://www.lobbying.scot)

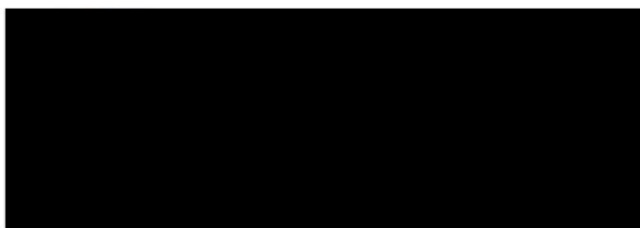
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The investment will also benefit the wider Scottish energy sector and broader supply chain, working with local businesses to maximise the economic benefits, support sustainable jobs and contribute to inclusive economic growth across the country.

Scottish Enterprise through the capital investment team in Scottish Development International (SDI) works with companies and locations to promote investor ready opportunities through our network of SDI offices internationally. SE/SDI are happy to have a meeting with the Harbour to understand whether there are opportunities to promote opportunities linked to Aberdeen Harbour and the wider land around the new and existing harbour. Officials have been in touch with the Harbour.

Aberdeen Harbour contributes significantly to the economic prosperity locally, regionally and nationally, and we look forward to continuing to work closely with the Harbour during this challenging time for the sector.



**MICHAEL MATHESON**

Scottish Ministers, special advisers and the Permanent Secretary are covered by the terms of the Lobbying (Scotland) Act 2016. See [www.lobbying.scot](http://www.lobbying.scot)

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## ABERDEEN CITY COUNCIL

<b>COMMITTEE</b>	City Growth and Resources
<b>DATE</b>	28 October 2020
<b>EXEMPT</b>	No
<b>CONFIDENTIAL</b>	No
<b>REPORT TITLE</b>	Bridge of Dee West Active Travel Corridor
<b>REPORT NUMBER</b>	COM/20/159
<b>DIRECTOR</b>	-
<b>CHIEF OFFICER</b>	Gale Beattie
<b>REPORT AUTHOR</b>	Kevin Pert
<b>TERMS OF REFERENCE</b>	3.2 and 3.3

### 1. PURPOSE OF REPORT

1.1. This report advises Members of the outcomes of the Bridge of Dee West Active Travel Corridor study and seeks Committee approval to undertake preliminary and detailed design works for Phase 1 – connecting Robert Gordon University (RGU) to Deeside Way as the next stage as detailed in the Executive Summary- Appendix A and full report- Appendix B.

### 2. RECOMMENDATION(S)

That the Committee: -

- 2.1 Agree the outcomes of the options appraisal study as detailed in the appendices;
- 2.2 Instruct the Chief Officer – Strategic Place Planning to undertake preliminary and detailed design of Phase 1 – connecting RGU to Deeside Way as the next stage of the project.
- 2.3 Instruct the Chief Officer – Strategic Place Planning to explore any opportunities to link this study with the Bridge of Dee – River Crossing Capacity Study, including public and development led funding opportunities.
- 2.4 Notes that these active travel proposals help to support the Councils ambitious Net Zero carbon plans for Aberdeen.

**3. BACKGROUND**

- 3.1 This project, identified as ‘Access to Universities’ in the Active Travel Action Plan 2017-2021, aims to provide a new pedestrian and cycle route between the Bridge of Dee and the Robert Gordon University.
- 3.2 In August 2019, an options appraisal study was commissioned, grant funded by Sustrans - Places for Everyone, to identify a preferred route along the corridor between the existing infrastructure at the Bridge of Dee, westwards to connect with the Deeside Way west of Robert Gordon University (RGU) and RGU itself.
- 3.3 The options appraisal study ran from August 2019 to April 2020 and included consultations by way of public drop-in sessions, workshop as well as an online questionnaire presenting identified problems, opportunities, and design options for active travel improvement in the corridor to respondents for feedback.
- 3.4 Following responses received from the consultations, route options sifting and assessment using a STAG-based approach, the outcome of the study is a phased (see Figure 1) and incremental approach to delivering active travel improvements in the study area, with a first phase of connecting RGU to Deeside Way, followed by a further two phases (Garthdee Road Improvements and provision of a shared use foot & cycleway on the western section of Garthdee road) informed by the monitoring and evaluation of the benefits and impacts of Phase 1, and so on. *(Please see details in appended Executive Summary and full report. Details of phase 1 can be found from pages 106-114 of the full report and phase 2 from pages 97-105.)*

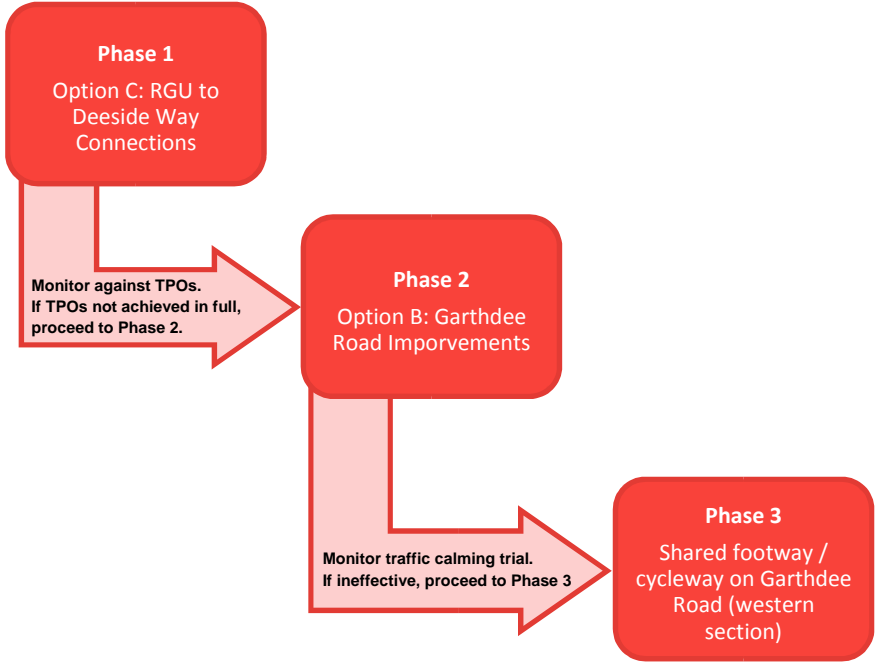


Figure 1: Recommended Three Phase Strategy

- 3.5 Indicative cost for Phase 1 is estimated at £723,000; Phase 2 and 3 combined are estimated at £1,550,000. These estimates are only based on construction cost estimates. *(Please see Appendix C for details.)*

3.6 A further report would be submitted to the Committee following completion of the design process.

**4. FINANCIAL IMPLICATIONS**

4.1 There are no direct financial implications arising from the recommendations of this report. Sustrans provides 100% of funding for design stages. A bid will be submitted to Sustrans Places for Everyone for the next stage of the design work.

**5. LEGAL IMPLICATIONS**

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

**6. MANAGEMENT OF RISK**

<b>Category</b>	<b>Risk</b>	<b>Low (L) Medium (M) High (H)</b>	<b>Mitigation</b>
<b>Strategic Risk</b>	The risk of a shortfall in contribution towards the Council’s strategic objectives and outcomes of 38% of people walking and 5% of people cycling as main mode of travel by 2026 as detailed in the LOIP.	L	Seek and obtain approval from committee to further the project to the next stage.
<b>Compliance</b>	N/A	N/A	N/A
<b>Operational</b>	The risk of customer need and demand not being met, and new methods to improve customer service and reduce demand not being utilised given the demand for active travel infrastructure provisions following the impact of COVID-19 on sustainable travel, noting the significant increases in walking	L	On obtaining committee approval, progress project works to the next stage and continue to work with consultees to deliver walking and cycling infrastructures that are fit for purpose and future-proof.

	and cycling since lockdown was first brought in on 23 March 2020.  Risk of public perception of unwillingness to take actions to address vulnerabilities to projected climate impacts.		
<b>Financial</b>	External funding application might not be successful.	L	Ensure application process and requirements are adhered to, to reduce the risk of application not being successful.
<b>Reputational</b>	Similar risk of public perception as operational risk above.	L	Follow through on works leading to the next stage and continue to work with consultees to deliver a walking and cycling infrastructure that is fit for purpose and future-proof.
<b>Environment / Climate</b>	Risk of not achieving the aims of the Council's Net Zero Vision and Infrastructure Plan.	L	Follow through on works leading to the next stage and continue to work with consultees to deliver a walking and cycling infrastructure that is fit for purpose and future-proof.

## 7. OUTCOMES

<b><u>COUNCIL DELIVERY PLAN</u></b>	
	<b>Impact of Report</b>
<b>Aberdeen City Council Policy Statement</b>	This report seeks approval to further progress works to the next stage following conclusion of the options appraisal study stage which identified options for active travel



<p>The proposals within this report support the delivery of:</p> <ul style="list-style-type: none"> <li>✓ <u>PLACE Policy Statement 3</u> - <i>Refresh the local transport strategy, ensuring it includes the results of a city centre parking review; promotes cycle and pedestrian routes; and considers support for public transport.</i></li> <li>✓ <u>PLACE Policy Statement 4</u>- <i>Cycle hire scheme</i></li> <li>✓ <u>ECONOMY Policy Statement 4</u> – <i>Increase city centre footfall through delivery of the City Centre Masterplan, including the redesigned Union Terrace Gardens.</i></li> </ul>	<p>improvement of which on implementation, supports the delivery of Place policy statement 3 with regards to providing and promoting cycle and pedestrian routes.</p> <p>Ultimately, the active travel infrastructure that will result from this project will support the delivery of Place policy statement 4, as Aberdeen will have a robust cycle and pedestrian network that will encourage cycle hire.</p> <p>The infrastructure resulting from this project will also support the City Centre Masterplan delivery aim of increasing footfall to the city centre.</p>
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**Aberdeen City Local Outcome Improvement Plan**

<p>Prosperous Place</p>	<p>The proposals within this report supports the delivery of LOIP:</p> <ul style="list-style-type: none"> <li>➤ <b>Stretch Outcome 14</b> Addressing climate change by reducing Aberdeen's carbon emissions by 42.5% by 2026 and adapting to the impacts of our changing climate <ul style="list-style-type: none"> <li>• <b>key driver 14.1</b> - Reducing emissions across the city through delivery of Aberdeen's Sustainable Energy Action Plan 'Powering Aberdeen'.</li> </ul> </li> </ul> <p>Creating new active travel route and or upgrading existing ones to standard increases the attractiveness of walking</p>
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	<p>and cycling and supports influencing a behavioural change and modal travel choice shift to an active travel means; thereby contributing to this outcome target of reducing harmful carbon emissions.</p> <ul style="list-style-type: none"> <li>➤ <b>Stretch Outcome 15</b> 38% of people walking and 5% of people cycling as main mode of travel by 2026 <ul style="list-style-type: none"> <li>• <b>key driver 15.1</b> - Supporting different ways for active travel in everyday journeys, using partners and volunteers to address safety, infrastructure, fitness, well-being, and confidence.</li> </ul> </li> </ul> <p>Again, introducing a comprehensive active travel network by implementing new infrastructure or upgrading existing ones, will help increase the appeal of sustainable travel within the City and in turn contribute to the target figures in stretch outcome 15.</p> <p>The proposal in this report also supports the Aberdeen Local Development Plan Policy NE1 - Green Space Network; one of the key policies in creating prosperous places that enhances the Green Space Network and connectivity to the surrounding and wider Network and habitats.</p>
Prosperous People	<p>The proposal within this report supports the delivery of:</p> <ul style="list-style-type: none"> <li>➤ <b>Stretch Outcome 11</b> Healthy life expectancy (time lived in good health) is five years longer by 2026. <ul style="list-style-type: none"> <li>• <b>key driver 11.3</b> - Increasing satisfaction and use of community facilities and green environment to increase the health and well-being for older people and people managing long term conditions</li> </ul> </li> </ul> <p>Infrastructures resulting from this project aligns with the public's desire for a comprehensive active travel network around the City, which will enable anyone (able-bodied/disabled, high/low income, etc) to travel by their preferred means, actively and safely.</p>

	<p>It is also well known that an active lifestyle contributes to personal well-being health-wise and thus can improve life expectancy.</p>
<p><b>Regional and City Strategies</b></p> <ul style="list-style-type: none"> <li>✓ Regional Transport Strategy (<i>draft 2040</i>),</li> <li>✓ Strategic Development Plan</li> <li>✓ Regional Economic Strategy</li> <li>✓ Local Development Plan,</li> <li>✓ Local Transport Strategy- Active Travel Action plan</li> <li>✓ Net Zero Vision for Aberdeen</li> </ul>	<p>The proposal within this report supports Regional and Local Transport Strategies, which all aim to deliver a sustainable transport system.</p>
<p><b>UK and Scottish Legislative and Policy Programmes</b></p> <ul style="list-style-type: none"> <li>✓ National Transport Strategy</li> <li>✓ Cycling Action Plan for Scotland</li> <li>✓ Scottish Planning Policy</li> <li>✓ National Walking Strategy</li> <li>✓ Cleaner Air for Scotland Strategy</li> </ul>	<p>Infrastructure arising from this project will contribute to a joined-up active travel network and support the objectives of the Scottish Planning Policy, Scottish National Transport Strategy, Cycling Action Plan for Scotland, National Walking Strategy, Cleaner Air for Scotland Strategy, and compliance with UK and Scottish legislation on Air Quality Standards and Objectives.</p> <p>A comprehensive, attractive and cohesively joined up active travel network will supplement the ambitions of a LEZ zone in Aberdeen as it would be easy to sustainably travel into the city centre from around.</p> <p>Additionally, Scottish Planning Policy identifies qualities of successful places as being places with public spaces that are better linked into a route that is well used by people walking, places that encourage cycling and places that pedestrians go to and from which are connected by more direct routes. A coherent and joined up active travel network will contribute to making Aberdeen a city with successful places. An objective that infrastructure from this project contributes to.</p>

## 8. IMPACT ASSESSMENTS

Assessment	Outcome
<b>Equality &amp; Human Rights Impact Assessment</b>	Full impact assessment will be undertaken as part of the next phase of the project following approval of the recommendation in this report.
<b>Data Protection Impact Assessment</b>	Not required
<b>Duty of Due Regard / Fairer Scotland Duty</b>	Not applicable

## 9. BACKGROUND PAPERS

None

## 10. APPENDICES

Appendix A – Executive Summary

Appendix B – Full Report

Appendix C – Options Cost Estimate

## 11. REPORT AUTHOR CONTACT DETAILS

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# Appendix A

## Executive Summary



Aberdeen City Council

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## **BRIDGE OF DEE WEST - ACTIVE TRAVEL CORRIDOR**

Options Appraisal Study - Executive Summary



Aberdeen City Council

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# **BRIDGE OF DEE WEST - ACTIVE TRAVEL CORRIDOR**

Options Appraisal Study - Executive Summary

**TYPE OF DOCUMENT (VERSION) PUBLIC**

**PROJECT NO. 7062153**

**OUR REF. NO. 7062153\_EXECUTIVE SUMMARY**

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File reference	7062153_Rol

# EXECUTIVE SUMMARY

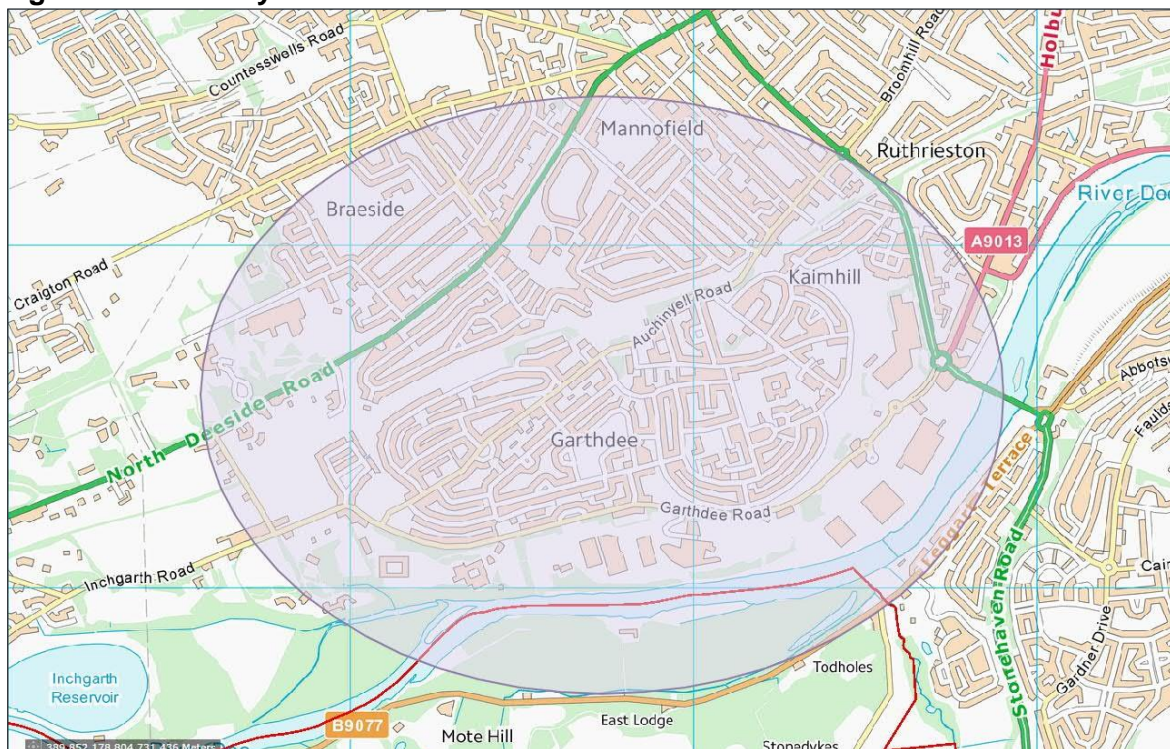
WSP UK Ltd. (WSP) has been commissioned by Aberdeen City Council (ACC) to undertake an active travel feasibility study for the Garthdee area of Aberdeen based on the principles set out in Transport Scotland's Scottish Transport Appraisal Guidance (STAG).

This Executive Summary presents an overview of the different phases of the study, together with the key findings and recommended next steps.

## The study area

The study area was defined at the project inception by ACC and is shown in Figure ES-1 below. It centres on the Garthdee area, and also includes Kaimhill, Mannofield and Braeside.

Figure ES-1 - Study Area



## Why is this study required?

The construction of the Aberdeen Western Peripheral Route (AWPR) has addressed some of Aberdeen's transport challenges, including diverting strategic vehicular traffic away from the central city transport network. This change in transport conditions has allowed more focus on delivering the actions set out by ACC within their *Local Transport Strategy* and *Active Travel Action Plan*. Specific to the study area are actions including improving leisure access to the riverside along the River Dee and also improving active travel (walking, wheeling and cycling) connections to the Robert Gordon University (RGU) Garthdee campus.



## What studies have been undertaken?

The main study has focussed around undertaking a STAG-based options appraisal for improving active travel connections within the study area. The STAG-based process involves the following steps:

- Determine the constraints which bind the study and issues which may have an effect on the study area.
- Establish the problems and opportunities related to transport within the study area.
- Develop Transport Planning Objectives (TPOs) which specify the aims of the study and will allow testing of options or intervention packages.
- Identify the long list of options to address the identified problems.
- Undertake sifting of options to exclude those which are not viable for further consideration under the appraisal process.
- Engage with stakeholders and the public to inform the study and provide feedback on developed options.
- Appraise options against TPOs and STAG criteria to evaluate their suitability for implementation.
- Undertake a cost / benefit analysis of the short-listed options.
- Present the recommended package of measures for the study area.

To support the main study the following supporting studies have been undertaken:

- Ecological Assessments
- Flood Risk Assessment
- Traffic modelling of potential interventions
- Stakeholder engagement
- Public consultation
- Engineering design and preliminary costings

## What problems have been identified within the study?

The following existing or potential problems have been identified which have been considered when developing the long list of options for the study:

- There is currently poor active travel mobility within the study area, especially along Garthdee Road and connecting to / from the RGU campus
- Implementing active travel options on Garthdee Road may impact on bus journey times
- Active travel options may impact on environmentally sensitive areas, such as the River Dee corridor and Deeside Way.
- The topography of the study area presents challenges to people moving on foot, wheel or by cycle.

## What potential opportunities have been identified within the study

The following potential opportunities have been identified which have either informed the study or could complement the study outcomes:

- Improving active travel connection within and through the study area could help to address the existing social isolation.
- There are areas within the study area where route options could be used to enhance the existing conditions for biodiversity.

- Alternatives to infrastructure solutions could support an increase in cycling within the study area. This includes the roll-out of affordable electric bike hire / purchase for local residents and / or RGU students. This would address the issue of challenging longitudinal gradients along Garthdee Road.

### What are the TPOs which guide the study?

Following a detailed review of all available evidence, four study-specific Transport Planning Objectives (TPOs) were identified. These were validated and agreed through discussions with the Core Project Group (which included invited officers from ACC, Aberdeenshire Council, Nestrans and Sustrans), as well as engagement with key stakeholders. The four TPOs were:

- **TPO 1** - To increase the modal share of trips made by active travel (walking, wheeling and cycling) along the strategic corridor
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- **TPO 4** - Ensure transportation proposals enhance conditions for biodiversity along each linear route corridor where interventions are proposed.

### What are the short-listed options?

Following the development of a long-list of over twenty design options, these were refined through a number of review sessions with the Core Project Group, engagement with stakeholders and the public and a preliminary appraisal of options against a wide range of social, environmental and technical criteria. This process resulted in three potential options being taken forward for more detailed consideration.

The three options are presented in detail within Appendix G, and are summarised as:

**Option A** – A new shared path connection between the Bridge of Dee and the RGU campus, running along the north bank of the River Dee. This option includes a supporting path connection from the riverside path to Garthdee Road via the Sainsbury's store and B&Q store access road.

**Option B** – Pedestrian improvements and a segregated cycleway between Bridge of Dee and the RGU campus running along Garthdee Road. In addition, traffic calming measures on the western section of Garthdee Road, between the RGU campus and Garthdee Farm Gardens, are proposed to permit on-street cycling.

**Option C** – New path connections between the RGU campus and the Deeside Way to provide safer and more attractive routes for people connecting between the Garthdee area and the City Centre.

Option C also originally included improvements to the Deeside Way, however following the outcomes of the more detailed appraisal, these interventions were subsequently excluded.

### What are the study outcomes and proposed way forward?

The outcomes of the options appraisal and cost benefit analysis were considered together to identify a recommended way forward for the project's next stages. These recommendations were phased to allow for a period of monitoring and evaluation prior to developing the business case/s for more capital-intensive interventions.

## Phase 1 Recommendations

The Deeside Way corridor is very well aligned with the main regular movement patterns between the study area and City Centre. Therefore, it was considered that investment in improving linkages between the study area and this route would provide significant active travel benefits. In addition, compared to delivering on-road infrastructure on Garthdee Road (Option B), or a new path along the north bank of the River Dee (Option A), Option C was considered relatively good value for money.

On this basis it is recommended that in Phase 1 **Option C (excluding any interventions on the Deeside Way)** should be taken forward.

## Phase 2 Recommendations

The package of measures included under Phase 1 (Option C) should be implemented and postconstruction monitoring and user surveys undertaken to determine the extent to which the Phase 1 measures achieve the TPOs.

In the event that minimal progress is made towards achieving the TPOs results from the Phase 1 measures it is recommended that further investment in active travel infrastructure should be made within the study area. It was considered that **Option B**, which involves the delivery of improvements for walking, wheeling and cycling along Garthdee Road, between the Bridge of Dee and the Deeside Way, should be taken forward in Phase 2.

By bringing forward Option B as a second phase scheme, it would enable sufficient scheme justification to have been established to overcome the expected political challenges and increased capital costs (relative to Option C) of implementing the scheme. Phase 3 recommendations

It should be noted for Option B, on the western section of Garthdee Road, on-street traffic calming measures are proposed to affect a reduction in motor vehicle speeds to an average speed which is considered suitable for on-carriageway cycling (20 – 25mph)<sup>1</sup>. It was considered that these measures could be taken forward in Phase 2 as temporary (removable) measures which could be trialled over a period of 12 months and their effectiveness monitored.

If at the end of this trial period, it is considered that traffic calming measures would be sufficient to support on-carriageway cycling by the majority of potential users then more permanent traffic calming features could be installed.

However, if at the end of this trial period it is considered that traffic calming measures will not be an effective long-term solution to support on-carriageway cycling, an alternative approach could be taken forward as Phase 3. This could involve converting the existing 3-metre-wide footway on the south side of Garthdee Road to a shared footway/cycleway.

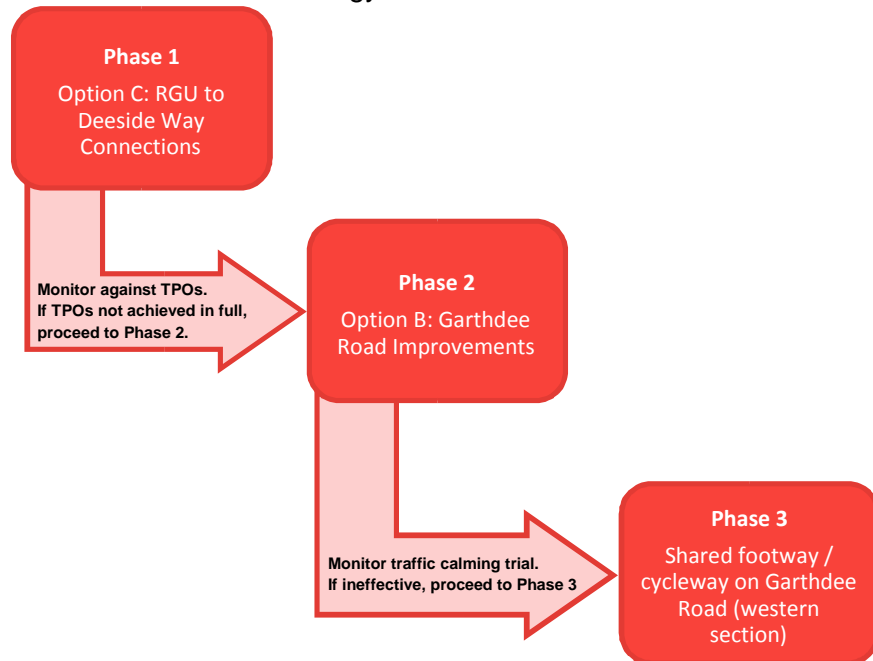
In line with *Places for Everyone* guidance, this proposal has not been presented within the design for this Option B, as shared-use footway / cycleways are not a preferred design solution. Shared-use footway / cycleways can have detrimental impacts on pedestrians, especially sensory-impaired pedestrians. On this basis, and in line with the Equality Act 2010, these measures should only be implemented where it has been demonstrated that no alternative reasonable solution is available.

---

<sup>1</sup> Cycling By Design, Transport Scotland (2011)

With regards to Option A (Riverside Path), it was considered that the ecological and hydrological constraints, together with the forecast construction costs and land agreements made it the least suitable option to implement within the context of this study.

The proposed three phase recommendation strategy is summarised below:



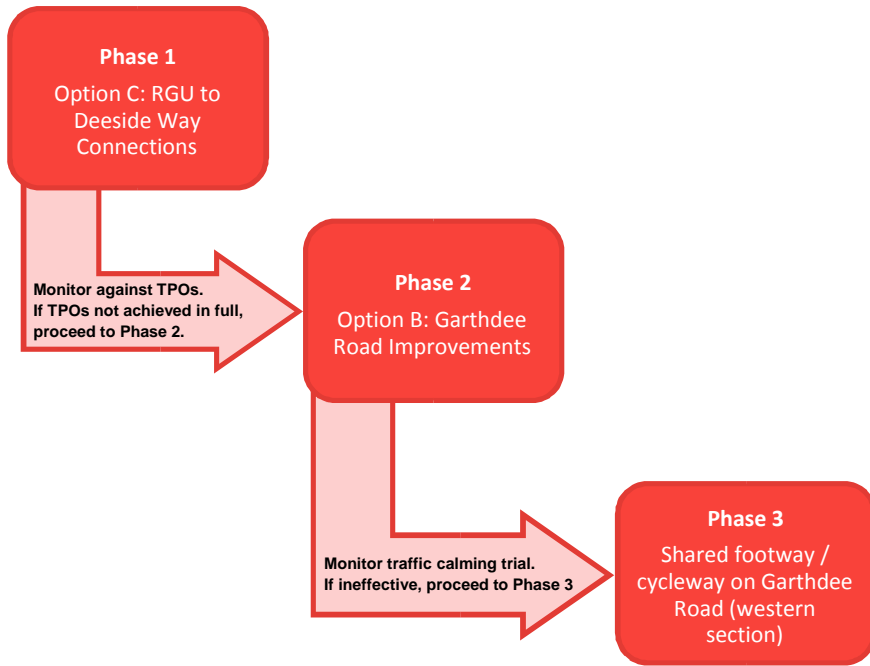
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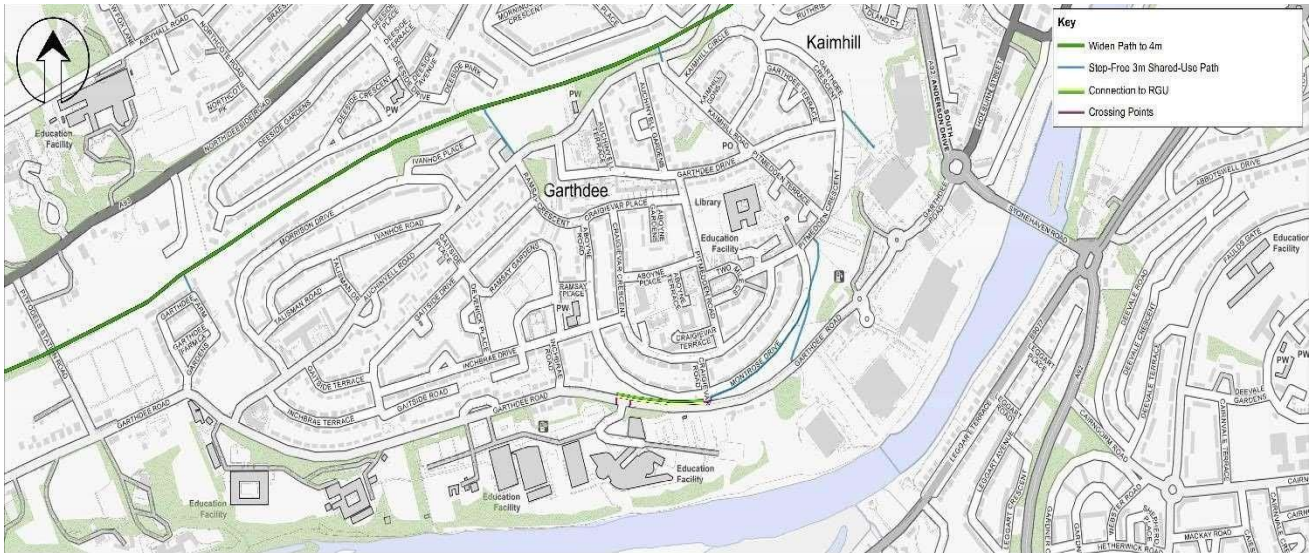
RECOMMENDED THREE PHASE STRATEGY AND PHASE OVERVIEW



*Recommended Three Phase Strategy*

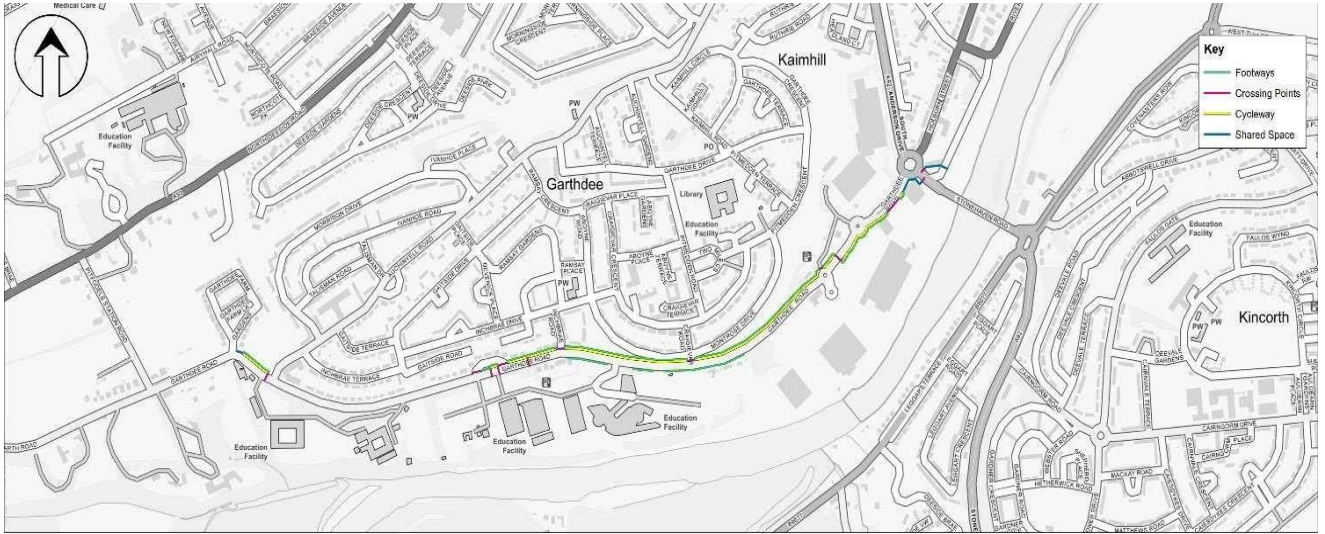
• **PHASE 1:**

Option C Overview



- **PHASE 2 & 3:**

**Option B Overview**



*\* Note: Phase 2 and 3 is Option B split into two phases. Please see full report for details.*

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Aberdeen City Council

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# **BRIDGE OF DEE WEST - ACTIVE TRAVEL CORRIDOR**

Options Appraisal Study - Executive Summary



Aberdeen City Council

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# **BRIDGE OF DEE WEST - ACTIVE TRAVEL CORRIDOR**

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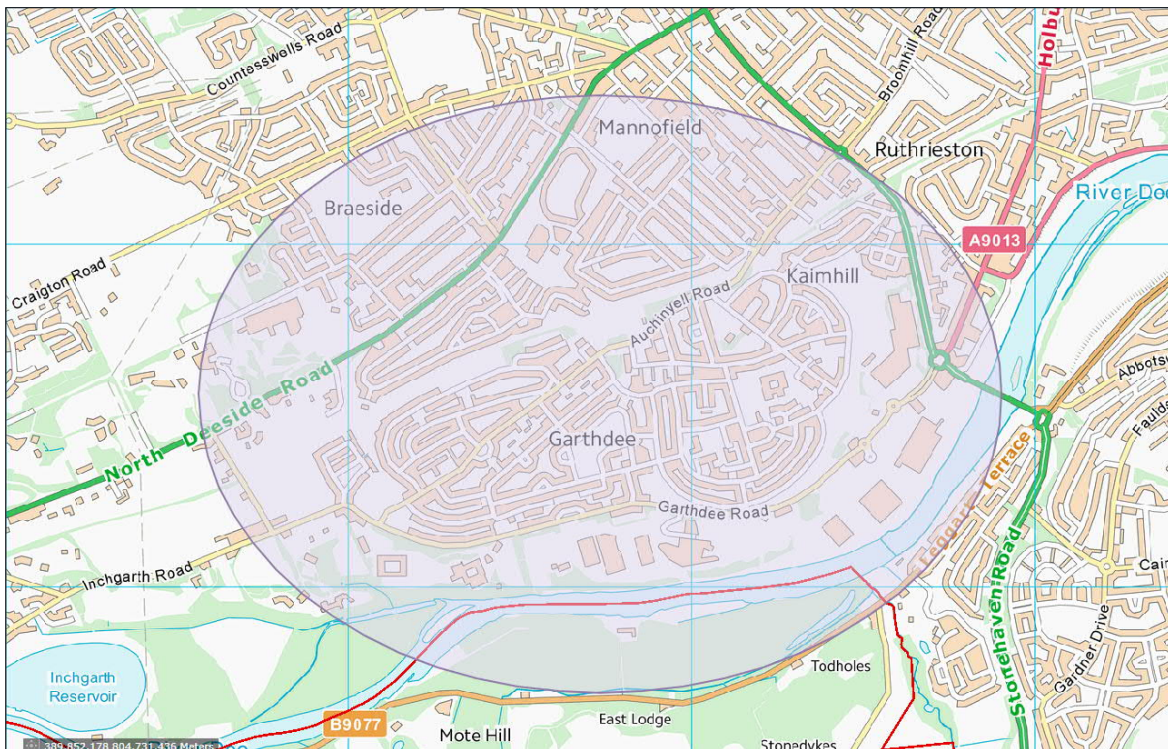
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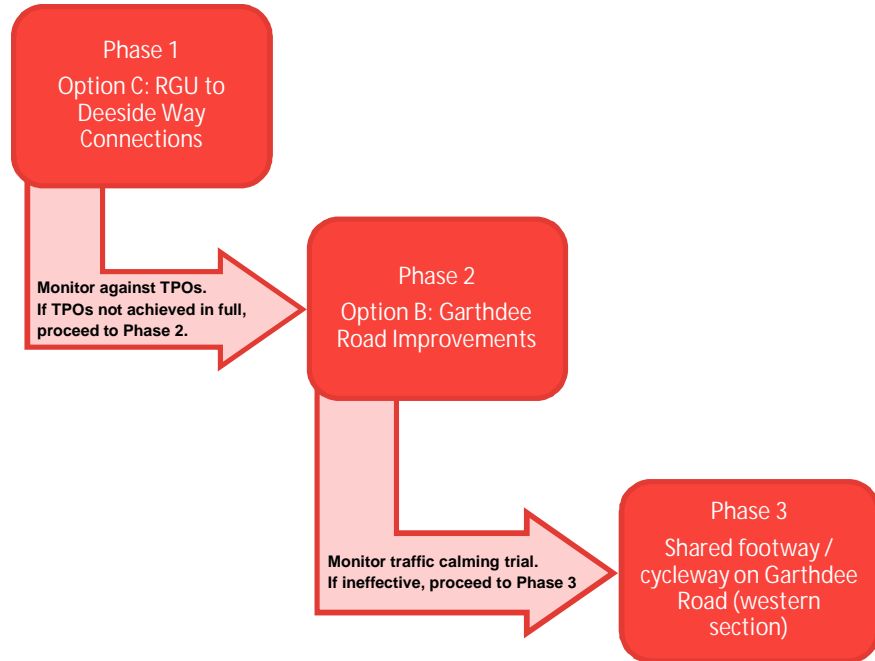
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Signature			
Authorised by		Paul White	Paul White
Signature			
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# EXECUTIVE SUMMARY

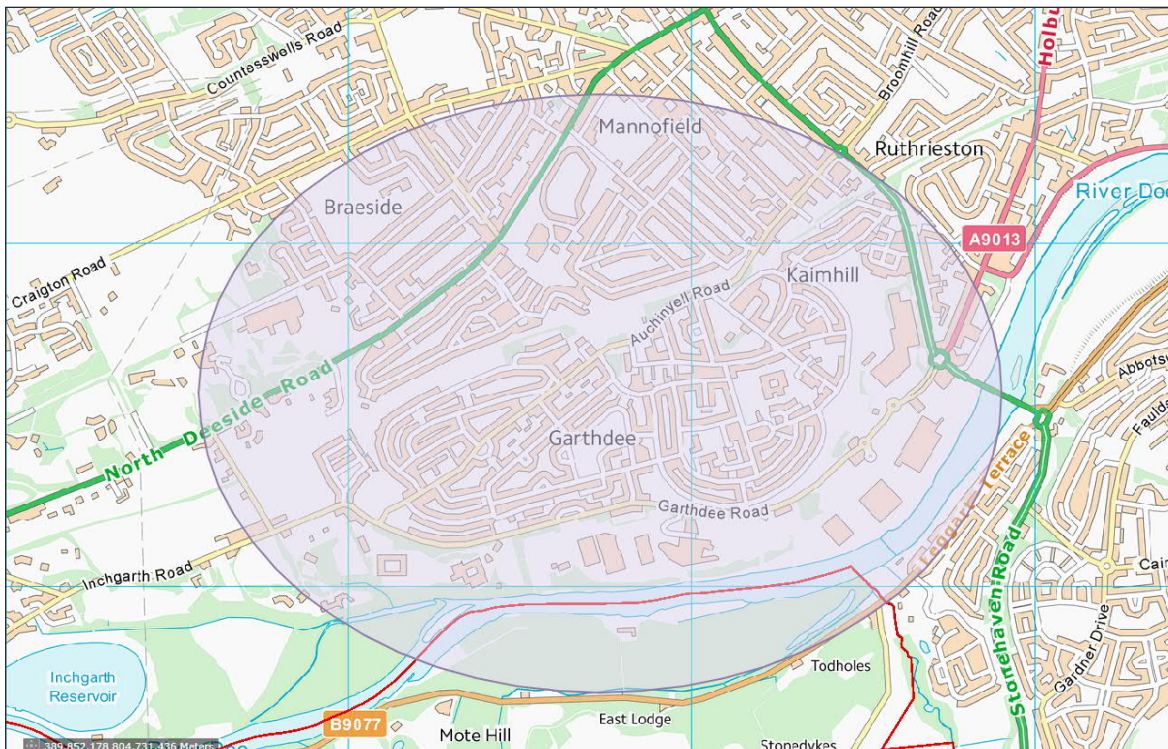
WSP UK Ltd. (WSP) has been commissioned by Aberdeen City Council (ACC) to undertake an active travel feasibility study for the Garthdee area of Aberdeen based on the principles set out in Transport Scotland’s Scottish Transport Appraisal Guidance (STAG).

This Executive Summary presents an overview of the different phases of the study, together with the key findings and recommended next steps.

## The study area

The study area was defined at the project inception by ACC and is shown in Figure ES-1 below. It centres on the Garthdee area, and also includes Kaimhill, Mannofield and Braeside.

**Figure ES-1 - Study Area**



## Why is this study required?

The construction of the Aberdeen Western Peripheral Route (AWPR) has addressed some of Aberdeen’s transport challenges, including diverting strategic vehicular traffic away from the central city transport network. This change in transport conditions has allowed more focus on delivering the

actions set out by ACC within their *Local Transport Strategy* and *Active Travel Action Plan*. Specific to the study area are actions including improving leisure access to the riverside along the River Dee and also improving active travel (walking, wheeling and cycling) connections to the Robert Gordon University (RGU) Garthdee campus.

### **What studies have been undertaken?**

The main study has focussed around undertaking a STAG-based options appraisal for improving active travel connections within the study area. The STAG-based process involves the following steps:

- Determine the constraints which bind the study and issues which may have an effect on the study area.
- Establish the problems and opportunities related to transport within the study area.
- Develop Transport Planning Objectives (TPOs) which specify the aims of the study and will allow testing of options or intervention packages.
- Identify the long list of options to address the identified problems.
- Undertake sifting of options to exclude those which are not viable for further consideration under the appraisal process.
- Engage with stakeholders and the public to inform the study and provide feedback on developed options.
- Appraise options against TPOs and STAG criteria to evaluate their suitability for implementation.
- Undertake a cost / benefit analysis of the short-listed options.
- Present the recommended package of measures for the study area.

To support the main study the following supporting studies have been undertaken:

- Ecological Assessments
- Flood Risk Assessment
- Traffic modelling of potential interventions
- Stakeholder engagement
- Public consultation
- Engineering design and preliminary costings

### **What problems have been identified within the study?**

The following existing or potential problems have been identified which have been considered when developing the long-list of options for the study:

- There is currently poor active travel mobility within the study area, especially along Garthdee Road and connecting to / from the RGU campus
- Implementing active travel options on Garthdee Road may impact on bus journey times
- Active travel options may impact on environmentally sensitive areas, such as the River Dee corridor and Deeside Way.
- The topography of the study area presents challenges to people moving on foot, wheel or by cycle.

### **What potential opportunities have been identified within the study**

The following potential opportunities have been identified which have either informed the study or could complement the study outcomes:

- Improving active travel connection within and through the study area could help to address the existing social isolation.
- There are areas within the study area where route options could be used to enhance the existing conditions for biodiversity.
- Alternatives to infrastructure solutions could support an increase in cycling within the study area. This includes the roll-out of affordable electric bike hire / purchase for local residents and / or RGU students. This would address the issue of challenging longitudinal gradients along Garthdee Road.

### What are the TPOs which guide the study?

Following a detailed review of all available evidence, four study-specific Transport Planning Objectives (TPOs) were identified. These were validated and agreed through discussions with the Core Project Group (which included invited officers from ACC, Aberdeenshire Council, Nestrans and Sustrans), as well as engagement with key stakeholders. The four TPOs were:

- **TPO 1** - To increase the modal share of trips made by active travel (walking, wheeling and cycling) along the strategic corridor
- **TPO 2** - Enhance the social inclusion of the Garthdee area.
- **TPO 3** - Ensure connectivity for walking, wheeling, cycling and public transport to the retail parks, existing cycle infrastructure, places of work and leisure trip generators in the area.
- **TPO 4** - Ensure transportation proposals enhance conditions for biodiversity along each linear route corridor where interventions are proposed.

### What are the short-listed options?

Following the development of a long-list of over twenty design options, these were refined through a number of review sessions with the Core Project Group, engagement with stakeholders and the public and a preliminary appraisal of options against a wide range of social, environmental and technical criteria. This process resulted in three potential options being taken forward for more detailed consideration.

The three options are presented in detail within Appendix G, and are summarised as:

**Option A** – A new shared path connection between the Bridge of Dee and the RGU campus, running along the north bank of the River Dee. This option includes a supporting path connection from the riverside path to Garthdee Road via the Sainsbury's store and B&Q store access road.

**Option B** – Pedestrian improvements and a segregated cycleway between Bridge of Dee and the RGU campus running along Garthdee Road. In addition, traffic calming measures on the western section of Garthdee Road, between the RGU campus and Garthdee Farm Gardens, are proposed to permit on-street cycling.

**Option C** – New path connections between the RGU campus and the Deeside Way to provide safer and more attractive routes for people connecting between the Garthdee area and the City Centre.

Option C also originally included improvements to the Deeside Way, however following the outcomes of the more detailed appraisal, these interventions were subsequently excluded.

### What are the study outcomes and proposed way forward?

The outcomes of the options appraisal and cost benefit analysis were considered together to identify a recommended way forward for the project's next stages. These recommendations were phased to

allow for a period of monitoring and evaluation prior to developing the business case/s for more capital intensive interventions.

### Phase 1 Recommendations

The Deeside Way corridor is very well aligned with the main regular movement patterns between the study area and City Centre. Therefore, it was considered that investment in improving linkages between the study area and this route would provide significant active travel benefits. In addition, compared to delivering on-road infrastructure on Garthdee Road (Option B), or a new path along the north bank of the River Dee (Option A), Option C was considered relatively good value for money.

On this basis it is recommended that in Phase 1 **Option C (excluding any interventions on the Deeside Way)** should be taken forward.

### Phase 2 Recommendations

The package of measures included under Phase 1 (Option C) should be implemented and post-construction monitoring and user surveys undertaken to determine the extent to which the Phase 1 measures achieve the TPOs.

In the event that minimal progress is made towards achieving the TPOs results from the Phase 1 measures it is recommended that further investment in active travel infrastructure should be made within the study area. It was considered that **Option B**, which involves the delivery of improvements for walking, wheeling and cycling along Garthdee Road, between the Bridge of Dee and the Deeside Way, should be taken forward in Phase 2.

By bringing forward Option B as a second phase scheme, it would enable sufficient scheme justification to have been established to overcome the expected political challenges and increased capital costs (relative to Option C) of implementing the scheme.

### Phase 3 recommendations

It should be noted for Option B, on the western section of Garthdee Road, on-street traffic calming measures are proposed to affect a reduction in motor vehicle speeds to an average speed which is considered suitable for on-carriageway cycling (20 – 25mph)<sup>1</sup>. It was considered that these measures could be taken forward in Phase 2 as temporary (removable) measures which could be trialled over a period of 12 months and their effectiveness monitored.

If at the end of this trial period, it is considered that traffic calming measures would be sufficient to support on-carriageway cycling by the majority of potential users then more permanent traffic calming features could be installed.

However, if at the end of this trial period it is considered that traffic calming measures will not be an effective long-term solution to support on-carriageway cycling, an alternative approach could be taken forward as Phase 3. This could involve converting the existing 3 metre wide footway on the south side of Garthdee Road to a shared footway/cycleway.

In line with *Places for Everyone* guidance, this proposal has not been presented within the design for this Option B, as shared-use footway / cycleways are not a preferred design solution. Shared-use footway / cycleways can have detrimental impacts on pedestrians, especially sensory-impaired

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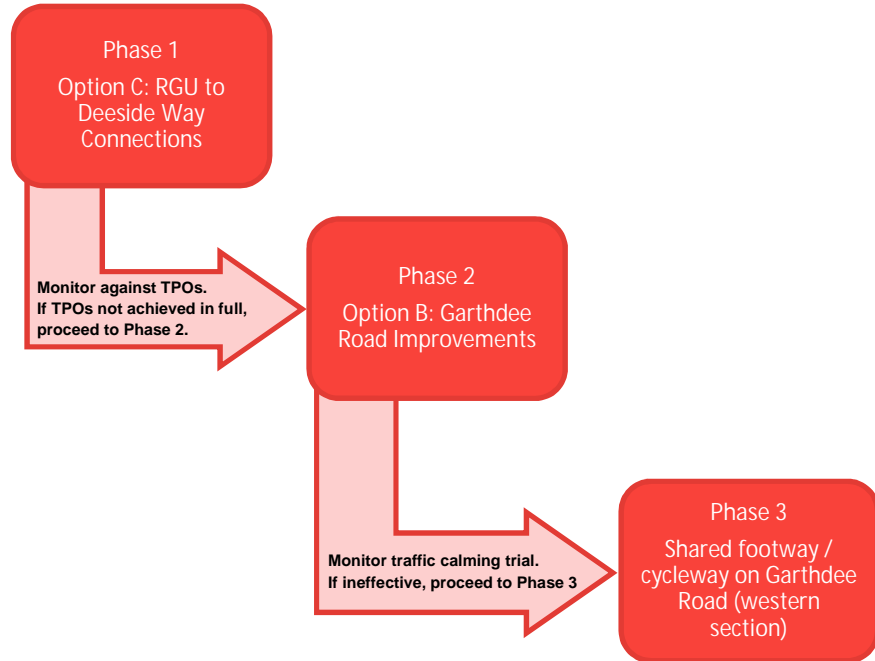
<sup>1</sup> Cycling By Design, Transport Scotland (2011)



pedestrians. On this basis, and in line with the Equality Act 2010, these measures should only be implemented where it has been demonstrated that no alternative reasonable solution is available.

With regards to Option A (Riverside Path), it was considered that the ecological and hydrological constraints, together with the forecast construction costs and land agreements made it the least suitable option to implement within the context of this study.

The proposed three phase recommendation strategy is summarised below:



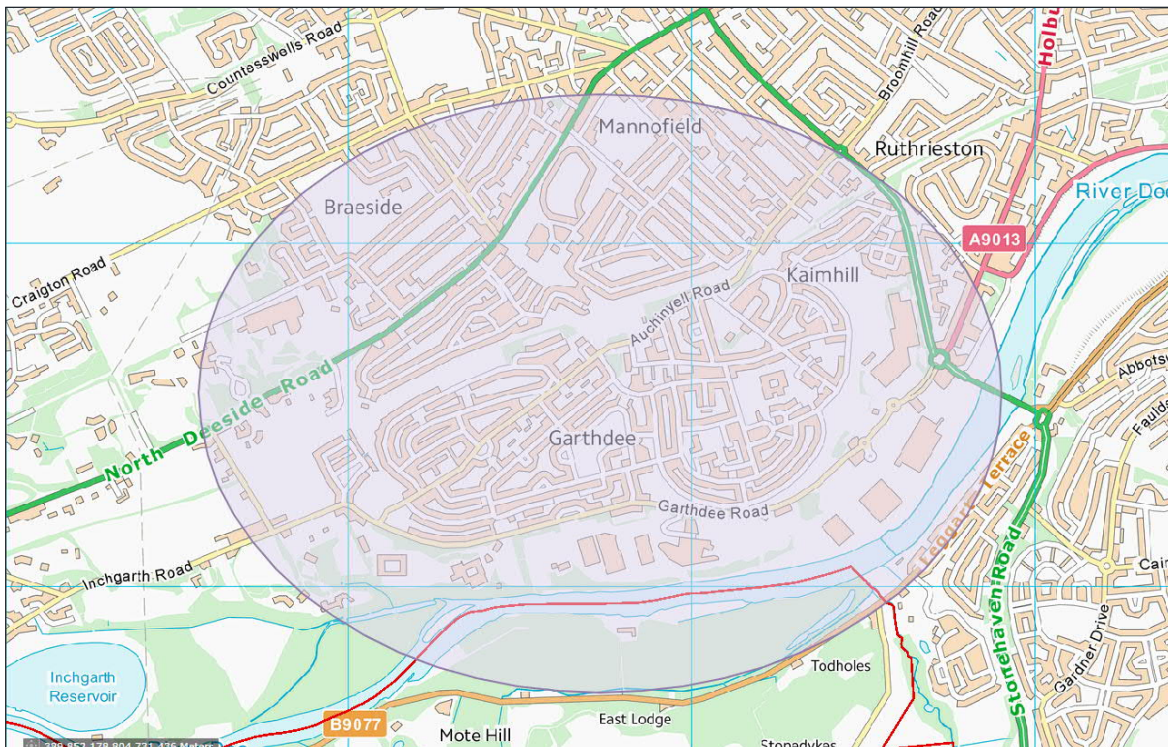
The monitoring and evaluation process required to inform the inter-phase decision making has been set out within the study. This includes a combination of baseline and post-construction surveys, as well as incorporating existing data sources, where possible.

# 1 INTRODUCTION

## 1.1 STUDY OVERVIEW

1.1.1. WSP UK Ltd. (WSP) has been commissioned by Aberdeen City Council (ACC) to undertake an active travel feasibility study for the Garthdee area (from here referred to as ‘the study area’) of Aberdeen based on the principles set out in Transport Scotland’s Scottish Transport Appraisal Guidance (STAG). The study area is presented in Figure 1-1.

**Figure 1-1 - Study Area**



1.1.2. The primary aim of the study is to investigate opportunities to improve and enhance conditions for walking, wheeling and cycling within the study area to increase the level of active travel use and help produce the associated health, environmental and social benefits for current and future generations.

## 1.2 APPRAISAL PROCESS SUMMARY

1.2.1. This study has been developed in accordance with STAG principles and has includes the following tasks to develop and appraise suitable options for the study area:

- Determine the constraints which bind the study and issues which may have an effect on the study area.
- Establish the problems and opportunities related to transport within the study area.
- Develop Transport Planning Objectives (TPOs) which specify the aims of the study and will allow testing of options or intervention packages.
- Identify the long list of options to address the identified problems.

- Undertake sifting of options to exclude those which are not viable for further consideration under the appraisal process.
- Engage with stakeholders and the public to inform the study and provide feedback on developed options.
- Appraise options against TPOs and STAG criteria to evaluate their suitability for implementation.
- Undertake a cost / benefit analysis of the short-listed options.
- Present the recommended package of measures for the study area.

1.2.2. Throughout the project WSP has regularly reported progress and findings to the Core Project Group, which consisted of representatives of ACC, Aberdeenshire Council, Nestrans and Sustrans. The conclusions and feedback from these project meetings were incorporated into the study as it progressed.

1.2.3. This report and appendices provide a full review of the tasks undertaken as part of this study and the relevant outcomes.

## 2 POLICY CONTEXT AND BACKGROUND INFORMATION

---

### 2.1 INTRODUCTION

2.1.1. This chapter sets out the policy context which informs the study, including a summary of key policy documents from all levels of governance.

### 2.2 POLICY CONTEXT

#### NATIONAL POLICY

##### National Transport Strategy (NTS2)

2.2.1. Transport Scotland's second, National Transport Strategy, NTS 2 was published in February 2020. NTS 2 outlines its vision as follows:

*"We will have a sustainable, inclusive and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors."*

2.2.2. The High-Level Objectives set out in NTS 2 are presented below:

- Reduces inequalities
- Takes climate action
- Helps deliver economic growth
- Improves our health and wellbeing

2.2.3. NTS 2 highlights that Scottish Government has acknowledged the global climate emergency. The impact has been the Scottish Government's new statutory target of net-zero emissions by 2045. This has a downstream impact on the transport sector as one of the largest net contributors to CO<sub>2</sub> emissions and will be reflected in both new regional and local transport strategies.

2.2.4. NTS2 sets out the sustainable travel hierarchy which should be considered for all transport-related policies and schemes in Scotland. This is reproduced in Figure 2-1 and makes clear that walking and wheeling should be given the highest priority followed by cycling and then motorised forms of transport.

**Figure 2-1 - NTS 2 Transport Hierarchy**



**REGIONAL POLICY**

**Nestrans Regional Transport Strategy Refresh 2013-2040**

2.2.5. The objectives of the National Transport Strategy can be seen reflected in the Nestrans vision and objectives the period up to 2040:

- Increase access to a sustainable transport system for all, recognizing specific needs of disadvantaged and vulnerable users.
- Reduce the business costs of transport for all sectors of the economy to realize the aspirations of the Regional Economic Strategy.
- Reduce the adverse impacts of transport on public health and the natural and built environment.
- Improve the integration of transport and land use to reduce the need to travel by private car.
- Improve the relative competitiveness of public transport compared to the private car.
- Maintain and enhance a safe, resilient and reliable transport network.

**Nestrans Active Travel Action Plan 2014-2035**

2.2.6. The Nestrans Active Travel Action Plan (ATAP) looks to increase the proportion of trips undertaken by foot and by bicycle, its policies include:

- Considering the needs of pedestrians and cyclists first and integrating them into the planning and design of all new developments and infrastructure.
- Businesses and other organisations, including schools and public-sector organisations, do their part to support and encourage walking, wheeling and cycling.

- Provision of new cycle and pedestrian infrastructure meets desired standards.
- New infrastructure and initiatives to be supported by appropriate information and promotion to encourage a change in attitudes and behaviour.

2.2.7. The ATAP also acknowledges the importance of improving access to rural communities in Aberdeenshire. Section 7 of the Nestrans ATAP focuses on the development of a strategic network of active travel routes linking Aberdeen City and the main towns of Aberdeenshire. This project looks to contribute towards meeting these aims by providing improved accessibility to the Deeside Way which links Aberdeen City and the Deeside area of Aberdeenshire.

## LOCAL POLICY

### Aberdeen Local Transport Strategy 2016-2021

2.2.8. The high level aims of LTS are again transposed and filtered down from the wider aims set by both the National and Regional Transport Strategies. The main objectives are presented below:

- A transport system that enables the efficient movement of people and goods.
- A safe and more secure transport system.
- A cleaner, greener transport system.
- An integrated, accessible and socially inclusive transport system.
- A transport system that facilitates healthy and sustainable living.

2.2.9. The LTS also states its overarching aim is to encourage modal shift from private car to more sustainable transport modes. To reinforce this aim, a key objective of the LTS is ensuring that the benefits of the Aberdeen Western Peripheral Route (AWPR), specifically the reduced traffic flow into and through the City Centre, are maintained for the long term. This includes the reallocation of road space to better support and encourage travel by more sustainable transport modes than private motor vehicles.

### Aberdeen Active Travel Action Plan 2017 - 2021

2.2.10. ACC developed the Active Travel Action Plan in response to the strategic aim of increasing the number of people walking and wheeling, both as a means of travel and for recreation.

2.2.11. Of particular relevance to this study, ACC has also identified the following actions in its Active Travel Action Plan:

- Improving access to the Robert Gordon University campus on foot and by bicycle.
- Improving walking, wheeling and cycling opportunities alongside the River Dee.

### Aberdeen City Centre Master Plan

2.2.12. In 2015 ACC adopted the City Centre Masterplan with the vision of transforming the City Centre through a variety of measures:

*“A dramatic reorganisation of roads will have reduced the current dominance of the car in the City Centre and empowered residents and visitors to make sustainable travel choices.....Cycling and bus transport will be popular forms of transport.”*

2.2.13. These ideas are continued in the goals set in the City Centre Masterplan:

*“Goal 3 - Ensuring the City Centre meets the needs of the wider population of Aberdeen City and Shire and beyond and is specifically planned and governed to reflect this wider metropolitan role.*

*“Goal 6 - Exploiting the varied waterscapes of Aberdeen City Centre, creating attractive settings and opportunities for interest and activity.”*

## 2.3 BACKGROUND INFORMATION

2.3.1. The purpose of this STAG-based options appraisal is to identify a preferred route for walking, wheeling and cycling provision along the corridor between the existing infrastructure at the Bridge of Dee westwards to connect with the Deeside Way west of the Robert Gordon University. The appraisal will incorporate connections to the National Cycle Network, NCN Route 195 Map - Sustrans, adjacent Core Paths Core Paths Plan - Aberdeen and any other suitable paths.

2.3.2. The overall aim of the project is to inform preferred and specific footway/cycleway measures which will result in modal shift from everyday journeys using the private car whilst expanding leisure opportunities for walking, wheeling, cycling and horse-riding in the surrounding area.

2.3.3. The opening of the Aberdeen Western Peripheral Route (AWPR) in February 2019, has already had a positive impact on traffic levels within the city although these changes have yet to stabilise and be quantified. ACC is already working with North East Scotland Transport Partnership (Nestrans) to look at how best to ‘lock in the benefits’ of the AWPR, including opportunities for improving internal connectivity, especially for active travel, with the road now open.

2.3.4. The study should also take into consideration the longer term aims and objectives for the entire Aberdeen City and Aberdeenshire area, contained within the following:

- Nestrans Regional Transport Strategy;
- Nestrans Freight Action Plan;
- Aberdeen Local Transport Strategy;
- The Proposed Aberdeen City and Shire Strategic Development Plan;
- Aberdeen Strategic Infrastructure Plan
- Locking in the Benefits Study;
- Aberdeen Air Quality Action Plan;
- Regional and the two local active travel action plans (Regional, Aberdeen, Aberdeenshire);
- Aberdeen Core Paths Plan;
- Aberdeen Open Space Strategy.

## 3 REVIEW OF ISSUES AND CONSTRAINTS

---

### 3.1 INTRODUCTION

- 3.1.1. The STAG guidance defines ‘constraints’ as the bounds within which a study is being undertaken. These may include the fiscal and legislative framework for the study as well as the physical constraints which bind the study area, including ecology, landscape, heritage, topography and geography.
- 3.1.2. The STAG guidance defines ‘issues’ as uncertainties that the study may not be able to resolve but must work within the context of. Where there are uncertainties, there is a responsibility to develop an option that is either robust under different possible out-turns or, alternatively, is flexible enough to be adapted in response to changed circumstances.
- 3.1.3. This chapter presents the identified issues and constraints which are relevant to the study. The most significant issues and constraints have been carried forward as project specific ‘problems’ and ‘opportunities’ in Chapter 4.

### 3.2 ISSUES IDENTIFIED BY ACC

- 3.2.1. This section presents relevant issues which ACC have identified within planning documents or within information provided at the project inception.

#### ACC PROPOSAL MAP

- 3.2.2. The study area is predominantly Residential Areas (H1), this is surrounded by Green Space Network (NE1), Green Belt (NE2) and Urban Green Space (NE3). Scottish Planning Policy states that planning system should protect and enhance green infrastructure in and around Scotland’s cities. Aberdeen’s Green Space Network is a strategic network that connects natural green spaces and habitats to each other and the communities around them.

*“Policy NE1 – Green Space Network: The Council will protect, promote and enhance the wildlife, access, recreation, ecosystem services and landscape value of the Green Space Network, which is identified on the Proposal Map.*

*“Proposals for development that are likely to destroy or erode the character and/or function of the Green Space Network will not be permitted.*

*“Policy NE2 – Green Belt: No development will be permitted in the Green Belt for purposes other than those essential for agriculture; woodland and forestry; recreational uses compatible with an agricultural or natural setting; mineral extraction/quarry restoration; or landscape renewal.*

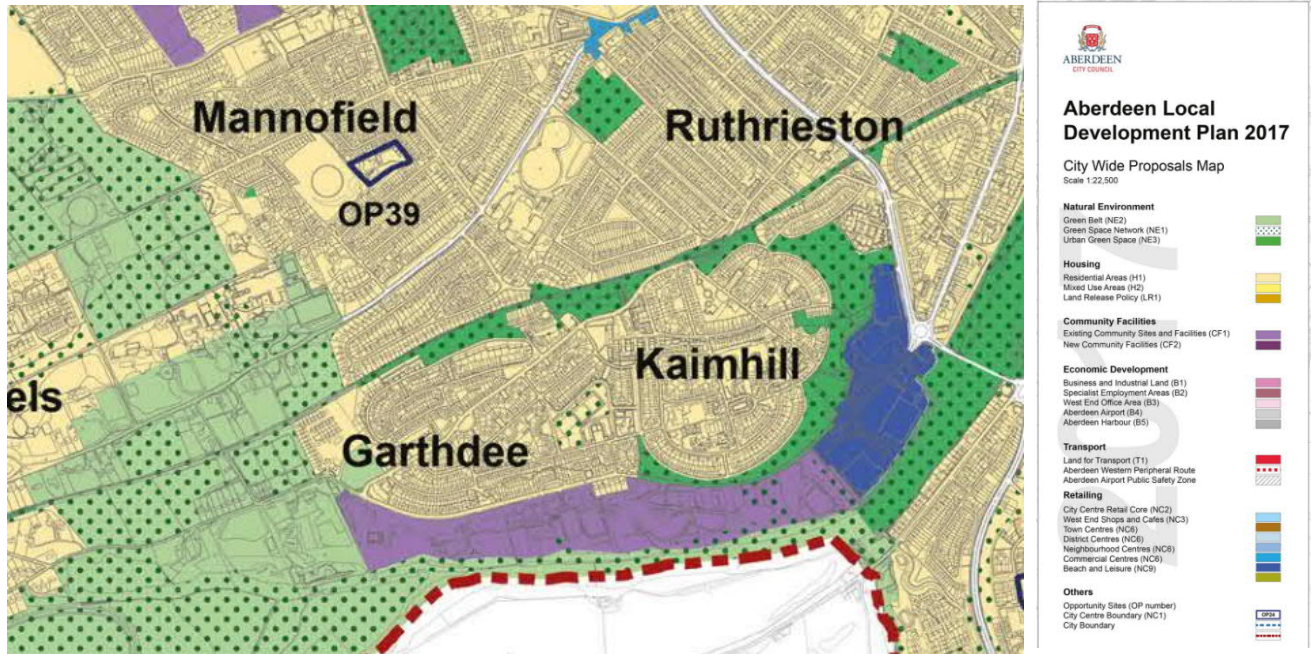
*“Policy NE3 – Urban Green Space: Permission will not be granted to redevelop any parks, playing fields, sports pitches, woods, allotments or all other areas of urban green space (including smaller spaces not identified on the Proposals Map) for any use other than recreation and sport.”*

- 3.2.3. There are some exceptions to the above policies however the objective of this policy is to safeguard the natural and open spaces which will positively impact the local air and water



quality. An extract from the Aberdeen City Local Development Plan from 2017 is shown in Figure 3-1 below:

**Figure 3-1 - Extract from City Wide Proposal Map**



3.2.4. The following specific issues have been identified by ACC:

- There is currently no safe and direct option for pedestrians and cyclists to travel the 1.2km (approx.) from Bridge of Dee to the RGU campus.
- Land acquisition will be required from several landowners to deliver a path along the riverside.
- Topographical issues – there is a significant level difference between the Bridge of Dee and the river side.
- Potential public utility issues in the existing footway/carriageway/grass verge on Garthdee Road.
- There are conflicts between motorised vehicles and vulnerable road users at crossing points.
- Road safety issues exist along Garthdee Road.
- There are existing personal safety issues, real or perceived, when using a remote foot/cycle path.
- Existing substandard footway construction along the riverside path - (narrow/uneven/wet/overgrown in summer – wet/muddy/slippery in winter).
- Existing substandard footway construction (very narrow) along a section (approx. 250m) of Garthdee Road.
- Flooding recorded on the north bank of the River Dee within the study area.
- General and winter maintenance will be high for remote paths with tree cover.
- Major disruption to the public, including cars/buses/deliveries, is predicted during the construction phase of project.
- Adherence to national legislation for planning/ecology/environment.
- Cost and length of time to complete.

- Proximity, in both location and time, to other major projects i.e. Bridge of Dee replacement crossing, roads hierarchy project.

### 3.3 LISTED BUILDINGS AND STRUCTURES

3.3.1. Figure 3-2 and Table 3-1 present the listed buildings and structures that could potentially be impacted within the study area along with the classification it has been designated. Listed buildings are categorised as either A, B or C, as defined below.

- Category A - Buildings of national or international importance, either architectural or historic, or fine little-altered examples of some particular period, style or building type.
- Category B - Buildings of regional or more than local importance, or major examples of some particular period, style or building type which may have been altered.
- Category C - Buildings of local importance, lesser examples of any period, style or building type, as originally constructed or moderately altered; and simple, traditional buildings which group well with others in categories A and B or are part of a planned group such as an estate or an industrial complex.

Figure 3-2 - Listed Buildings and Structures



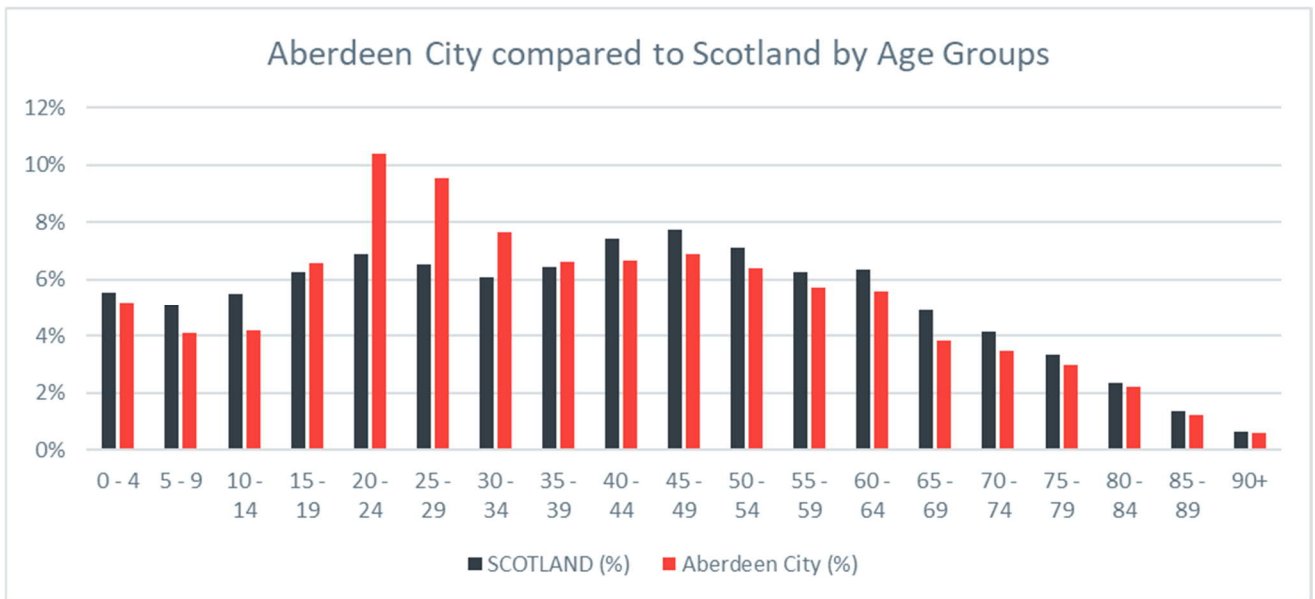
**Table 3-1 - Listed Buildings and Structures**

<b>Building/Structure</b>	<b>Category</b>
Stonehaven Road and Anderson Drive South, Bridge of Dee, including sundial	Category A
Garthdee Road, Fountain House	Category C
Holburn Street at South Anderson Drive, Privies and Pantries	Category C
Kaimhill Road, Kaimhill Funeral Home	Category B
Kaim House Robert Gordon University	Category C
East Lodge including gate piers, Robert Gordon University	Category C
Garthdee House	Category B
West Lodge including gate piers, Robert Gordon University	Category C
Norwood Hall Hotel, excluding 2 story extensions to West and East	Category B
Windmill, Drumgarth, Inchgarth Road	Category C
Inchgarth House including garden terrace, Inchgarth Road	Category C
Pitfodels Station House excluding 2012-13 extension to northwest, Pitfodels Station Road	Category C
Ruthrieston West Church, Broomhill Road	Category B
Broomhill Road, K6 Telephone Kiosk	Category B
Cranford Road, Cranford House, including lounge, gate piers and boundary wall	Category C
March Stone No.6, within the back garden of No.11 Hammerfield Avenue	Category B

### 3.4 LOCAL DEMOGRAPHICS

- 3.4.1. Aberdeen is located on the North-East coast of Scotland with a population of 214,610 making it the third largest city in Scotland and the largest city outside of the central belt<sup>2</sup>.
- 3.4.2. A review of age distribution of Aberdeen residents has been undertaken. The census data indicates that the Aberdeen has a younger population profile compared to the Scottish average. In particular there is a significant difference seen in the 16-29 age group compared to the national average. This is shown in Figure 3-3 and is consistent with what is expected as Aberdeen has two universities resulting in a large student population.

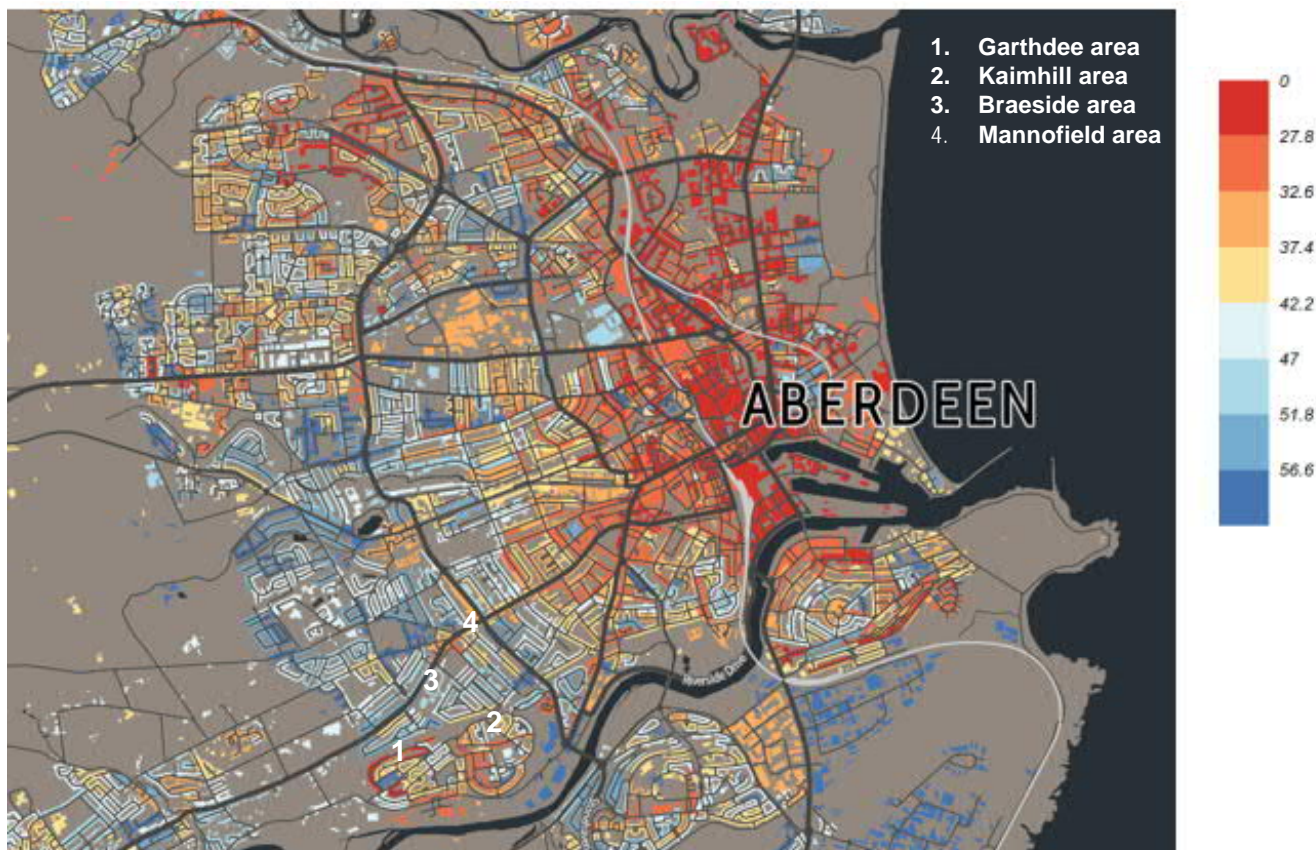
**Figure 3-3 - Comparison of age of population between Aberdeen and Scotland (2011 Census)**



- 3.4.3. Context can be given to the data presented in Figure 3-3 by reviewing the median age variation across Aberdeen. This data is presented in Figure 3-4 which shows clear differences across the city. The City Centre has a predominantly young population (28 years or younger) particularly in the areas surrounding the Aberdeen University central campus and the student halls accommodation. Moving north, south or west from the City Centre the population gradually increases in age as away from the City Centre with a significantly older population (57 years and older) at the edges of the city.

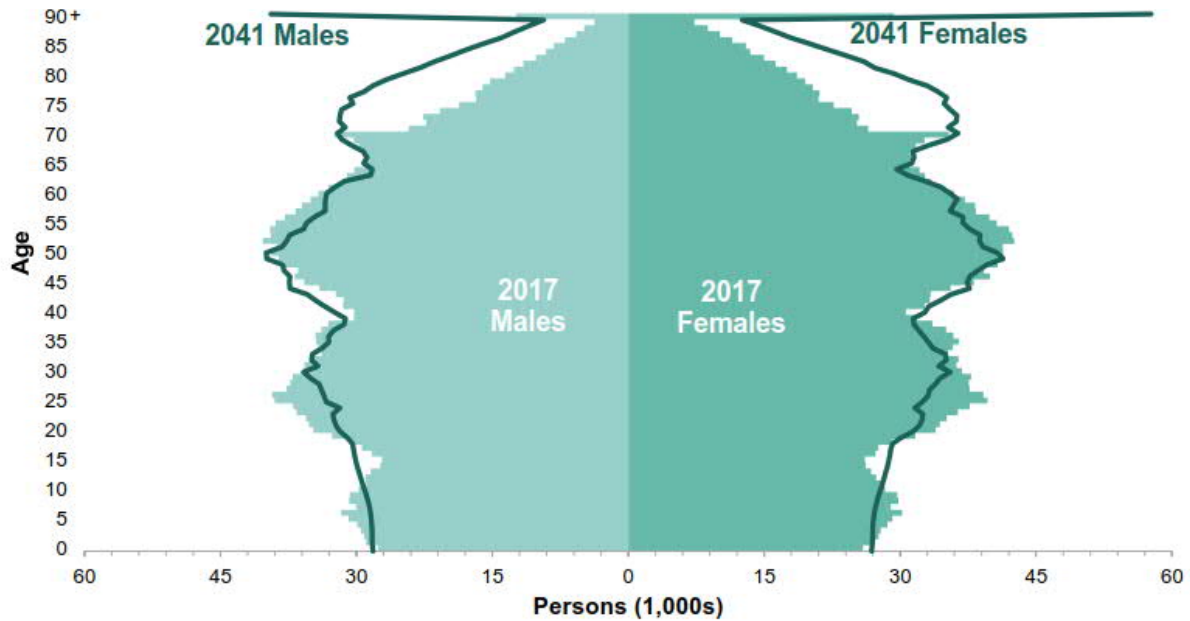
<sup>2</sup> Mid-2016 Population Estimates for Settlements and Localities in Scotland (National Records of Scotland, 2017)

**Figure 3-4 - Median Age of Population by Area**



- 3.4.4. Within the study area itself, it can be seen in Figure 3-4, that the Garthdee and Kaimhill areas have a lower median age than the neighbouring areas of Braeside and Mannofield. This is primarily a result of the RGU campus and prevalence of student accommodation in the local area.
- 3.4.5. There are no predicted large changes to Aberdeen’s geographic variation in age distribution in the long term. Aberdeen has recently seen a negative net migration with a population decrease of 1,040 from mid-2016 to mid-2017, this loss has happened over consecutive years.
- 3.4.6. However, there is uncertainty related to future trends of age distribution across Scotland and locally within Aberdeen, as this is linked to macro-economic, social and political factors such as immigration and birth rates which are out-with the control of the local authorities. In addition, whilst life expectancy has shown an increasing trend over the last 30 thirty years, this trend has recently stalled.
- 3.4.7. The most recent forecast of age distribution across Scotland indicates a greater proportion of the population will be older (see Figure 3-5). For example, by 2037, 25% of the population will be over 65 years of age (currently 19%). This may influence travel behaviour in the medium to long-term with a greater demand for mobility assistance, including for shorter journeys.

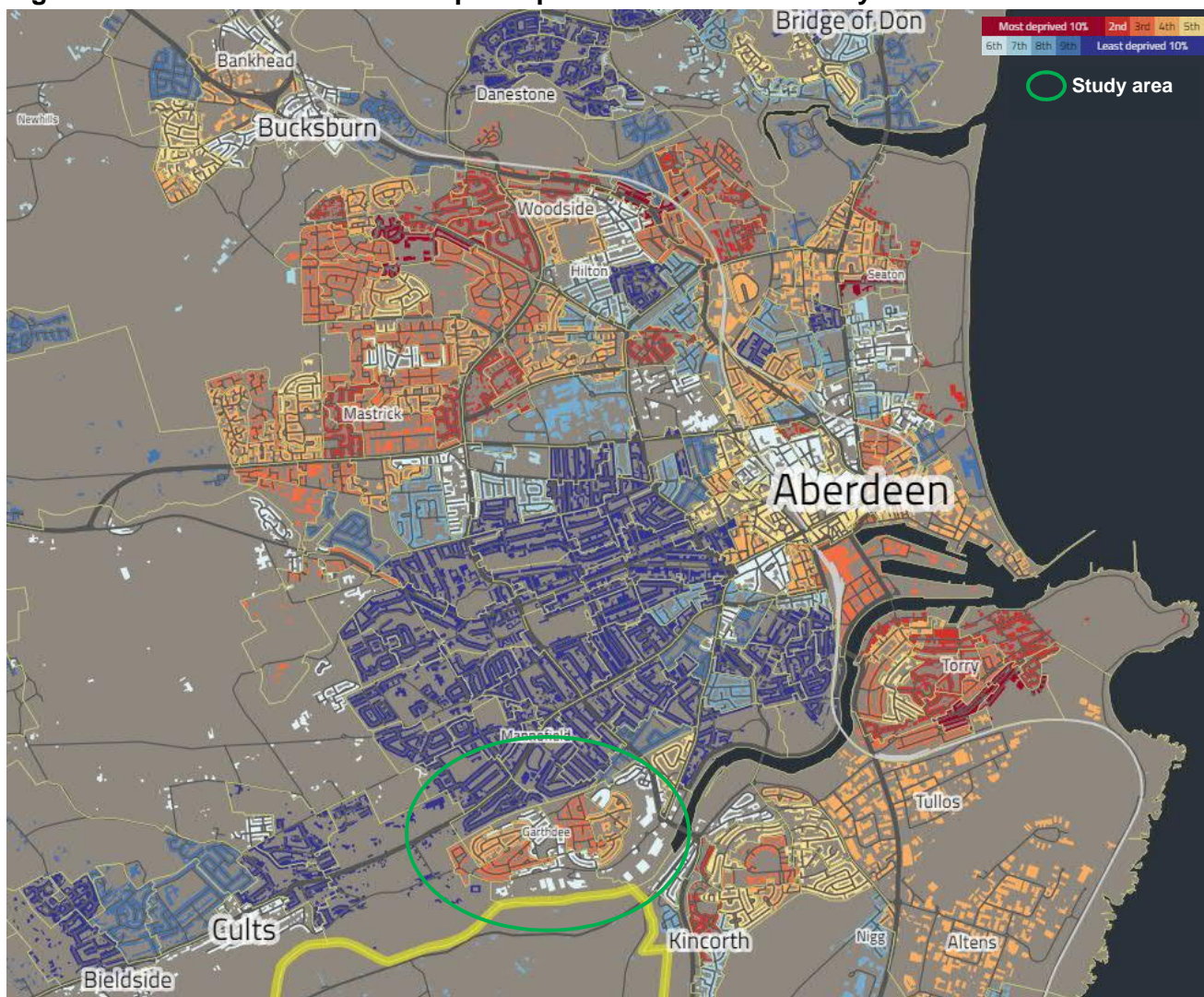
**Figure 3-5 - Projected Age Distribution of the Population in Scotland to 2041 (by Sex)**



### 3.5 SOCIAL DEPRIVATION & HEALTH

3.5.1. The level of social deprivation and quality of health varies significantly across Aberdeen. The north-west of the city hosts some of the most deprived areas including Mastrick and Northfield, while the South-West includes some of the least deprived areas in Scotland including Rubislaw, Ruthrieston and Hazlehead. However, the study area represents an area of relatively high social deprivation compared to surrounding area. This is displayed in Figure 3-6.

**Figure 3-6 – Scottish Index of Multiple Deprivation Classification by Area**



(Source: Scottish Index of Multiple Deprivation 2020)

### 3.6 CAR OR VAN OWNERSHIP

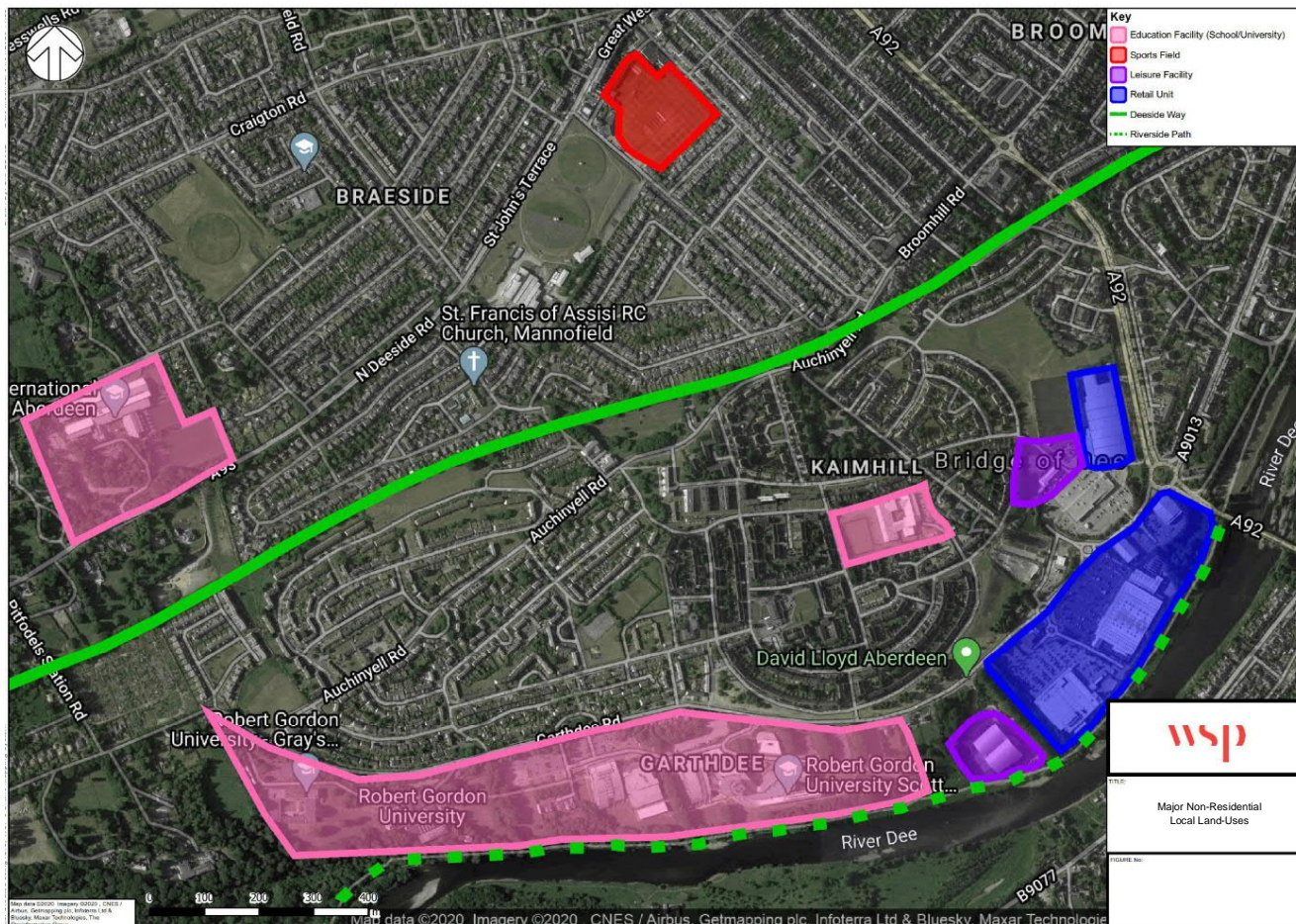
- 3.6.1. A review of car ownership levels has been undertaken using Scottish Census data (2011). This review has considered the proportion of households reporting that they do not own a car or van.
- 3.6.2. Within the study area 34% of homes did not own a private car or van. This value increases to 38% for the Garthdee and Kaimhill areas only, indicating the variation within the study area. For reference 33% of households across the whole of Aberdeen do not own a private car or van.

### 3.7 LOCAL LAND-USES

- 3.7.1. The study area is a significant trip generator relative to its size which is mainly due to its education and retail facilities. Garthdee is home to the RGU campus and at the eastern section of Garthdee Road are located a number of large retail units which cater for the local and wider community.

3.7.2. There are also unique facilities that draw users from a wider area, the facilities include a dry ski slope, Aberdeen International School and the Aberdeenshire Cricket Club. As there are few alternatives within the Aberdeenshire area these facilities will have a much wider range in terms of where trips are generated from. The existing major non-residential land use land-use planning is displayed in Figure 3-7 below:

**Figure 3-7 – Major Non-Residential Local Land-Uses**



### ROBERT GORDON UNIVERSITY GARTHDEE CAMPUS

3.7.3. The Robert Gordon University (RGU) campus is located on Garthdee Road and is host to over 16,500 students<sup>3</sup> and 950 staff<sup>4</sup>. The university has a number of student accommodation buildings (908 student beds) near the campus and in the City Centre. However, the majority of students commute from private accommodation to the campus.

3.7.4. As shown, in Figure 3-4, the low median age of the City Centre population indicates that there is a high proportion of students living within the City Centre who are likely to travel regularly to the RGU campus to study.

<sup>3</sup> Source: <https://www.rgu.ac.uk/about/facts-figures> (Accessed 20/5/2020)

<sup>4</sup> Source: <https://www3.rgu.ac.uk/46B46730-089A-11E2-A92F000D609CB064> (Accessed 20/5/2020)

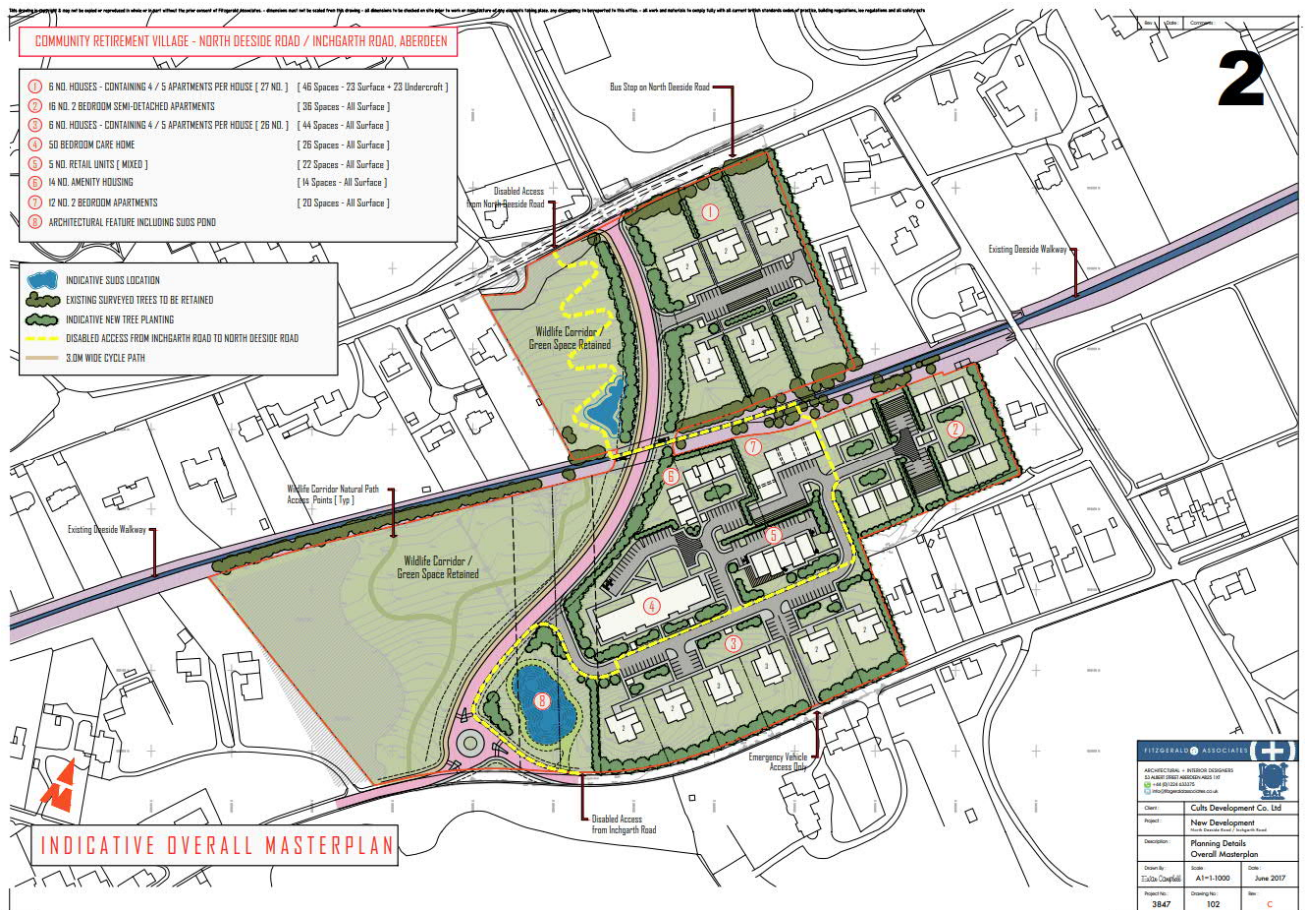


- 3.7.5. RGU travel advice recommends that cyclists use the Deeside Way to access the Garthdee campus and caution that other routes may only appeal to more experienced cyclists.
- 3.7.6. The RGU campus is accessible from the City Centre by regular bus services (see Section 3.9). Parking on-campus is controlled by a parking permit scheme, with priority given to disabled users and car share trips.

### 3.8 LAND-USE PLANNING

3.8.1. Reviewing the Planning Portal for Aberdeen City, there is one proposed development which may impact on the study area. A residential development for retired/elderly (including affordable housing), a 50-bedroom care home with approximately 500sqm for ancillary retail/community use. The site will include public open space and associated infrastructure including a link road seen in Figure 3-8 below.

**Figure 3-8 - Community Retirement Village Plan**



(Source: ACC)

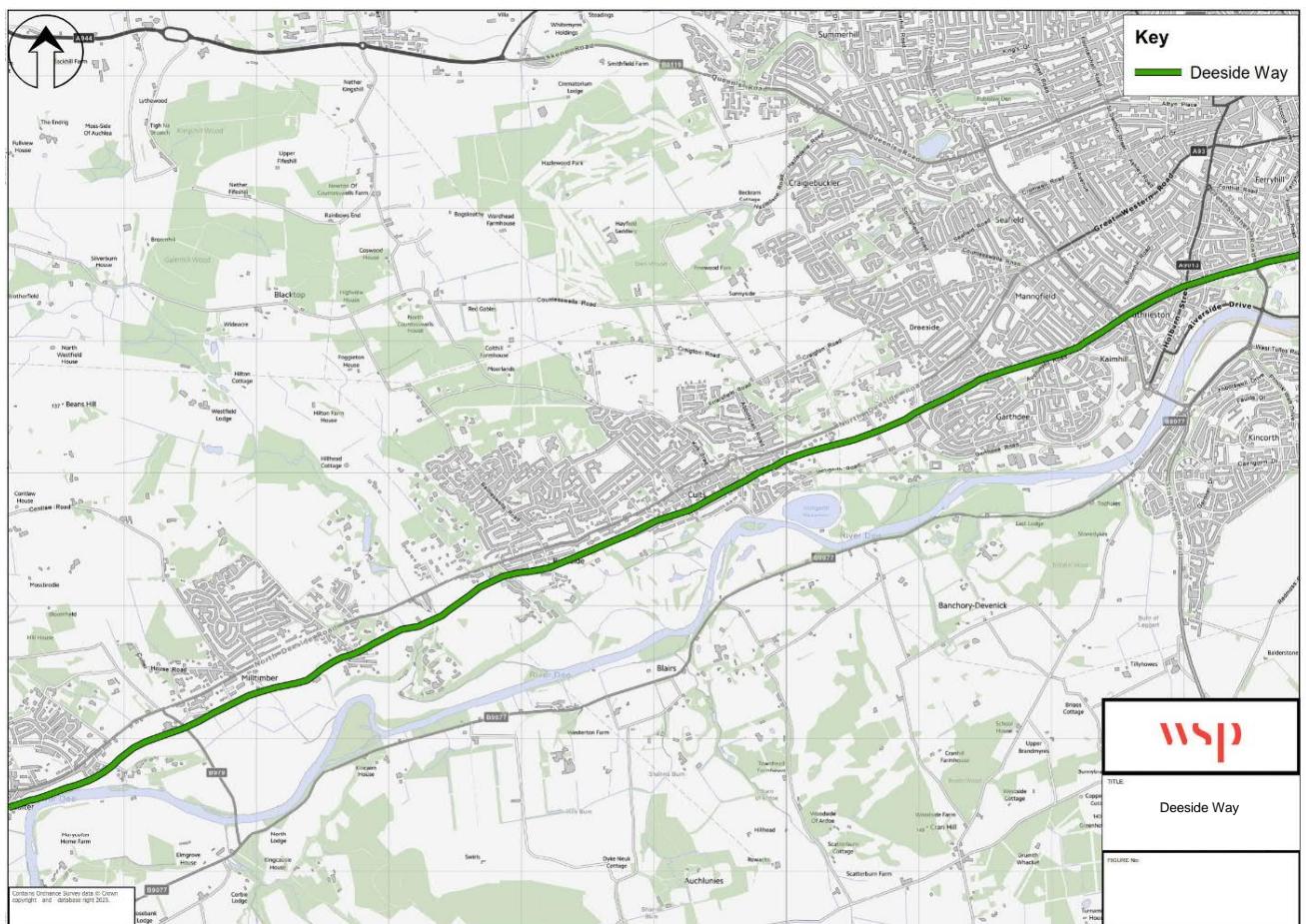
3.8.2. This development would also potentially result in an increase in more vulnerable road users within the study area.

### 3.9 EXISTING ACTIVE TRAVEL CONDITIONS

#### DEESIDE WAY

- 3.9.1. The main active travel route in the study area is the Deeside Way, the alignment of the route within the vicinity of the study area is shown in Figure 3-9. The Deeside Way uses a decommissioned railway line that has been repurposed as an active travel route.
- 3.9.2. The path is well used by the public bringing people from the more peripheral parts of the city towards the City Centre. The Deeside Way also provides a connection west into Aberdeenshire, terminating at Ballater.

**Figure 3-9 - Deeside Way**



- 3.9.3. The Deeside Way is currently a 2.7 to 3 metre wide shared use asphalt path. Path usage data provided by ACC indicates that there is a weekday average of 392 pedestrian and 212 cycle journeys on the path. Based on the standards set out within Cycle By Design<sup>5</sup>, the existing path width is sufficient to accommodate the current user volumes.
- 3.9.4. A typical section of the Deeside Way is shown in Figure 3-10.

<sup>5</sup> Cycling By Design, Transport Scotland, 2011

**Figure 3-10 - Deeside Way Current Condition**



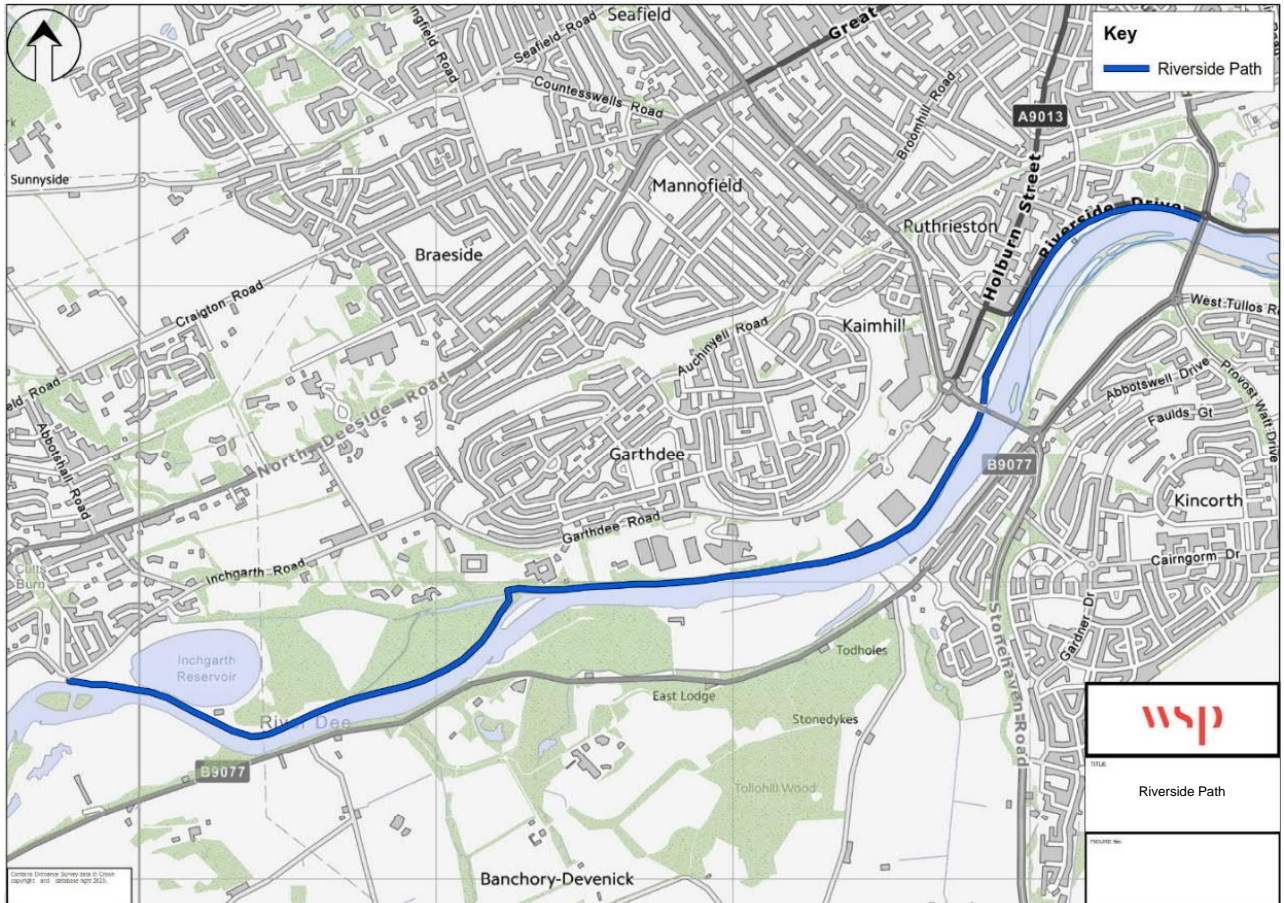
3.9.5. Information provided by ACC indicates that there have been reports from the public of user conflicts and safety concerns on the Deeside Way as well as incidents of anti-social behaviour. To investigate this further, specific questions were included in the engagement phase public questionnaire and path users were directly canvassed to on-site to discuss their experiences using the path (see Chapter 9 for details). The reported user issues on the path included:

- Increased volume of cyclists at peak times.
- Cyclists passing too close to walkers, wheelers and dogs, and travelling at too high a speed.
- Users receiving verbal abuse as a result of actual or perceived conflicts.
- Lack of path lighting and related personal security concerns.

## RIVERSIDE PATH

3.9.6. The Riverside Path connects between Inchgarth Road and Duthie Park and runs along the north bank of the River Dee. The full extent of the path is illustrated in Figure 3-11

**Figure 3-11 – Riverside Path**



3.9.7. The path is currently bisected by the A92. The western section Riverside Path (west of the A92) is informal and largely overgrown with very few observed existing users. The typical condition of the path in this location is illustrated in Figure 3-12

**Figure 3-12 - Current Condition of the Western Section of the Riverside Path**



- 3.9.8. The eastern section of the Riverside Path (east of the A92) is a circa 2.5 to 3 metre wide shared use asphalt path. Path usage data provided by ACC indicates that there is a weekday average of 361 pedestrian and 63 cycle journeys on the eastern section of the path. The typical condition of the eastern section of the path is illustrated in Figure 3-13.

**Figure 3-13 - Current Condition of the Eastern Section of the Riverside Path**



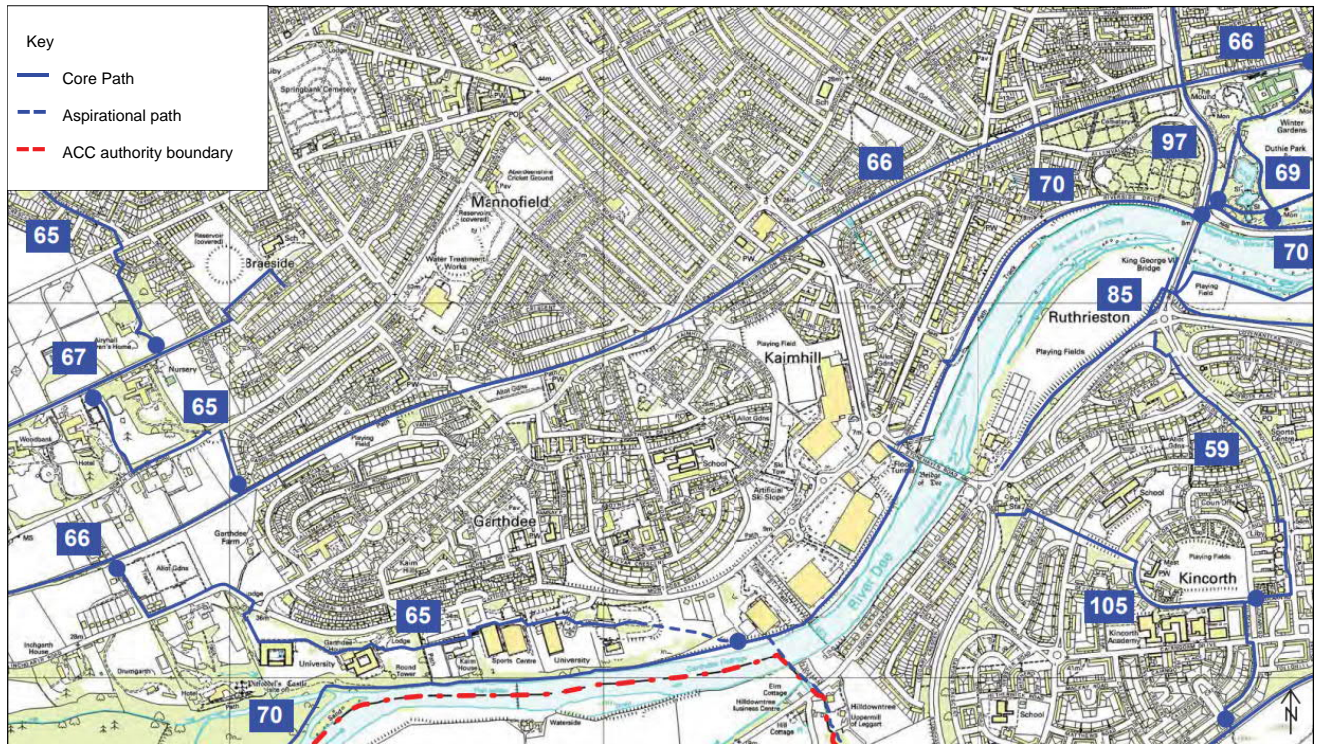
## GARTHDEE ROAD

3.9.9. The eastern section of Garthdee Road is currently motor vehicle dominated as the road has been designed to accommodate motor vehicle access to the large retail units. The road is not so well designed to accommodate for pedestrians or cyclists, there is inconsistent footway provisions (less than 1m width in sections), steep gradients and no provision for cyclists. The least suitable section of the route is the three roundabouts to the east which create barriers to the movement of both pedestrians and cyclists.

## CORE PATHS

3.9.10. Core paths are protected under Policy T3 – Sustainable and Active Travel. During new developments core path access must be maintained always by the developer through suitable alternatives. Policy NE9 – Access and Informal Recreation also protects Core Paths stating that new development should not compromise the integrity of existing or potential recreational opportunities, including access during construction. Figure 3-14 below shows the locations of existing and aspirational Core Paths.

**Figure 3-14 – Local Core Paths**

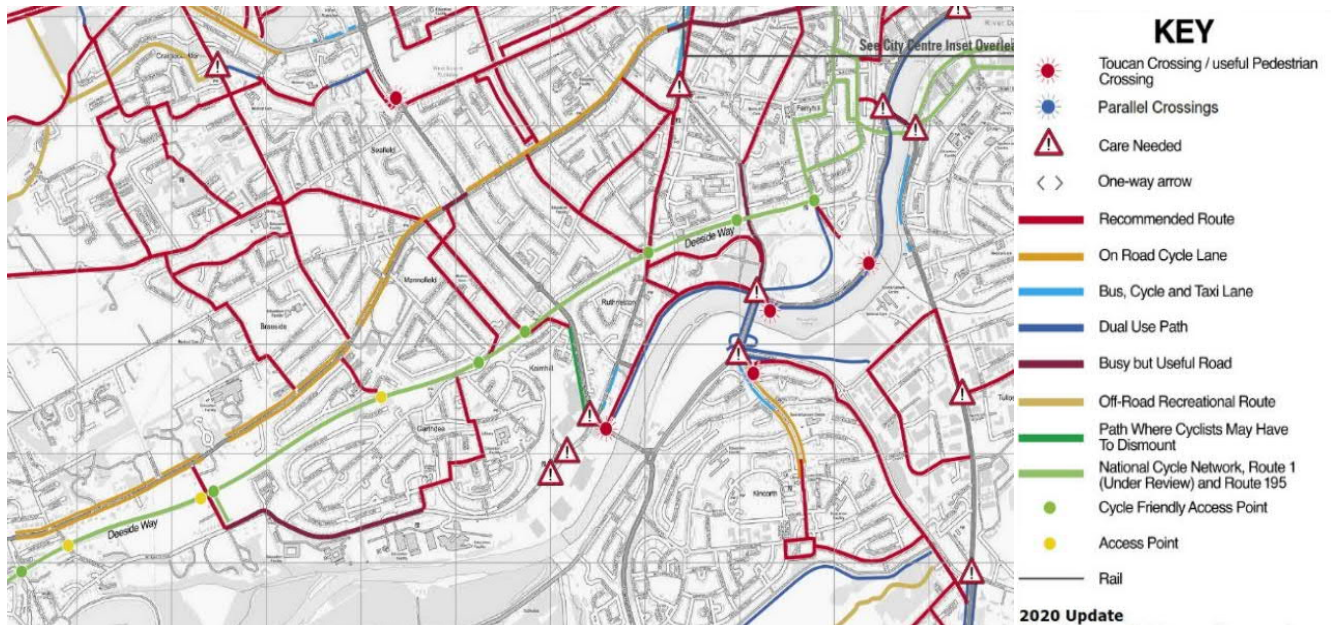


(Source: ACC)

## WIDER CONNECTIONS

3.9.11. The ACC recommended cycling routes within and through the study area are reproduced in Figure 3-15. As shown, the section of Garthdee Road which serves the major retail land uses is not considered as suitable for all cyclists.

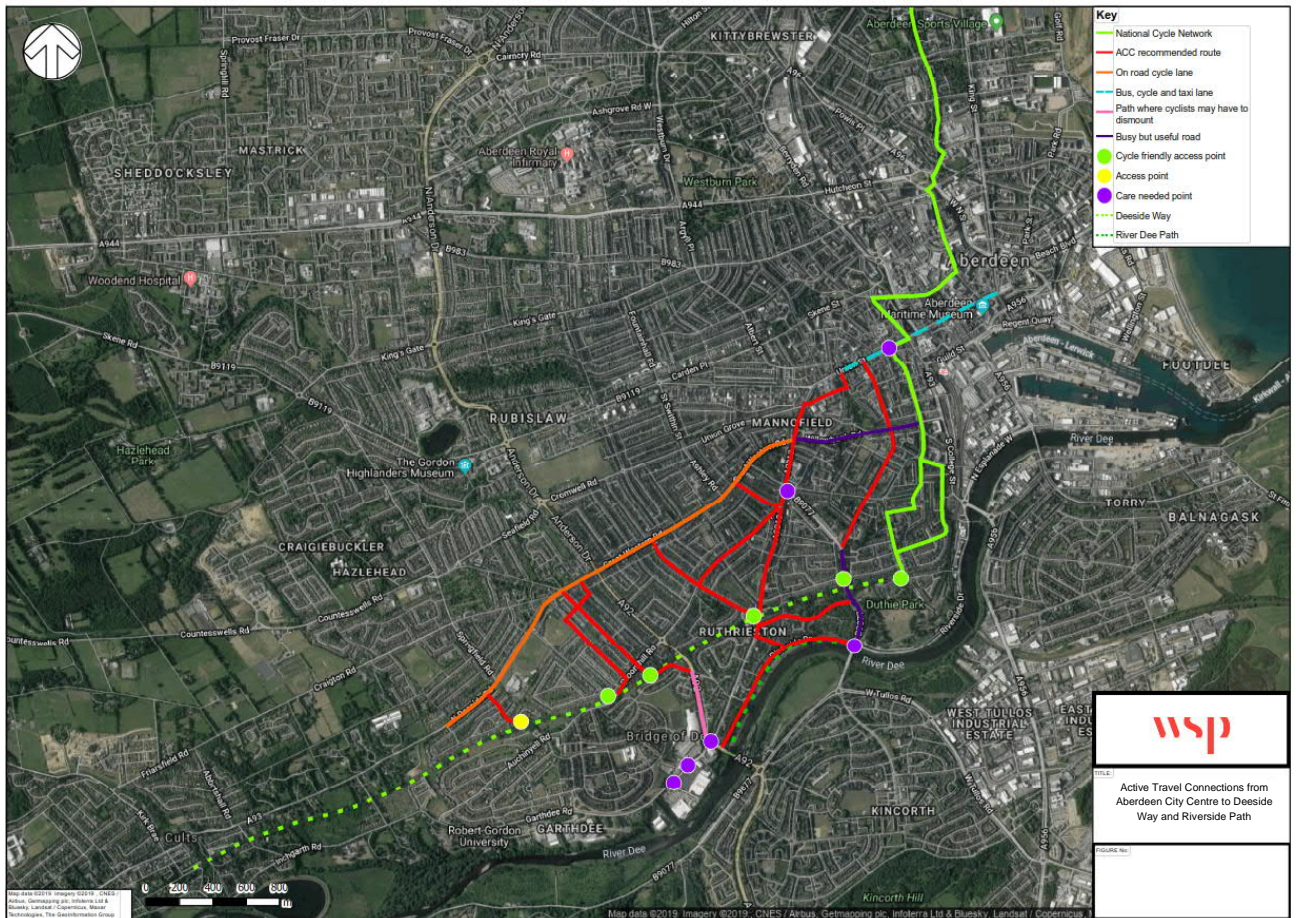
**Figure 3-15 - Map of Recommended Cycling Routes Provided by ACC**



(Source: ACC)

3.9.12. Figure 3-16 shows the key active travel connection options from the study area to Aberdeen City Centre. The figure indicates that the Deeside Way and Riverside Path are the two main off-road routes from connecting between the study area and the core trip origin/destination area of Aberdeen.

**Figure 3-16 – Active Travel Connections from Aberdeen City Centre to Deeside Way and Riverside Path**

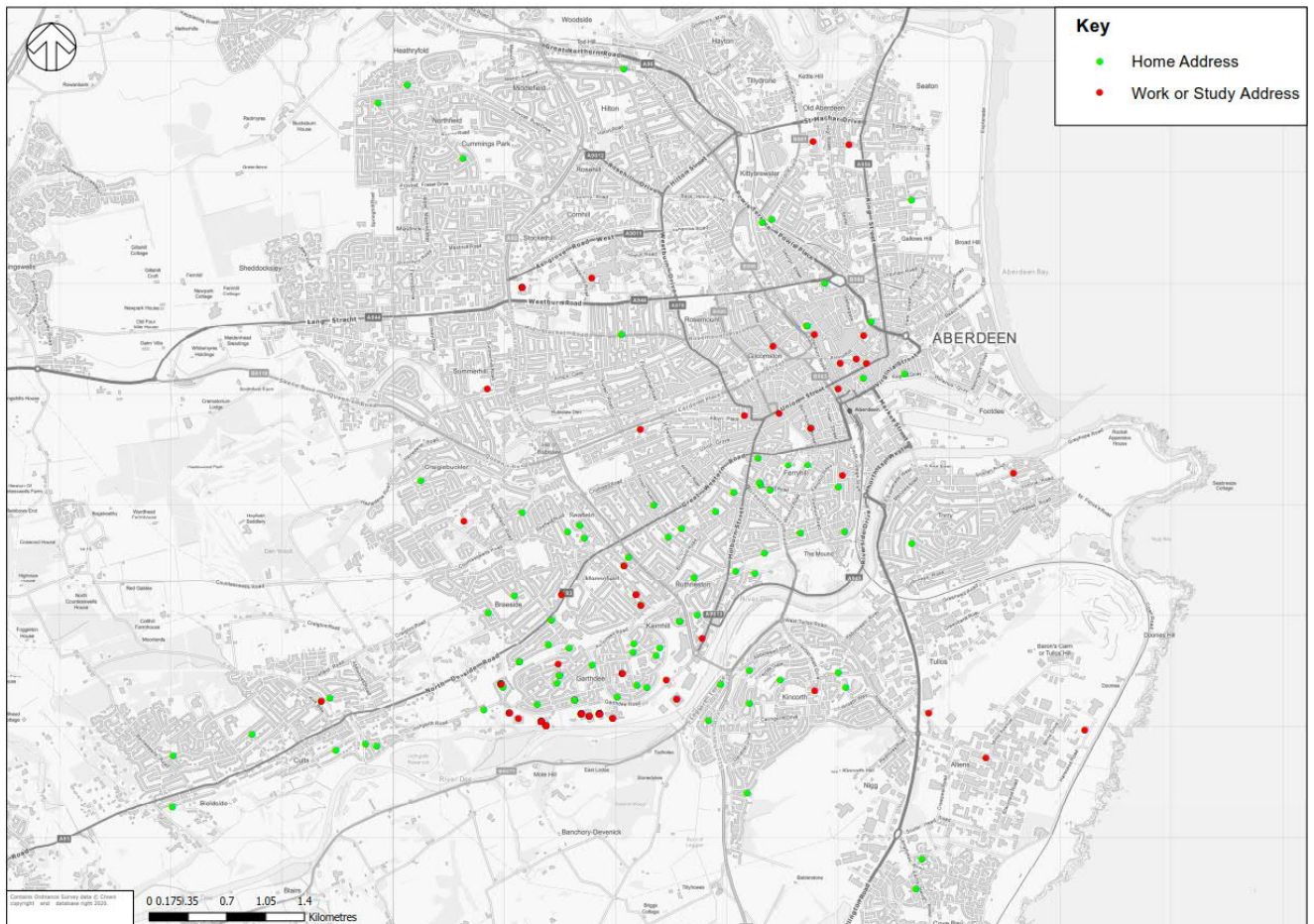




## ORIGIN – DESTINATION ANALYSIS

3.9.13. Information on regular origin-destination travel patterns across the study area was extracted from engagement with the local community through the engagement phase (see Appendix F for details). This was based on postcode locations for work and home addresses as illustrated in Figure 3-17.

**Figure 3-17 Location of Respondents' Home and / or Work and Education Addresses**

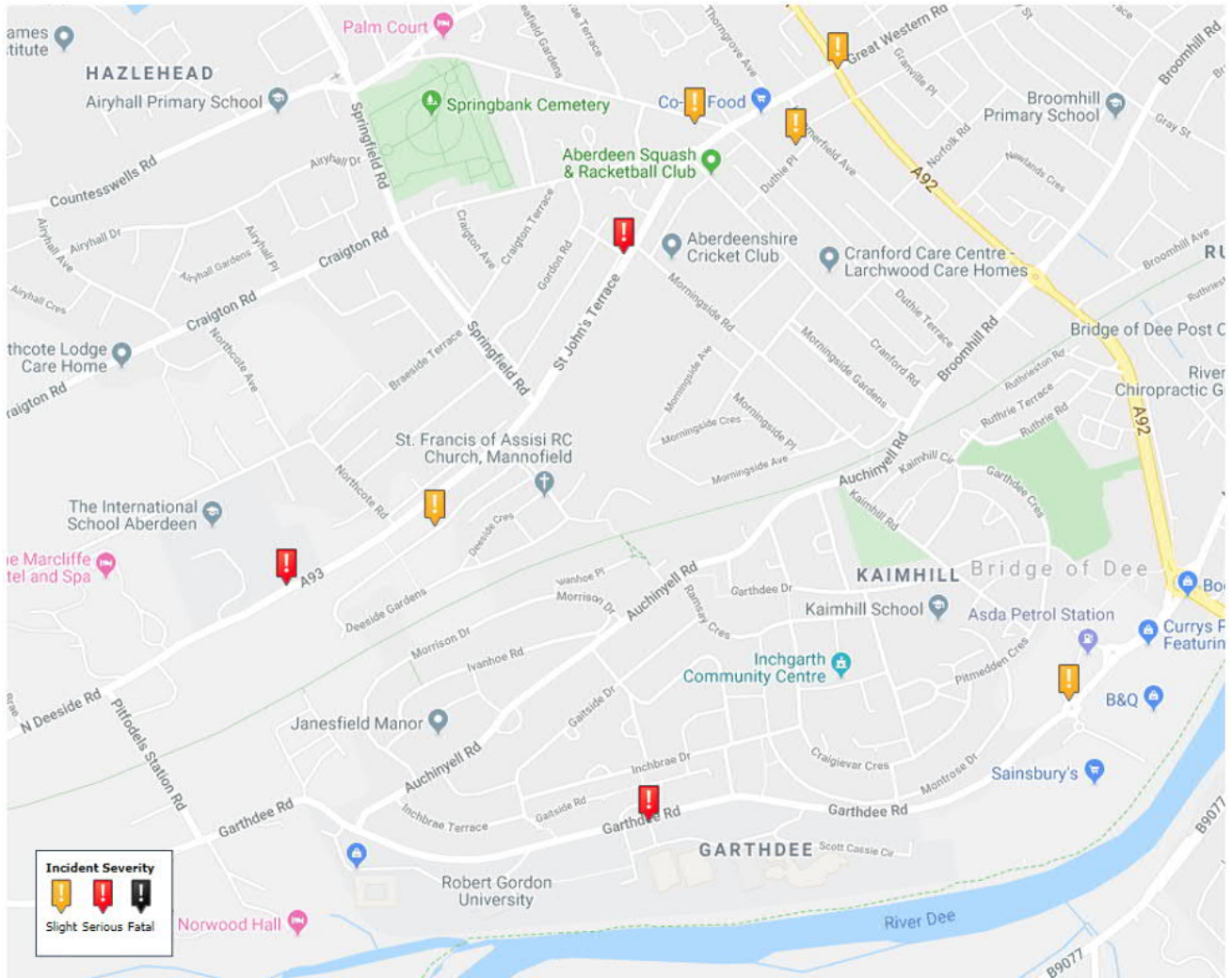


3.9.14. Additional origin-destination analysis was undertaken based on home and work /education locations to identify the principle desire lines for movement within and through the study area. This animated analysis cannot be presented within a static report; however, video files of the analysis were presented to the Core Project Group. The analysis indicated that, as expected, there was strong demand for improving connections between the study area and the city centre.

## CYCLING INJURY ACCIDENT RECORDS

3.9.15. The recorded on-road cycling injury incidents between 2014-2018 within the study area were reviewed to gain an understanding of potential conflict points within the study area. Incidents have been noted on the main road corridors as shown in Figure 3-18 below.

**Figure 3-18 - Cycling Injury Accident within the Study Area (2014-2018)**



(Source: Crashmap.co.uk)

## ACC ACTIVE TRAVEL ACTION PLAN (2017-2021)

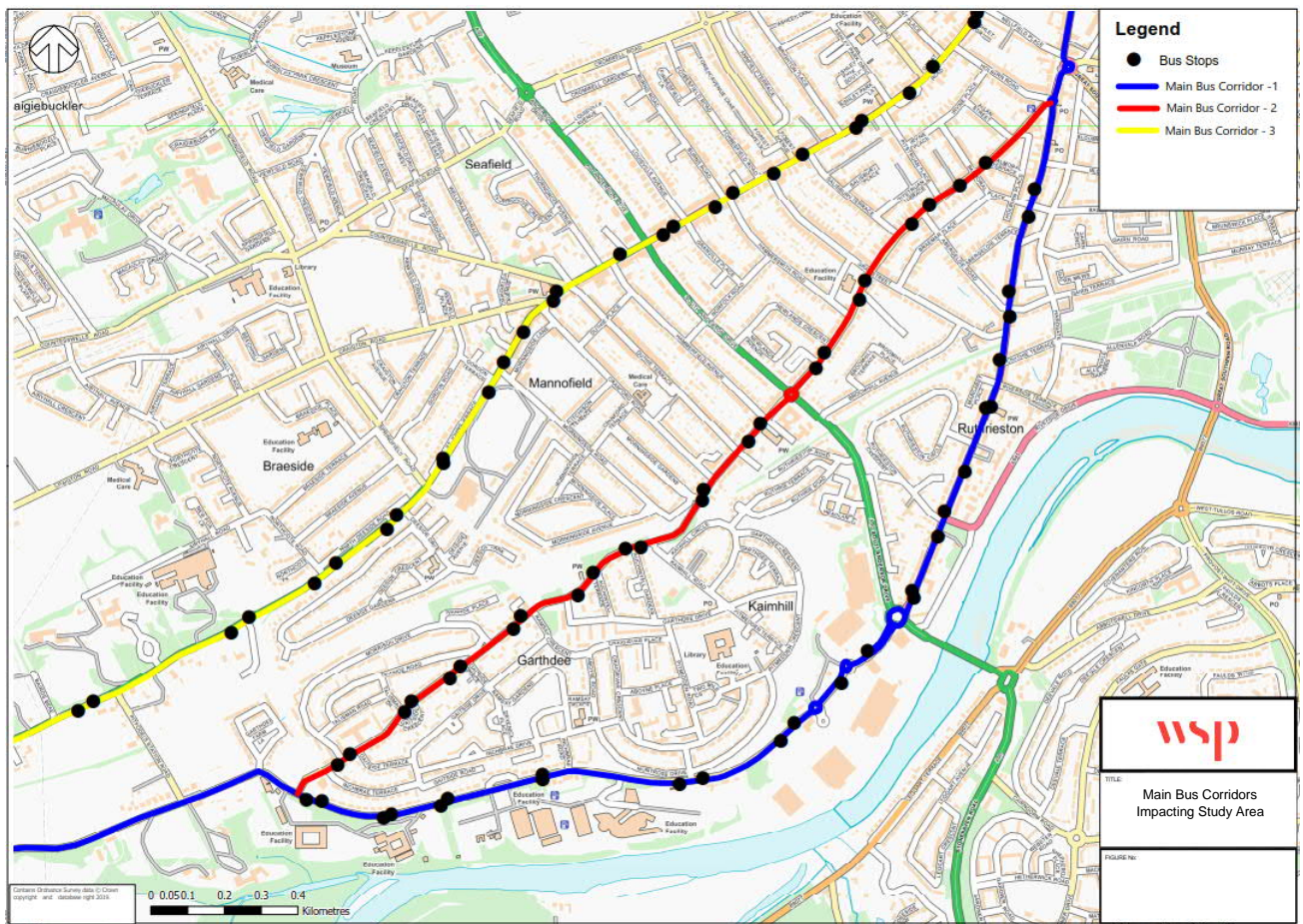
3.9.16. The plan looks to achieve an improved environment and therefore increased levels of walking, wheeling and cycling in Aberdeen. The A93 has been highlighted as a route requiring specific improvements as it is a key corridor providing access to schools, universities, leisure and the Deeside corridor. Improvements made to the A93 would have an impact on the study area and should be noted as it is acknowledged in the City Councils action plan.

### 3.10 EXISTING PUBLIC TRANSPORT SERVICES

#### BUS

3.10.1. Many bus services operate within the study area, the main bus corridors are Garthdee Road, Auchinyell Road and St John’s Terrace (A93). One bus service (119) operates between Auchinyell Road and Garthdee Road however the service only runs once a day and therefore it has a negligible impact on the route. The A92 is another main road however the bus services run perpendicular to this road as the routes are focused on taking passengers from the peripheral of the city to the City Centre. The main bus corridors are shown in Figure 3-19 below.

**Figure 3-19 - Main Bus Corridors Impacting Study Area**



## Bus Service Information

3.10.2. The bus services on the main corridors are operated by Stagecoach, First Group and Bains Group. The frequency of these services is displayed below in Table 3-2.

**Table 3-2 - Bus Service Information**

Service	Operator	Route	Frequency		
			Mon-Fri	Sat	Sun
1 (The Bridges)	First Group	RGU Garthdee - Auchinyell Road - Broomhill Road - Union Street - King Street - Ellen Road - Danestone (Bridges)	Approx. 4 services per hour	Approx. 4 services per hour	Approx. 4 services per hour
1B (The Bridges)	First Group	RGU Garthdee/Bridge Street - Union Street - Bridge of Don Park & Ride - Greenbrae Drive - Dubford (Bridges)	Approx. 2 services per hour	Approx. 2 services per hour	No Service
2 (The Bridges)	First Group	RGU Garthdee - Ellon Road - King Street - Union Street - Broomhill Road - Auchinyell Road - Ashwood (Bridges)	Approx. 4 services per hour	Approx. 4 services per hour	Approx. 4 services per hour
19	First Group	Culter - Tillydrone	Approx. 4 services per hour	Approx. 4 services per hour	Approx. 2 services per hour
N19	First Group	Broad Street - Union Street - Great Western Road - North Deeside Road - Culter	1 service per hour	1 service per hour	No Service
N20	First Group	Hillhead of Seaton -Garthdee	2 services per hour (Friday only during term time), 1 service per hour (Friday only not during term time)	2 services per hour (Friday only during term time)	No Service
62 (School Service)	First Group	Harlaw Academy - Garthdee & Auchinyell	2 services per day	No Service	No Service
119	Stagecoach	Aberdeen - Garthdee - Peterculter	1 service per day	No Service	No Service
201	Stagecoach	Aberdeen - Banchory - Ballater - Braemar	1 service per hour	1 service per hour	1 service every 2 hours
202	Stagecoach	Aberdeen - Banchory - Ballater	1 service per hour	1 service per hour	1 service every 2 hours
203	Stagecoach	Aberdeen - Banchory - Ballater - Braemar	1 Service per day	No Service	No Service

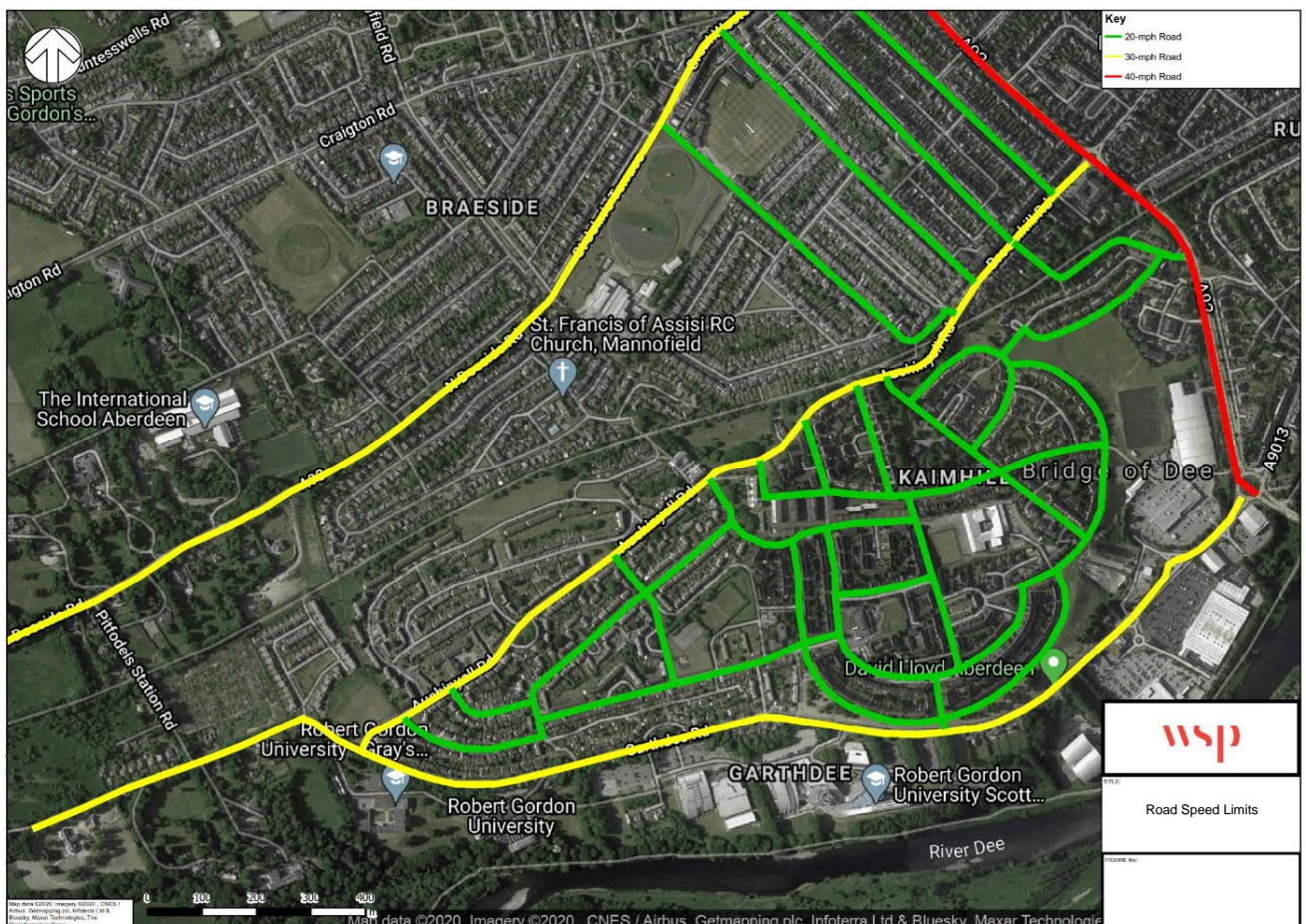
## RAIL

- 3.10.3. The closest rail station is Aberdeen train station and is located approximately 4km from the study area. It is possible to walk, cycle, take public transport to the station; however, provision for walking and cycling on the existing routes from the study area to the station are variable in their quality for users.
- 3.10.4. The station provides access to hourly train services to Edinburgh and Glasgow via Dundee; as well as services to Inverurie and Inverness. Additionally, daily cross-border services provide access to destinations in England.

## 3.11 MOTOR VEHICLE CONDITIONS

- 3.11.1. Garthdee has a series of high traffic volume road corridors interconnected by lower speed roads with lower traffic flows. The main road corridors as displayed in Figure 3-19 are Garthdee Road (30-mph), Auchinyell Road (30-mph), North Deeside Road (30-mph) and A92 - South Anderson Drive (40-mph). The interconnecting lower traffic flow roads have a 20-mph speed limit as displayed in Figure 3-20.

**Figure 3-20 - Road Speed Limits**



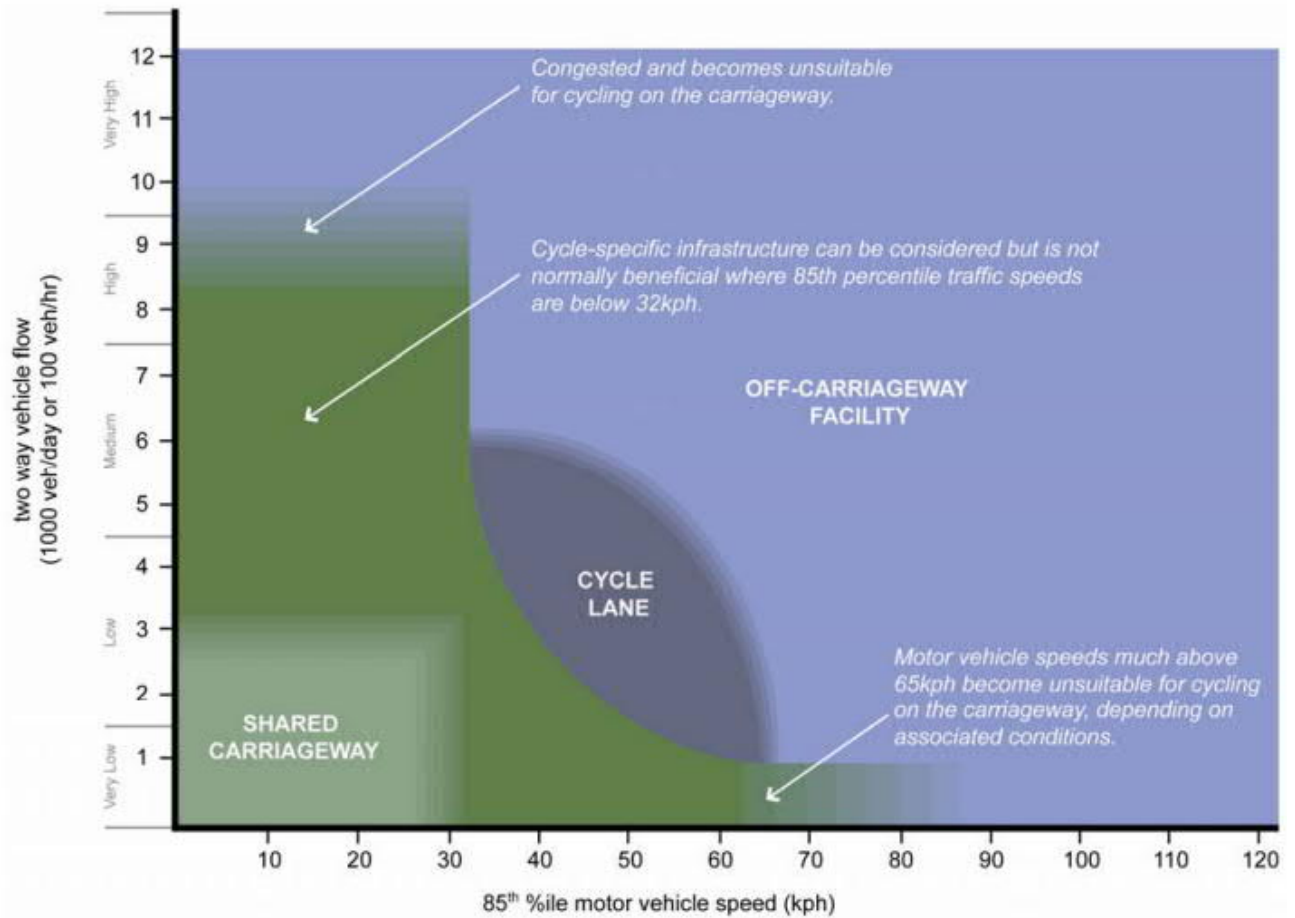
- 3.11.2. Table 3-3 below presents the peak traffic flows on both the A92 and Garthdee Road for the AM, PM and weekend peak hour scenarios. These roads take most of the traffic throughout the day and do not currently have any dedicated cycling infrastructure.

**Table 3-3 - Vehicle Counts**

<b>Road Section</b>	<b>AM Peak Hour</b>	<b>PM Peak Hour</b>	<b>Weekend Peak Hour</b>
<b>Garthdee Road (East)</b>	680	1197	1299
<b>Garthdee Road (West)</b>	1212	1045	1230
<b>A92 - South Anderson Drive (North)</b>	1297	1102	942
<b>A92 - South Anderson Drive (South)</b>	1022	944	898

3.11.3. The residential streets within the study area have been assessed on-site to consider their suitability for active travel. The street network between Garthdee Road and Auchinyell Road, and between Auchinyell Road and the A93 has been observed to be low traffic volume, low speed (20-mph) roads. In line with the guidance set out in *Cycling by Design* (and reproduced in Figure 3-21) these streets are considered suitable for on-carriageway cycling without the need for segregated cycling facilities.

Figure 3-21 – Link Specification Guide Criteria (extract from *Cycling By Design*<sup>6</sup>)



- 3.11.4. The focus of cycling improvements should therefore be on the direct corridors that have, higher motor vehicle speeds and volumes and a proven demand for cycling. Garthdee Road provides many benefits and caters to a wide range of needs within the wider community, allowing users to navigate Garthdee Road safely by bike would potentially increase cycling uptake in the local area.
- 3.11.5. Where existing roads function as bus corridors, such as Garthdee Road, a minimum carriageway width of 6m is considered necessary to maintain two-way vehicles movements.

<sup>6</sup> Cycling By Design , Transport Scotland 2011

### 3.12 TRAVEL PATTERNS

#### TRAVEL MODE SHARE

- 3.12.1. Scottish Census data<sup>7</sup> has been reviewed to provide an indication of travel mode choice to places of work or study. This is shown in Table 3-4.
- 3.12.2. Driving (including passengers) takes up the largest modal share in the study area (53.7%), this is greater than share compared to Aberdeen (49.2%) however it is below the national average (56.3%). Walking to work in the study makes up 24% of the modal share which is over greater than the national average (20.8%).

**Table 3-4 – Study Area Travel to Work or Study Mode Share (2011 Scottish Census)**

Bus/Minibus/Coach	Driving	Passenger	Bicycle	On Foot	Other
16.2%	45.9%	7.9%	2.3%	24.0%	3.7%

- 3.12.3. Cycling does not make up a large portion of the local modal share (2.3%) however it is greater than the average across Aberdeen (1.9%), both these percentages are greater than the national average (1.5%).

#### ACTIVE TRAVEL DATA

- 3.12.4. An active travel count was carried out on Morrison Drive on Wednesday 24 October 2018 during term time, the purpose was to collect data on walking, wheeling and cycling. It was noted that there was a low cycling count at this location which aimed to capture students entering RGU at the eastern entrance during term time. From 7:00 to 11:30 only 35 cyclists were noted entering from the east and 7 from the west. Walking has a much larger modal share in active travel with 981 people in the same time frame.
- 3.12.5. Following this WSP conducted a walking, wheeling and cycling count along Garthdee Road on the 19th September 2019 within the same time frame to compare results to those observed in 2018 levels. Between 7:00 and 11:30, 40 cyclists were observed travelling west on Garthdee Road and 9 cyclists were observed travelling east. Walking / wheeling again had a much larger modal share with 1110 people observed walking or wheeling on Garthdee Road within the same timeframe. The numbers are similar to those observed in 2018 with a very similar modal split between walking / wheeling and cycling.
- 3.12.6. The ACC provided pedestrian and cyclists counter data from specific points on the Deeside Way collected between 1st March 2018 and 1st March 2020. For the purposes of this study the locations at Duthie Park and Peterculter were reviewed as Garthdee is located between these two counters. Duthie Park experiences weekday daily average of 392 pedestrians and 212 cyclists compared to a weekend daily average of 555 pedestrians and 105 cyclists.

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<sup>7</sup> Scotland's Census 2011 - National Records of Scotland Table QS702SC - Method of travel to work or study (1) All people aged 4 and over who are studying or aged 16 to 74 in employment in the week before the census: <https://www.scotlandscensus.gov.uk/ods-web/area.html>

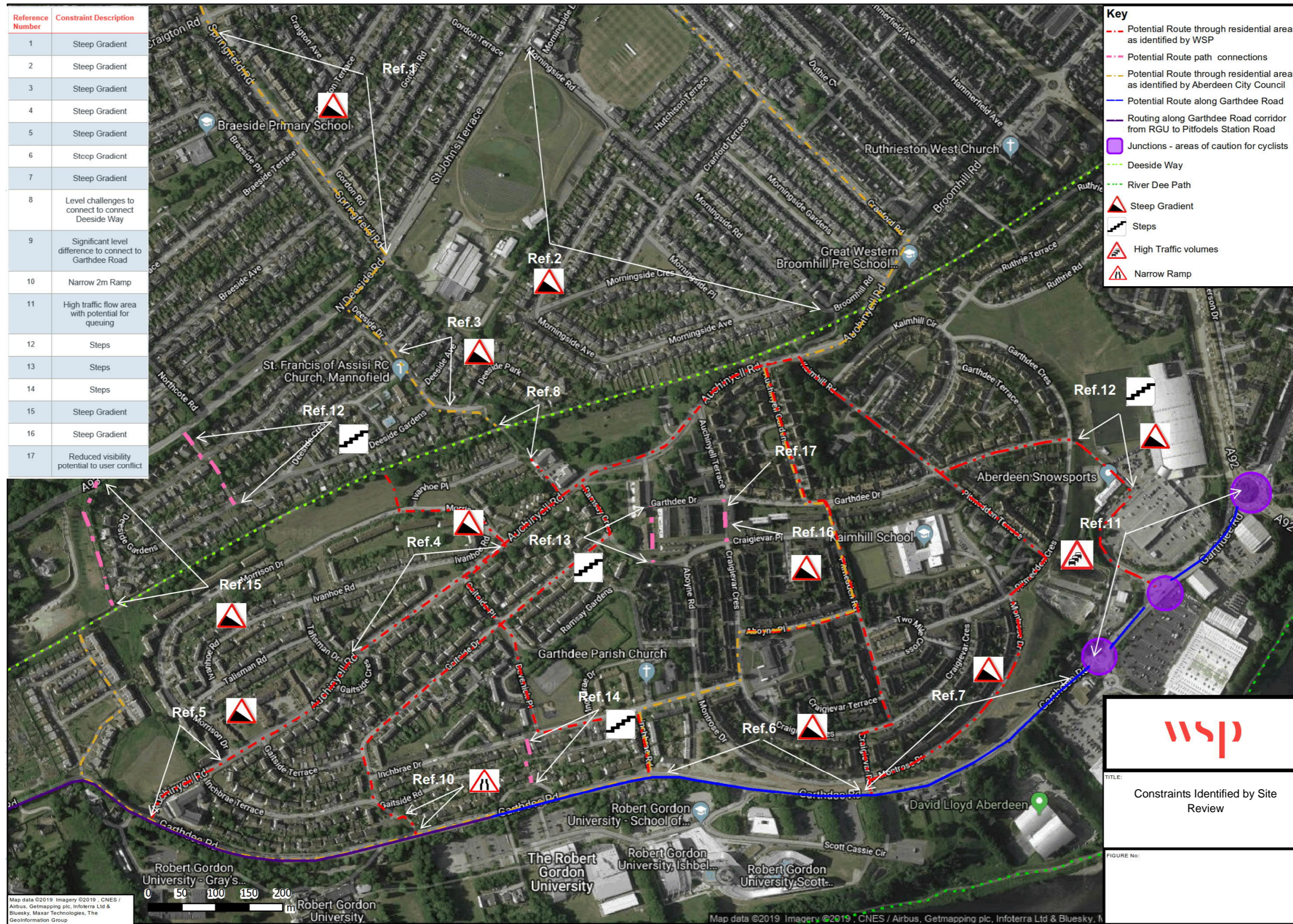


Peterculter experiences weekday daily average of 150 pedestrians and 49 cyclists compared to a weekend daily average of 236 pedestrians and 66 cyclists.

### **3.13 STREET USER CONSTRAINTS**

- 3.13.1. The project team undertook a detailed site review to help inform their understanding of the study area and identify potential constraints to people walking, wheeling or cycling within or through the study area. The main constraints identified are presented in Figure 3-22 below, the reference numbers shown are summarised in the accompanying Table 3-5.

Figure 3-22 - Constraints Identified by Site Review



**Table 3-5 - Reference Number by Constraint Description**

Reference Number	Constraint Description
1 to 7, 15 & 16	Steep Gradient
8	Level challenges to connect to the Deeside Way
9	Significant level difference to connect to Garthdee Road
10	Narrow 2m Ramp
11	High traffic flow area with potential for queuing
12	Steps and steep gradient path
13 & 14	Steps
17	Reduced visibility potential for path and footway user conflict

3.13.2. The findings presented in Figure 3-22 demonstrate that the topography of the study area presents significant constraints to active mobility across the site in both a west-east direction and a north-south direction. This topography has necessitated the use of steps on many of the north-south path connections which create a barrier to movement by people with impaired mobility including wheelchair users and people pushing buggies, prams or pushchairs.

3.13.3. The map shown in Figure 3-23 presents a review of the current footway network, as displayed the following criteria have been used:

- Green sections have c. 2m wide footways on both side of the carriageway.
- Yellow sections have footways on both sides of the carriageway, however at least one footway is below 2m in width.
- Red sections have either no footways at all or only one footway.

**Figure 3-23: Review of Footway Provision**



- 3.13.4. As shown in Figure 3-23 despite Garthdee Road being one of the main corridors for both pedestrians and traffic within the study area, large sections do not have adequate provisions for pedestrians.
- 3.13.5. In addition to footway widths, an assessment of conditions for pedestrians with disabilities has been undertaken. This included reviewing the provision of dropped kerbs at signalised and non-signalised crossing points on the main roads within the study area. A summary of the findings of this review is presented in Figure 3-24 and shows a number of locations where existing infrastructure could be improved if a wider package of improvement measures for pedestrians is being taken forward on a road corridor.

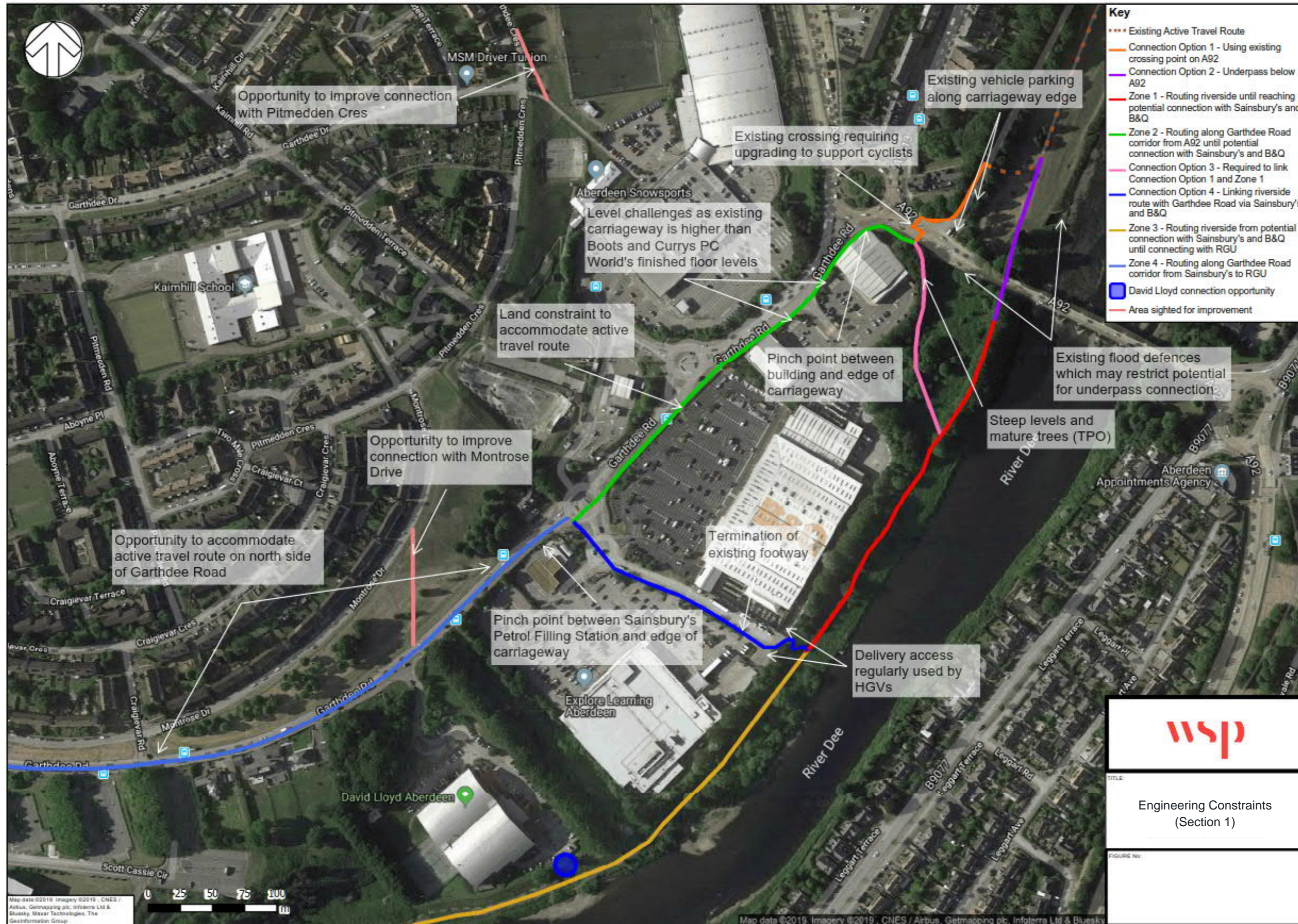
**Figure 3-24 - Accessible Crossing Facilities Review**



### 3.14 ENGINEERING CONSTRAINTS

3.14.1. Further to the existing street user constraints identified previously, the potential engineering constraints have also been considered within the study area. The engineering constraints review have been focussed on the principal sections of the study covered by the project brief, namely, Garthdee Road and the north bank of the River Dee. The outcomes of this engineering constraints review are presented in Figure 3-25, 3-26 and 3-27.

**Figure 3-25 - Engineering Constraints (Section 1)**



TITLE  
 Engineering Constraints  
 (Section 1)

FIGURE No.

Figure 3-26 - Engineering Constraints (Section 2)

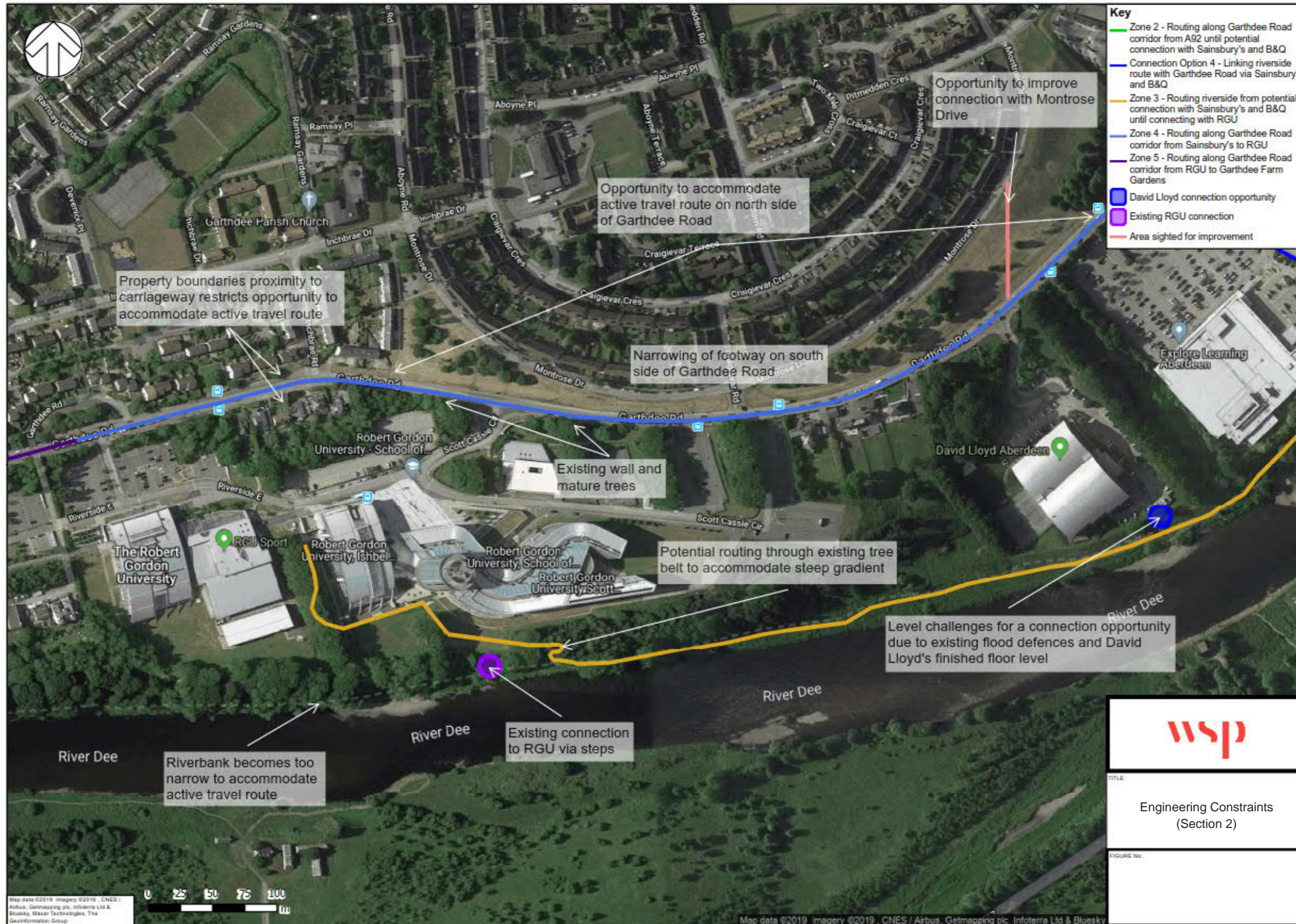


Figure 3-27 - Engineering Constraints (Section 3)



TITLE:  
Engineering Constraints  
(Section 3)

FIGURE No.:



### 3.15 ECOLOGICAL REVIEW

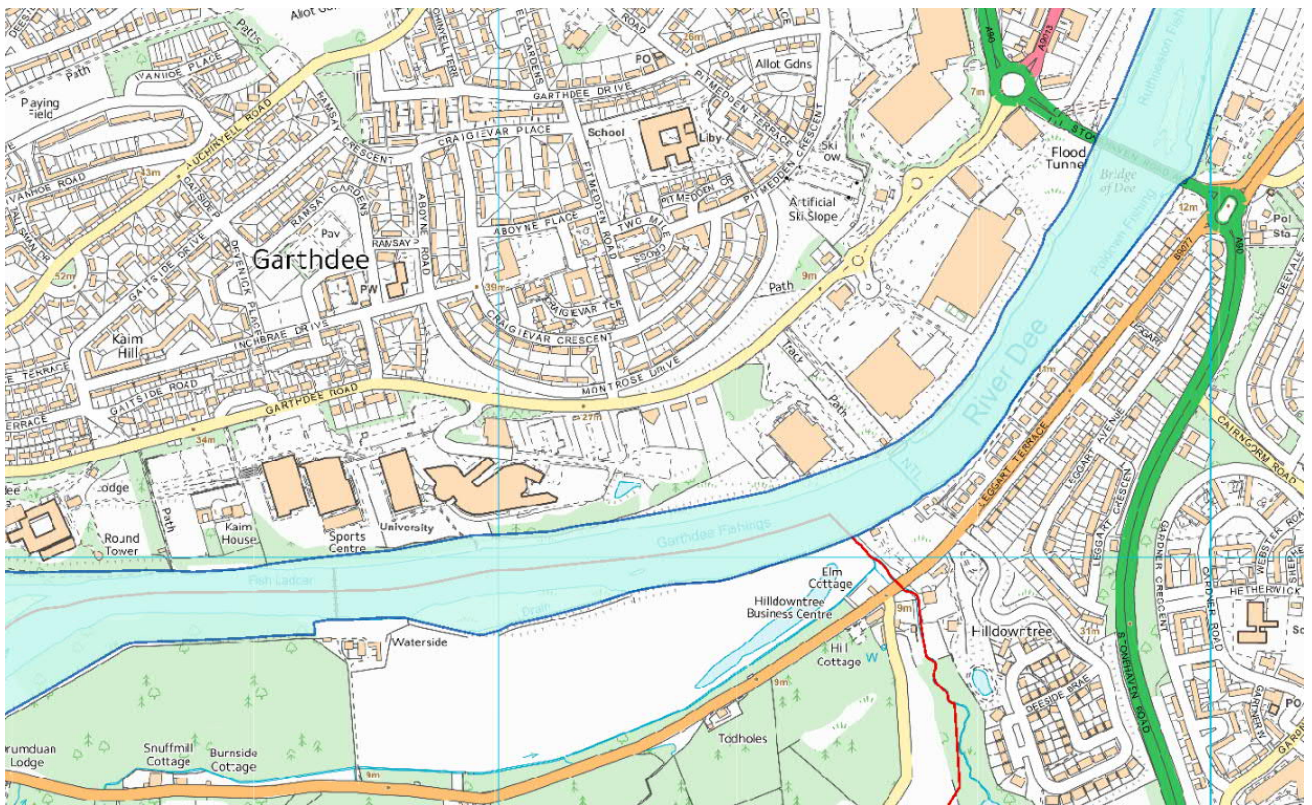
3.15.1. It is important to note that the study area includes areas on particular ecological sensitivity. On this basis, the project team includes specialist ecologists who have undertaken desktop and on-site studies to identify the ecological issues which are relevant to this study. The findings of these studies are summarised in this section and presented in full in Appendix A.

#### THE RIVER DEE: SPECIAL AREA OF CONSERVATION (SAC)

3.15.2. The River Dee is a Special Area of Conservation and the designation includes the estuary, which is the only Natura site (European Designation) in the ACC area. A SAC protects one or more special habitats and/or species – terrestrial or marine – listed in the Habitats Directive.

3.15.3. Any activities near the River Dee must take account of the SAC status that the River Dee holds and must make appropriate considerations for works near the site. Figure 3-28 below highlights the River Dee identified SAC.

**Figure 3-28 - The River Dee: Special Area of Conservation (SAC)**



3.15.4. An ecological report was completed that considered a 2km radius around the study area. The River Dee holds SAC (Special Area of Conservation) status, the primary reason for this is the presence of the following:

- Freshwater pearl mussels (*Margaritifera margaritifera* – 1029)
- Atlantic salmon (*Salmo salar* – 1106)
- Otters (*Lutra lutra* – 1355)

3.15.5. Key species also for consideration that exist in this area are included in the Table 3-6 below.

**Table 3-6 - Key Species for Consideration**

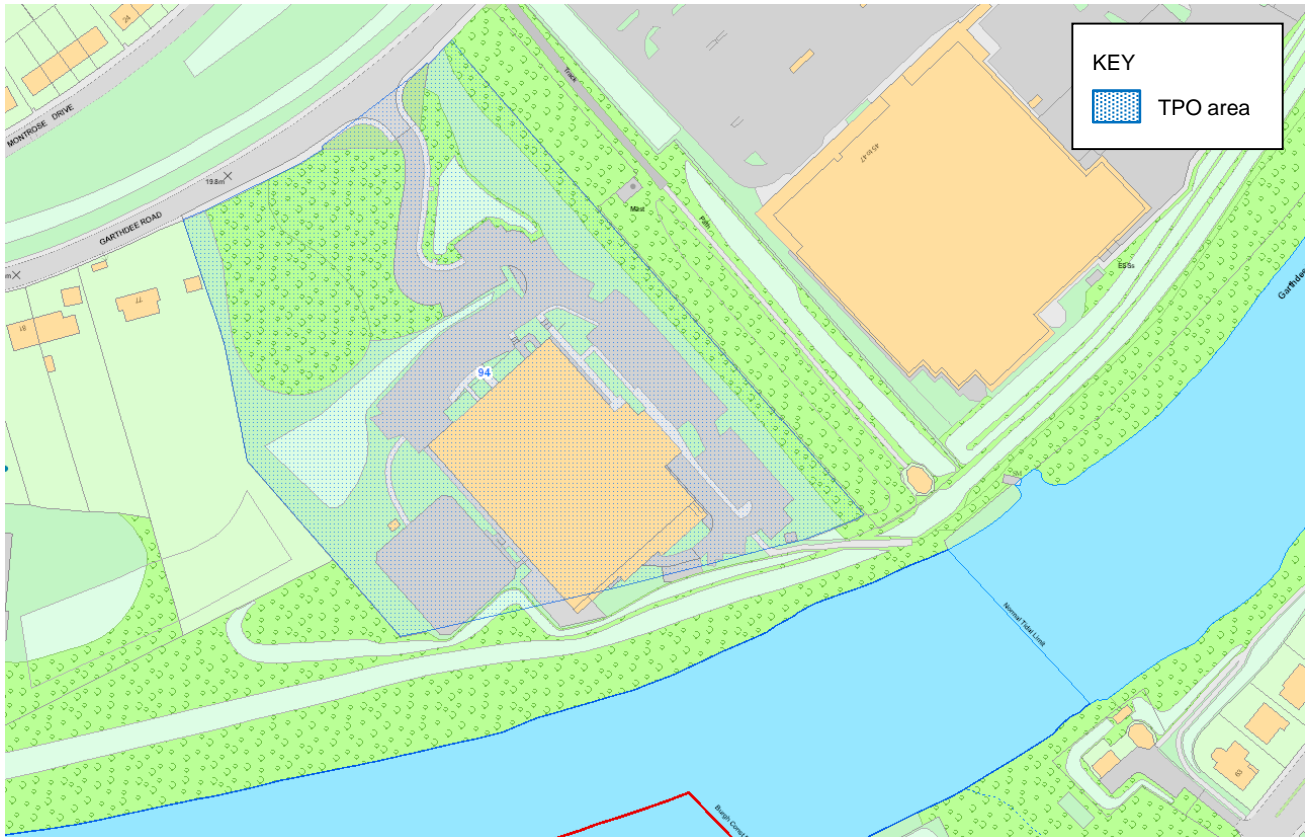
Species	Concern
Eurasian Badger ( <i>Meles meles</i> )	Protection of Badgers Act (1992)
Common Tern ( <i>Sterna hirundo</i> ) Kingfisher ( <i>Alcedo atthis</i> ) Osprey ( <i>Pandion haliaetus</i> ) Peregrine ( <i>Falco peregrinus</i> ) Whooper Swan ( <i>Cygnus cygnus</i> )	Annex 1 (EC Birds Directive) <ul style="list-style-type: none"> <li>■ In danger of extinction;</li> <li>■ vulnerable to specific changes in their habitat;</li> <li>■ considered rare because of small populations or restricted local distribution;</li> <li>■ requiring particular attention for reasons of the specific nature of habitat.</li> </ul>
Japanese Knotweed ( <i>Fallopia japonica</i> ) Rhododendron ( <i>Rhododendron ponticum</i> ) Indian Balsam ( <i>Impatiens glandulifera</i> ) Giant Hogweed ( <i>Heracleum mantegazzianum</i> ) American Skunk-cabbage ( <i>Lysichiton americanus</i> ) Himalayan Balsam ( <i>Impatiens glandulifera</i> )	Invasive Non-Native Plant Species: care must be taken during development not to alter local ecosystem through spreading of invasive species.

3.15.6. There is a map containing the badger records however this information is confidential and can be provided separately upon request.

**TREE PRESERVATION ORDERS IN STUDY AREA**

3.15.7. Tree Preservation Orders are administered by Local Planning Authorities, such an order makes it a criminal offence to cut down, top, lop, uproot, wilfully damage or wilfully destroy a protected tree. In serious cases, anyone liable can be imposed an unlimited fine by the Crown Court. The study area has several areas with trees protected under a preservation order shown in Figure 3-29 and Figure 3-30 below.

**Figure 3-29 - Tree Preservation Orders in Study Area 1**



**Figure 3-30 - Tree Preservation Orders in Study Area 2**



### Local Nature Conservation Sites

3.15.8. Local Nature Conservation Sites (LNCSs) identify locally important natural heritage that could be damaged by development. LNCSs identify features of merit and encourage planners to consider sensitive sites and opportunities to enhance the local environment.

3.15.9. Aberdeen/Aberdeenshire has 8 Local Nature Conservation Sites listed below:

- River Dee
- Kincorth Hill
- River Dee Corridor
- Den of Leggart
- Westburn of Rubislaw
- Walker Dam & Rubislaw Link
- Deeside Old Railway
- Rubislaw Quarry

3.15.10. The full study is included in Appendix A and contains further recommendations.

## 3.16 FLOOD RISK ASSESSMENT SUMMARY

3.16.1. A Flood Risk Assessment has been undertaken to determine whether potential active travel route options can be developed safely, without exposing the development to an unacceptable degree of flood risk or increasing the flood risk to third parties. The objectives are to:

- Confirm the sources of flooding which may affect the site;
- Provide an appraisal of the availability and adequacy of existing information; and
- Undertake an appraisal of the flood risk posed to the site and potential impact of the development on flood risk elsewhere.

3.16.2. It should be noted that the transport appraisal study explores a larger area, looking to improve links for the wider region. The proposed infrastructure development in the form of a pedestrian/cycle corridor will be situated within the aforementioned area and is the focus of this FRA.

3.16.3. Having completed site inspections and desk-based assessments, the possible flooding mechanisms at the site are summarised in Table 3-7 below:

**Table 3-7 - Flood Risk Overview**

<b>Mechanism</b>	<b>Risk</b>	<b>Comment</b>
Fluvial	Medium / High	The area of interest is adjacent to The River Dee. A cycleway along the north bank of the river would be exposed to Medium to High risk from flooding according to SEPA. The B&Q store and its surrounding area, including a small section of Garthdee Road have medium likelihood of flooding from pluvial sources.
Tidal	Low	The River Dee is tidally influenced and as aforementioned, it is near the site. The site is in close proximity to the upstream end of the tidal influence and is exposed to low risk of tidal flooding, according to the SEPA flood maps.
Surface Water	Low / Medium	The SEPA flood maps show a low risk of flooding for the majority of the site area. A large area within the B&Q car park, and the section of Garthdee Road adjacent, are exposed to medium surface water flood risk. According to the provided information by SEPA, ACC and Scottish Water, the wider area around Garthdee has been a subject to localised surface water flooding.
Ground Water	Low	The borehole records in the vicinity of the site advise limited potential for ground water flooding to occur
Sewers	Low/Medium	The adjacent surface water sewers are owned and operated by Scottish Water who have a responsibility to maintain them and ensure flood risk is not increased. There are a number of recorded flood incidents due to sewer surcharge resulting from blockages or defects as reported by ACC and Scottish Water
Artificial Sources	Low	The area along the north bank of The River Dee is within a high risk zone if an uncontrolled release occurs by the Inchgarth Reservoir and Invercarnie Water Works. The flood risk depends on the maintenance and inspection protocols of the reservoirs. If they are regularly maintained and inspected the risk is considered to be low

3.16.4. The full FRA Report can be found in Appendix B which includes the impacts on potential route alignment options and provides a more detailed description of the flood risks associated with the study area.

## 4 PROBLEMS AND OPPORTUNITIES

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### 4.1 INTRODUCTION

4.1.1. Chapter 4 sets out the existing and potential future transport problems associated with the study area. In addition, this Chapter presents the range of opportunities which if taken forward through specific measures could improve the transport conditions or mitigate predicted problems.

### 4.2 IDENTIFIED PROBLEMS

4.2.1. The STAG guidance states that the problem identification stage should not be limited to just the identification of problems that can be quantified through the analysis of data or the use of a transport model. It should also consider perceived problems, that is problems that are experienced but cannot be easily encapsulated through data analysis.

4.2.2. WSP has undertaken a detailed review of all available evidence to identify a number of main problems which the study should focus on addressing. These problems have been validated through discussions with the Core Project Group, as well as engagement with key stakeholders and the wider public.

#### **PROBLEM (P1): POOR ACTIVE TRAVEL MOBILITY WITHIN THE STUDY AREA**

4.2.3. A review of the existing conditions, as well as supporting evidence including ACC's cycling maps, it has been concluded that the existing connections between Bridge of Dee, RGU campus and the Deeside Way are not suitable for all pedestrians and cyclists. The geography of the study area does not accommodate to all users without appropriate provisions given the gradient of some of the routes. In addition, the Garthdee Road corridor has significant motor vehicle flows and no segregated infrastructure for cyclists. It is considered that this creates an unsafe environment for cyclists, in particular.

4.2.4. The consequences of this problem are that some users may be choosing to travel by motorised modes, including private car, rather than walking, wheeling or cycling. Resulting in increased air and noise pollution, congestion on the road network, reduced health outcomes and contributing to the perception that local streets have high volumes of motor vehicles.

4.2.5. An ageing population and planned local increase in later-life accommodation will increase the number and proportion of more vulnerable and potentially more mobility, sensory and / or cognitively impaired street users.

4.2.6. The study area does benefit from RGU which provides a consistently young population of incoming users to the study area. The student population area group that is more likely to be flexible with their mode choice and therefore increase the potential of achieving the desired number of active travel journeys made. This is reliant on quality infrastructure that provides a viable alternative to both experienced and unexperienced users.

## PROBLEM (P2): ACTIVE TRAVEL OPTIONS ON GARTHDEE ROAD MAY IMPACT ON BUS JOURNEY TIMES

- 4.2.7. Garthdee Road is an important bus corridor, with regular bus services connecting the RGU campus and local area with the City Centre. Any active travel improvement options routed along Garthdee Road may result in reduced operational capacity for all motor vehicles. This could therefore have a consequential impact on bus journey times through this area.
- 4.2.8. Reducing accessibility to public transport may have the negative effect of increasing reliance on private motor vehicles rather than the intended objective of increasing journeys by more sustainable modes.
- 4.2.9. The impacts on bus journey times along Garthdee Road will need to be considered as part of an assessment of the viability of any options proposed for Garthdee Road.

## PROBLEM (P3): ACTIVE TRAVEL OPTIONS MAY IMPACT ON ENVIRONMENTALLY SENSITIVE AREAS

- 4.2.10. The River Dee corridor is a highly sensitive ecological and hydrological environment. Careful consideration of the suitability and impact of any active travel options routed through this area is required. In addition, the Deeside Way is a designated Local Nature Conservation Site and therefore proposals for any enhancements to the existing active travel conditions should consider the sensitivity of biodiversity in this area.

## PROBLEM (P4): TOPOGRAPHY OF THE STUDY AREA

- 4.2.11. There are topographical challenges across the study area. These present barriers to active travel mobility in both a north-south direction and west-east direction. This is particularly relevant to pedestrians with impaired mobility or manual wheelchair users as there may be certain routes which are either too steep for them to comfortably use, or which have stepped access.

## 4.3 OPPORTUNITIES

- 4.3.1. Whilst a number of significant transportation problems have been identified within the study area, there also exist opportunities to improve the existing conditions. Capitalising on these opportunities, either separately or in combination, is expected to have a positive impact on the problems identified above.

- **Opportunity 1 (OP1):** Improving active travel connection within and through the study area could help to address the existing social isolation.
- **Opportunity 2 (OP2):** There are areas within the study area where route options could be used to enhance the existing conditions for biodiversity.
- **Opportunity 3 (OP3):** Alternatives to infrastructure solutions could support an increase in cycling within the study area. This includes the roll-out of affordable electric bike hire / purchase for local residents and / or RGU students. This would address the issue of challenging longitudinal gradients along Garthdee Road.

## 5 TRANSPORT PLANNING OBJECTIVES

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- 5.1.1. WSP has undertaken a detailed review of all available evidence to identify specific Transport Planning Objectives (TPOs) to be taken forward by the study. These TPOs have been validated through discussions with the Core Project Group, as well as engagement with key stakeholders. Acceptance of the TPOs was unanimously agreed at the Stakeholder Workshop held in January 2020 (see Chapter 8 for further details).
- 5.1.2. The TPOs include a Specific Measurable Achievable Realistic and Timebound (SMART) target to allow monitoring and evaluation of the success of recommended interventions:

### **TRANSPORT PLANNING OBJECTIVE 1 (TPO1):**

To increase the modal share of trips made by active travel (walking, wheeling and cycling) along the strategic corridor.

#### **SMART Target:**

- 5.1.3. Increase the mode share percentage for active travel journeys to / from education and employment undertaken by residents of the Airyhall / Broomhill / Garthdee ward, from the level reported in the last Scottish Census (2011) of 26% to 34% by 2031.

### **TRANSPORT PLANNING OBJECTIVE 2 (TPO2):**

Enhance the social inclusion of the Garthdee area.

#### **SMART Target:**

- 5.1.4. Increase the overall SIMD scores for all data zones within the Garthdee area to the 5th decile or greater by 2031.

### **TRANSPORT PLANNING OBJECTIVE 3 (TPO3):**

Ensure connectivity for walking, wheeling, cycling and public transport to the retail parks, existing cycle infrastructure, places of work and leisure trip generators in the area.

#### **SMART Target A:**

- 5.1.5. Achieve at least an 'Adequate' aggregate score for walking, wheeling and cycling conditions on route sections where interventions are implemented. This should be assessed during the detailed design phase and again following completion of the construction phase.

#### **SMART Target B:**

- 5.1.6. Maintain existing bus journey times on the main bus corridors within the study area.

### **TRANSPORT PLANNING OBJECTIVE 4 (TPO4):**

Ensure transportation proposals enhance conditions for biodiversity along each linear route corridor where interventions are proposed.

#### **SMART Target:**

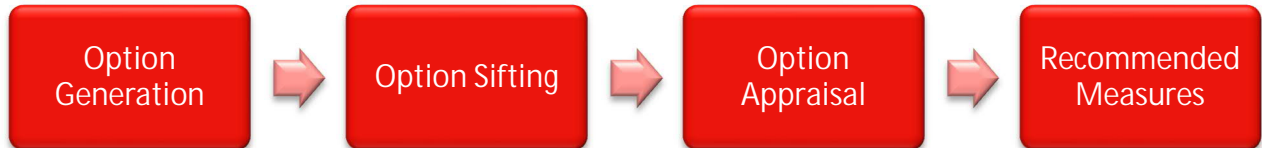
- 5.1.7. Biodiversity net gain to be achieved by 2031 along each linear route corridor where interventions are proposed, compared to the 2019 biodiversity baseline.



## 6 APPRAISAL METHODOLOGY

### 6.1 METHODOLOGY OVERVIEW

6.1.1. Building on the outcomes of the desktop review and site assessments, a multi-stage process to generate, sift and appraise potential options has been undertaken in consultation with the Core Project Group, stakeholders and the public. In line with the STAG appraisal approach, the principal stages in this process are:



6.1.2. The following process was undertaken to fulfil the above steps and reach the final stage of Recommended Measures. The relevant section of the report which details each stage of the appraisal is provided for reference:

- Option Generation (Chapter 7)

- Initial development of a long list of options.

- Option Sifting (Chapters 8 & 9)

- Preliminary sifting including traffic modelling and review with the Core Project Group.
- High level option scoring.
- Second sifting process and presentation of options at a stakeholder workshop.
- Third sifting based on outcomes of the stakeholder workshop for the public consultation.

- Option Appraisal (Chapters 10 to 13)

- Agreement of short-listed options.
- Options Appraisal of short-listed options.

- Recommended Measures (Chapter 14)

6.1.3. The outcomes of the Options Appraisal are a prioritised and costed package of recommended measures to deliver improved active travel connections across the study area and between trip origins and destinations. These recommendations are presented in Chapter 14.

6.1.4. The approach and outcomes of each stage in the above process are detailed in the following chapters.

## 7 OPTION GENERATION

### 7.1 INTRODUCTION

7.1.1. Chapter 7 of the report covers the Option Generation stage of the process, the following chapters cover the Option Sifting, Option Appraisal and Recommended Measures stages.



### 7.2 INITIAL DEVELOPMENT OF LONG LIST OF OPTIONS

7.2.1. The generation of options to improve existing links are based on the outcomes of the assessment of existing conditions and a multi-stage discussion and review process with the Core Project Group. Where conditions were considered not suitable for walking, wheeling and / or cycling, a wide range of improvement measures have been proposed.

7.2.2. The following options are the initial options generated from the above process:

- Option (a): Localised widening of footway on southside of Garthdee Road only.
  - This option was developed to address the existing sub-standard footway provision on Garthdee Road (see Figure 3-23).
- Option (b): Segregated bi-directional cycleway on Garthdee Road (alternating sections on north and south side of Garthdee Road).
  - This option was developed to address the current inadequate cycling facilities on Garthdee Road (see Figure 3-15) and in response to Priority Action 9 of ACC's Active Travel Action Plan (improving active travel access to universities).
- Option (c): Options (a) and (b) combined.
- Option (d): Shared path connection between Bridge of Dee and Garthdee Road via the Boots store. (Avoiding A92/Garthdee Road roundabout)
  - This option was developed in response to Priority Action 11 of ACC's Active Travel Action Plan (expansion of the River Dee path network).
- Option (e): Shared path connection avoiding eastern section of Garthdee Road via north bank of River Dee and the B&Q/Sainsbury's stores.
  - This option was developed in response to Priority Action 11 of ACC's Active Travel Action Plan (expansion of the River Dee path network).
- Option (f): Shared path connection between Garthdee Road and Pitmedden Crescent.
  - This option was developed in response to Priority Action 9 of ACC's Active Travel Action Plan (improving active travel access to universities).
- Option (g): Widening of Deeside Way path to 4 metres.

- This option was developed in response to Priority Action 9 of ACC's Active Travel Action Plan (improving active travel access to universities).

■ Option (h): Additional and improved access points to Deeside Way.

- This option was developed in response to Priority Action 9 of ACC's Active Travel Action Plan (improving active travel access to universities).

■ Option (i): Continuous segregated bi-directional cycleway on north side of Garthdee Road.

■ Option (j): Continuous segregated unidirectional cycleways on both sides of Garthdee Road and footway widening.

■ Option (k): Continuous segregated bi-directional cycleway on south side of Garthdee Road and footway widening.

■ Option (l): Footway only on south side of Garthdee Road; shared footway/cycleway on north side of Garthdee Road.

■ Option (m): Footway only on north side of Garthdee Road; shared footway/cycleway on south side of Garthdee Road.

- Options (i) to (m) were developed to address the current inadequate cycling facilities on Garthdee Road (see Figure 3-15) and in response to Priority Action 9 of ACC's Active Travel Action Plan (improving active travel access to universities).

■ Option (n): Shared path between Bridge of Dee and Garthdee Road via north bank of River Dee and David Lloyd Centre.

- This option was developed in response to Priority Action 11 of ACC's Active Travel Action Plan (expansion of the River Dee path network).

■ Option (o): Shared path between Bridge of Dee and RGU campus via north bank of River Dee.

- This option was developed in response to Priority Actions 9 and 11 of ACC's Active Travel Action Plan (improving active travel access to universities, and expansion of the River Dee path network, respectively).

■ Option (p): On-street cycle lanes from Pitmedden Crescent to Deeside Way along Pitmedden Ter./Kaimhill Rd.

- This option was developed in response to Priority Action 9 of ACC's Active Travel Action Plan (improving active travel access to universities).

■ Option (q): On-street cycle lanes from Garthdee Road to Deeside Way along Auchinyell Road.

- This option was developed in response to Priority Action 9 of ACC's Active Travel Action Plan (improving active travel access to universities).

■ Connection (aa): New underpass below Bridge of Dee

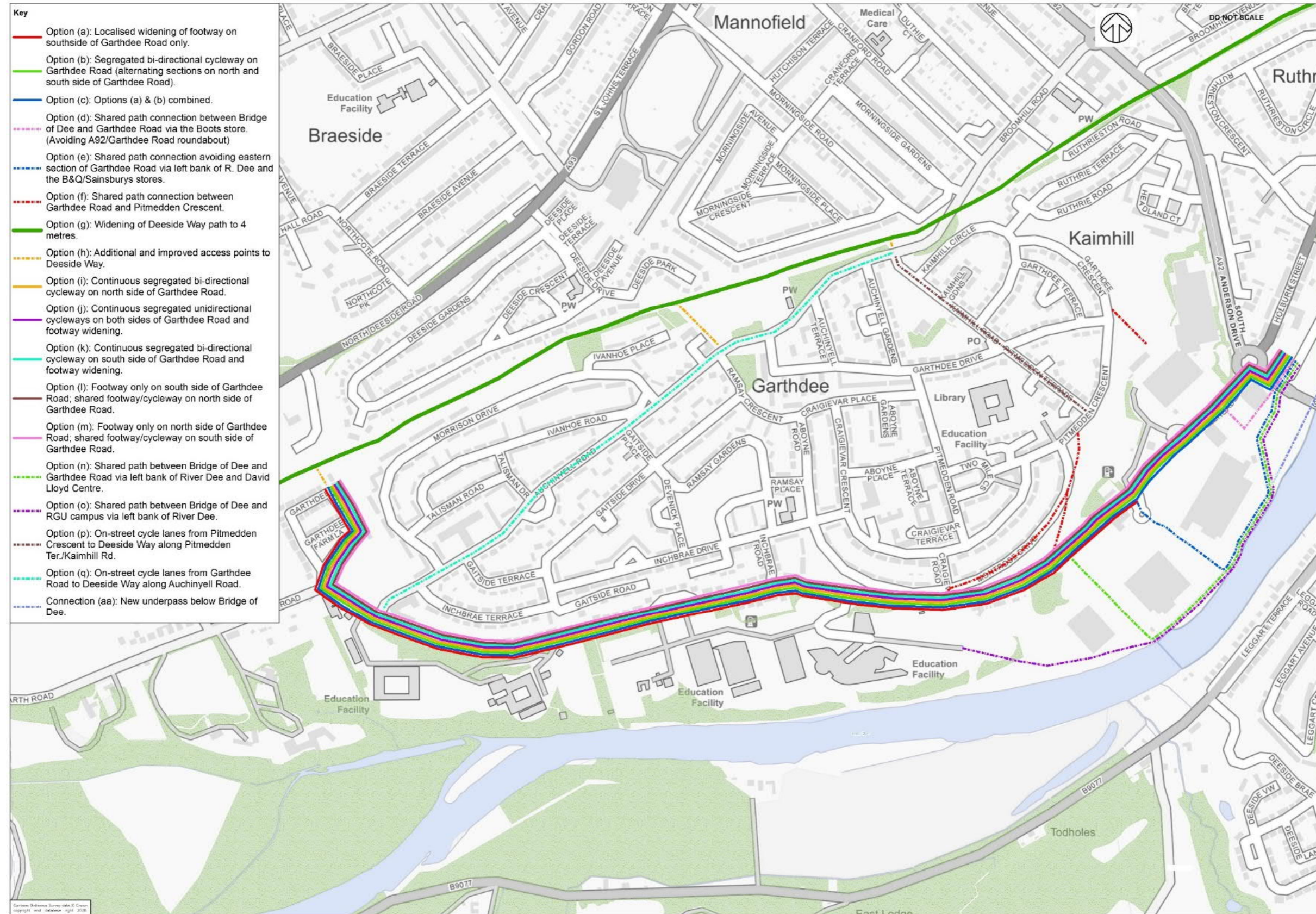
- This option was developed in response to Priority Action 11 of ACC's Active Travel Action Plan (expansion of the River Dee path network).

■ Connection (bb): Using existing crossing point on A92



7.2.3. The map shown in Figure 7-1 details the above route options.

Figure 7-1 - Initial Route Options



## 8 OPTION SIFTING

### 8.1 INTRODUCTION

8.1.1. The Option Sifting stage reviews the feasibility of each of the long-list of options. All options are assessed based on the existing conditions and potential to make infrastructure improvements.



8.1.2. The Option Sifting stage was completed using the process outlined in Chapter 6 as follows:

- Preliminary sifting including traffic modelling and review with the Core Project Group (see Appendix C).
- High level option scoring (see Appendix D)
- Second sifting process and presentation of options at the stakeholder workshop (see Appendix E and F)
- Third sifting based on outcomes of the stakeholder workshop for the public consultation (see Appendix F and G)

### 8.2 PRELIMINARY SIFTING INCLUDING TRAFFIC MODELLING AND REVIEW WITH THE CORE PROJECT GROUP

#### PRELIMINARY SIFTING

8.2.1. The first stage in the option sifting process involved consulting the ACC Active Travel Action Plan which sets out the aims and expectations of any active travel project within Aberdeen City. The following design principles from ACC's Active Travel Action Plan have been applied to help inform the option sifting process:

- Favour signalised junctions over roundabouts on all new road and road improvement schemes in recognition of their benefits to people walking, wheeling and cycling.
- Improve and increase on-road cycle facilities where this is a safe and practical solution. There will, however, be a presumption against advisory cycle lanes, given their limited usefulness.
- A presumption in favour of segregation between pedestrians and cyclists for all new active travel infrastructure projects.
- In sensitive areas, continue to implement innovative design solutions to reduce negative impacts on biodiversity.
- Continue to implement traffic management and traffic calming measures to encourage walkable and cyclable neighbourhoods and prevent rat-running.

8.2.2. These principles were used to inform option design and ensure options that did not meet the above principles were sifted out at an early stage.

## TRAFFIC MODELLING

- 8.2.3. During early project consultation with the Core Project Group, it was established that modifications to the A92 / Garthdee Road roundabout would not be considered feasible. On this basis a traffic modelling exercise was undertaken which focussed on the two roundabouts to the west of the A92 roundabout, which serve the Asda stores and the Sainsbury's/B&Q stores respectively.
- 8.2.4. A traffic data collection exercise was undertaken in September 2019 including MCC surveys at the Garthdee Road / ASDA Access roundabout and Garthdee Road / Retail Park access roundabout respectively. In addition, further site visits and observations were undertaken. This enabled assessment, appraisal and refinement of the proposals under consideration.
- 8.2.5. The traffic modelling has been undertaken using the industry standard Junctions9 ARCADY module software and LinSig V3 software package. A summary of the modelling exercise is presented below, and the full results are presented in Appendix C. The following section outlines the general description and findings from the traffic modelling.
- 8.2.6. The scenarios adopted for testing are as follows:
- **Scenario 1:** Existing Roundabout arrangements
  - **Scenario 2:** As Option (b) (from section 7.2 above) – Modify both roundabouts to incorporate a segregated cycleway on southside of Garthdee Road between A92 roundabout and retail park roundabout.
  - **Scenario 3:** As Option (d) – Route active travel path via the Boots store to retain the Asda roundabout, as existing. New segregated cycleway on south side of Garthdee Road between the Asda roundabout and retail park roundabout. Modify retail park roundabout with necessary lane amendments.
  - **Scenario 4:** As Option (j), compact roundabouts and lane amendments to incorporate segregated cycleways on both sides of Garthdee Road.
  - **Scenario 5:** As Option (j), including junction signalisation with dedicated signal stages for pedestrians and cyclists.
- 8.2.7. The transport modelling results summarised as follows:
- There will be increases in average journey time and queueing for motor vehicles on Garthdee Road and within the internal road networks of adjacent retail land uses associated with all options.
  - It is predicted that the increase in congestion associated with junction signalisation would cause delays of up to 13 minutes within the retail park and 12 minutes on Garthdee Road.
  - It is also predicted that increase in congestion under Scenario 4 traffic conditions would cause delays of up to 14 minutes within the retail park and 13 minutes on Garthdee Road
- 8.2.8. Following presentation of the traffic modelling results to the Core Project Group, it was concluded that options which include completely removing a lane of traffic and providing a cycle lane on both sides of Garthdee Road (Scenario 4) as well as option for signalling one or both of the study roundabouts (Scenario 5) would not be taken forward to the main optioneering stage of the study.

- 8.2.9. It is considered that reallocating road space on either side of Garthdee Road in favour of active modes, whilst retaining both roundabouts, is a viable strategy to improve accessibility of this section of Garthdee Road to people walking, wheeling and cycling. Therefore, design options which include this approach will be taken forward as part of the main optioneering stage of the study and be subject to a more detailed options appraisal against STAG criteria.

### **REVIEW WITH CORE PROJECT GROUP**

- 8.2.10. On the 7<sup>th</sup> October 2019, a Core Project Group workshop was held to update the relevant members on progress made and confirm that the direction being taken was deemed appropriate by all members.

- 8.2.11. The following topics were presented to the Core Project Group :

- Project Background
- Review of Identified Issues and Constraints
- Options and Opportunities
- Problems
- Opportunities
- Targets and Objectives

- 8.2.12. The following key points were brought up by Core Project Group members that should be considered going forward with the project.

- There is no possibility to alter the bridge structure (Bridge of Dee) as it holds Category A listed structure status.
- Floodplain volumes would provide year-round difficulties with the Riverside Path.
- The Riverside Path is an aspirational core path.
- The River Dee is one of the highest conservation status (SAC) with otters that use the River Dee as their habitat.
- There must be escape options if the Riverside Path option is to be taken forward.
- Tree preservation orders (TPOs) are located beside Riverside Path.
- Roundabout redesign at A92 is outwith the scope of the project.
- A signed connection through Garthdee Farm to the Deeside Way can be established.
- The Deeside Way is designated a Local Nature Conservation Site and is also a path which currently has a high level of reported user conflict, particularly between cyclists and other path users.
- There should be no significant detrimental impact on public transport.

- 8.2.13. The points made by the Core Project Group were taken forward into the following stages and used to inform the design of route options.

## **8.3 HIGH LEVEL OPTION SCORING**

- 8.3.1. Each of the long list of options has been scored against high-level appraisal criteria, based on STAG principles. Specific consideration has been given to the following:

- Whether the option is going to alleviate the identified or perceived transport problems and/or maximise potential opportunities.
- Whether the option is consistent with established policy directives.
- Whether the option is likely to meet the Transport Planning Objectives.



- What the likely impacts against the STAG Criteria are.
- Whether the option is likely to be acceptable to the public, affordable and feasible to construct and operate.
- Whether there is a clear rationale for the rejection of any option at this stage of the appraisal process.

8.3.2. The options have been graded using the following scale on a range of option characteristics.

- Major Positive (+3)
- Moderate Positive (+2)
- Minor Positive (+1)
- No or Negligible Impact (0)
- Minor Negative (-1)
- Moderate Negative (-2)
- Major Negative (-3)

8.3.3. The options were graded on the following characteristics using the above scale;

- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>▪ TPO1</li> <li>▪ TPO2</li> <li>▪ TPO3</li> <li>▪ TPO4</li> </ul> | <ul style="list-style-type: none"> <li>▪ Safety</li> <li>▪ Environmental</li> <li>▪ Economy</li> <li>▪ Integration &amp; Social Inclusion</li> <li>▪ Feasibility</li> <li>▪ Affordability</li> <li>▪ Public Acceptability</li> <li>▪ Risk &amp; Uncertainty</li> </ul> |
|--|--|

8.3.4. The options were then scored to determine the suitability of taking it forward into the short-list. The long list of options with the associated scores can be found in Appendix D.

## 8.4 SECOND SIFTING PROCESS

8.4.1. Following the review with the Core Project Group the potential to provide a direct connection from the riverside path on the north side of the Bridge of Dee to the southside was ruled out by ACC's Planning officer. The Bridge of Dee holds Category A listed structure status. This connection would have required creating an underpass on the west side of bridge and would therefore not be permitted.

8.4.2. Additional options were also ruled out based on the outcomes of the high-level option scoring process as they either did not sufficiently well meet the project objectives, or the STAG appraisal criteria (or both).

8.4.3. The options which have been excluded from further assessment are:

- **Option (j)** – (cycle lanes on both sides of Garthdee Road). Traffic modelling indicates that there would be a major negative impact on the road network with significantly increased bus journey times and long delays accessing the retail units by all motorised transport modes.
- **Option (k)** – (continuous cycleway on southside). This requires the whole of Garthdee Road be shifted north. This is not considered to be technically feasible due to the extent

of carriageway realignment required consequential loss of on-street residents' parking on Garthdee Road.

- **Option (l)** – (continuous cycleway on north side). This requires removal of residents parking on the western section of Garthdee which is not considered viable as there is no suitable alternative location for residents' parking and properties do not have driveway access.
- **Option (m)** – (shared footway / cycleway along Garthdee Road). Shared footway / cycleways can create conflicts between users and make some user feel unsafe or uncomfortable. This can result in a reluctance to undertake journeys and increase social isolation. On this basis sections of shared footway/ cycleways should only be considered where no suitable alternatives exist.
- **Option (n)** – (cycle lanes on Kaimhill Road / Pitmedden Terrace). The existing traffic speeds and volumes on this are low (20mph street with physical speed restrictions) and there is good forward visibility therefore in line with *Cycling By Design* and *Places for Everyone* guidance on carriageway cycling is considered suitable and the further interventions included as part of Option (n) are not necessary.
- **Option (o)**: (cycle lanes on Auchinyell Road) – very steep connection between Auchinyell Road and Garthdee which is considered unsuitable for many users, therefore investment in new infrastructure is not expected to achieve the study objectives.
- **Connection (aa)** (Bridge of Dee underpass) – consultation with ACC Planning team confirmed that this option is not viable as the bridge is a listed structure and proposed intervention would not be permitted in any form.

## 8.5 PRESENTATION OF OPTIONS AT THE STAKEHOLDER WORKSHOP

- 8.5.1. WSP held a Stakeholder Workshop on 8<sup>th</sup> January 2020 to gain an understanding of the views and opinions of the relevant stakeholders involved in this project. The stakeholders present were made up of representatives of ACC's multidisciplinary client team, with representatives from transport strategy, roads projects, estates and environmental planning. Aberdeenshire Council and the Aberdeen City and 'Shire Strategic Planning team were represented. RGU were represented by staff responsible for overseeing RGU estate management. Stagecoach and First Bus provided representatives responsible for their transport interests as pertains to the study. In addition, a representative from the Aberdeen Outdoor Access Forum was in attendance.

8.5.2. WSP presented on the background and justification of the project, following this the stakeholders were given an opportunity to review and comment on the issues, problems, constraints and opportunities. WSP then presented the emerging design options, and stakeholders were then given opportunity to review and comment on the emerging design options.

8.5.3. Prior to presenting on the initial emerging options, the stakeholders were given the opportunity to comment on the scheme. The following points were made in relation to the study area:

- The Countesswells and Inchgarth developments should be considered, as there is a large movement of people from each to the Garthdee area.
- There have been issues of crime and anti-social behaviour on the Deeside Way.
- Deeside Way is already very busy and would struggle in its current form if it had to take a larger volume of users.
- There are many different types of walking, wheeling and cycling journeys undertaken on the Deeside Way (dog walkers, strollers, commuters, leisure and exercise).
- Deeside Way is not well lit and users have described feeling unsafe during hours of darkness.
- The Riverside Path has issues with flooding and maintenance due to debris and trees.
- The aspects of health and wellbeing rather just than 'A to B travel' should be considered, there is some desire for leisure walking, wheeling and cycling, as shown by the well-used section of Riverside Path to the east of the Bridge of Dee.
- Aberdeen has a poor acceptance of cyclists currently and not many bike users.
- Linking up parks and greenspace would benefit the area.
- Reduction in car-cyclist conflicts is desired.
- Anderson Drive has created a barrier to the Garthdee community as it is perceived as being difficult to cross.
- A circular route would be desirable.
- Narrow pavements and gradients make areas of Garthdee challenging for non-motorised travel.

8.5.4. The stakeholders were presented with a refined set of options as set out below. The full set of option plans presented can be found in Appendix E.

- **Option (aa):** Localised widening of footways on the south side of Garthdee Road where footway provisions are currently not fit for purpose.
- **Option (bb):** Segregated walking / wheeling and cycling provision the length of Garthdee Road with small shared path provisions at the most eastern and western extents of the route.
- **Option (cc):** Option (aa) and Option (bb) combined
- **Option (dd):** Option (cc) combined with an eastbound bus lane on Garthdee Road from the Sainsbury's Roundabout to Craigievar Road.
- **Option (ee):** Short shared use path from Bridge of Dee behind the Boots store.

- **Option (ff):** Shared-use path from Bridge of Dee down to the River Dee bankside, following the river and then connecting to Garthdee Road via the access road between the Sainsbury's and B&Q stores.

8.5.5. The stakeholders remained in their previous groups with members from WSP facilitating each group. In this session the stakeholders discussed and reviewed design options of the project. The key points from this discussion are listed below:

- No support for a segregated bus lane on Garthdee Road.
- Agreement that due to the existing constraints no design would be able to deliver a 'perfect' solution.
- Reiteration of the desire for a 'looped' walking route – Riverside path, through RGU, up to Deeside Way, back down to Riverside Path.
- Well-travelled cycling route along the Deeside Way to Duthie Park, including a large number of leisure users.
- Reiteration of desire for a Riverside Path.
- Large number of students likely use the First Bus 1/2 service which links between the City Centre and Garthdee Road.
- RGU currently has bike storage availability that is not used to its capacity.
- Frustration surrounding the continued use of the Bridge of Dee as it is a historic monument that is not fit for purpose.
- A range of smaller measures may be necessary to allow the project to progress.
- Wayfinding features could be improved.

8.5.6. This information has then been used to inform further stages of the Appraisal, the full Engagement Summary Report can be found in Appendix F.

## **8.6 THIRD SIFTING PROCESS BASED ON OUTCOMES OF THE STAKEHOLDER WORKSHOP FOR THE PUBLIC CONSULTATION**

8.6.1. The information gathered from the stakeholder workshop was used to inform the design options taken forward for the public consultation. The options presented at the public consultation were similar however where points had been raised regarding the presented options alterations were made.

8.6.2. A key point made by the representatives of bus operators, First Bus and Stagecoach, was that the introduction of bus lanes along Garthdee Road was not necessary for the change in journey times on Garthdee Road it would provide, and therefore the proposal under Option (dd) were sifted out.

8.6.3. A similar process was used to alter or eliminate elements of the other routes to ensure that the options presented at the public engagement event were well informed and provided a variety of solutions to the scheme.

8.6.4. Chapter 9 discusses the findings from the public consultation in more detail, the full Engagement Summary Report can be found in Appendix F.

## **9 PUBLIC CONSULTATION**

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### **9.1 INTRODUCTION**

- 9.1.1. The public consultation programme and methods of communication were planned and undertaken in collaboration with ACC.
- 9.1.2. The public consultation was held over a two-week period, between Monday 17<sup>th</sup> February 2020 and Monday 2<sup>nd</sup> March 2020. The consultation involved the local community and key stakeholders from the local Garthdee area. The purpose of the consultation was to inform all interested parties of the options which remained under consideration and capture their comments. A key focus of the consultation was engagement with local residents, reflecting the nature of existing land uses and the focus of the proposals on supporting walking, wheeling and cycling routes/connections within and through the local area.

### **9.2 METHODS OF CONSULTATION**

- 9.2.1. The following sections summarise the main consultation methods applied through the consultation.

#### **ON-LINE CONSULTATION**

- 9.2.2. An on-line consultation questionnaire was hosted on ACC's public consultation website from Monday 17<sup>th</sup> February 2020 to Monday 2<sup>nd</sup> March 2020, presenting the potential route options and asking consultees specific questions related to the study.
- 9.2.3. Print media and social media advertising was used to raise public awareness of the on-line consultation. In addition, targeted leafleting on Garthdee Road and the Deeside Way was undertaken to ensure that a wider pool of potential consultees was made aware of the consultation.

#### **PUBLIC DROP-IN SESSION**

- 9.2.4. The purpose of the drop-in session was to present the potential design options and provide attendees with an opportunity to find out more about the study. There was also the opportunity to discuss and provide feedback to members of the project team. Attendees were encouraged to comment using the hard-copy or online response forms as appropriate. The questions asked at the public drop-in sessions mirrored those included in the on-line consultation.
- 9.2.5. The feedback from both the on-line and public drop-in session has been collated and analysed to inform the study. The full Engagement Summary Report is present in Appendix F.

9.2.6. Table 9-1 below summarises the interaction via the various methods of consultation.

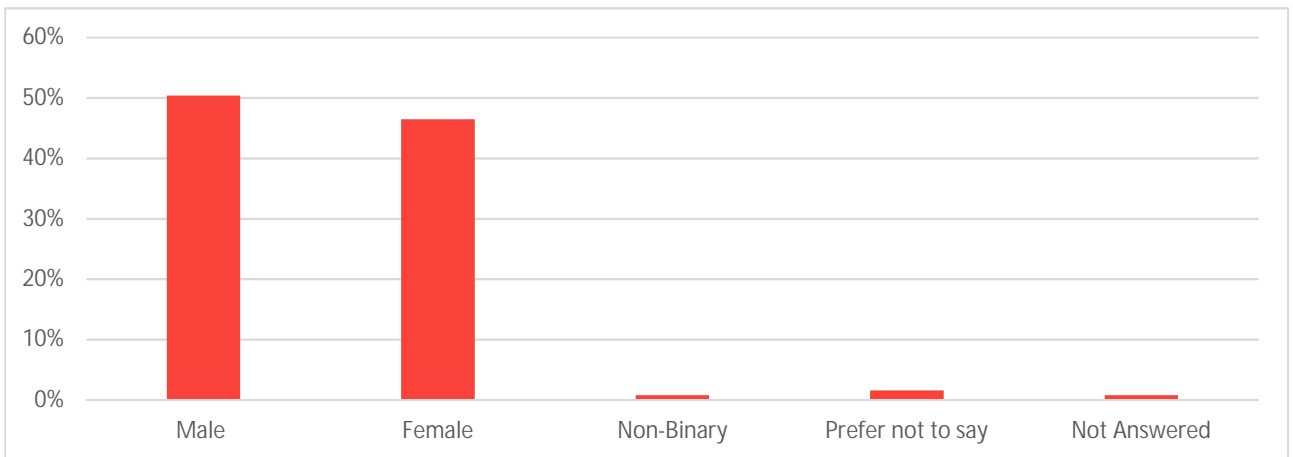
**Table 9-1 - Consultation Interaction**

	<i>Questionnaire Form (online)</i>	<i>Questionnaire Form (Hard Copy)</i>	<i>Total responses</i>
No. of Contacts/Respondents	125	2	127

9.2.7. The data contained in Table 9-1 demonstrates that there has been a good level of engagement from the local and wider community given the size of the study area. This is largely down to the success of the online survey promoted by Aberdeen City Council and the work of the community council, Robert Gordon University and other groups promoting the survey internally.

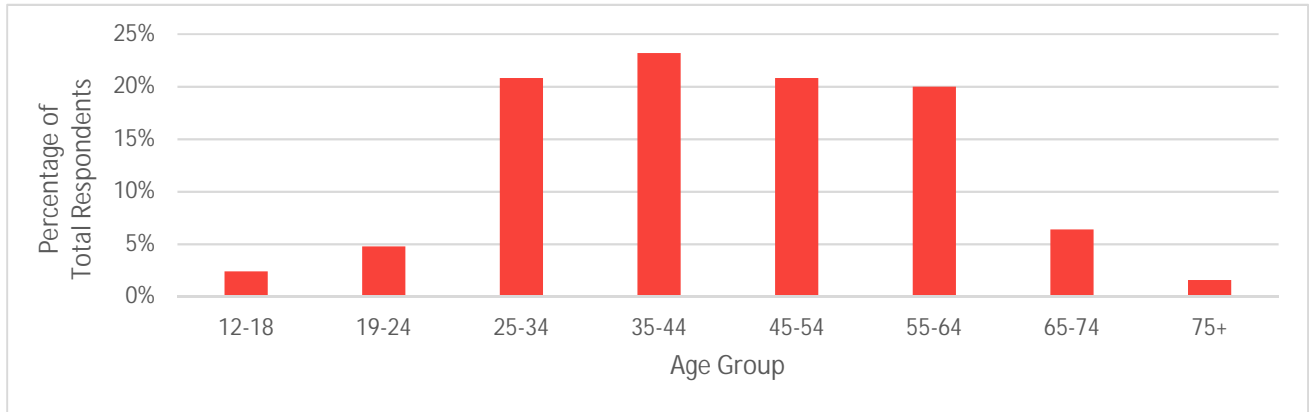
9.2.8. Information extracted and analysed with regards to the gender of respondents is summarised below and in Figure 9-1. 50% of responses to the consultation are from male respondents, 46% are from female respondents, 1% are from non-binary respondents, and the remaining 3% stated they prefer not to answer or did not answer.

**Figure 9-1 - Respondents Gender**



9.2.9. Figure 9-2 shows the proportion of respondents within each age category. There is a reasonably even spread in the number of respondents in the following age groups 25-34; 35-44; 45-54 and 55-64 which accounted for 85% of respondents. There is a lower response from younger and older age groups, with approximately 7% of respondents being under 24 and 8% of respondents being over 64.

**Figure 9-2 - Respondents Age**



## 9.3 OPTIONS PRESENTED AT PUBLIC CONSULTATION

9.3.1. The proposal includes six options for the study area, the full set of option plans presented can be found in Appendix F, descriptions are outlined below:

- Option 1: Localised footway widening on Garthdee Road to achieve a continuous 2m width on both sides of the road, where feasible. This option does not include improvements for cycling.
- Option 2: Walking, wheeling and cycling improvements between the Bridge of Dee and the Deeside Way along Garthdee Road. Where achievable, Option 2 would introduce separate spaces for pedestrians, cycles and vehicles. At the eastern and western ends of the route pedestrians and cyclists would share the same space.
- Option 3: A shared-use path from the Bridge of Dee to Garthdee Road at Sainsbury's via the north bank of the River Dee. Option 3 bypasses the most heavily trafficked eastern section of Garthdee Road. This option could tie into other options, to allow journeys to continue along Garthdee Road towards the Deeside Way.
- Option 4: A shared-use path from the Bridge of Dee to Garthdee Road at the David Lloyd Centre via the north bank of the River Dee. Option 4 bypasses the most heavily trafficked eastern section of Garthdee Road. This option could tie into other options, to allow journeys to continue along Garthdee Road towards the Deeside Way.
- Option 5: A shared-use path from the Bridge of Dee to the Robert Gordon University via the north bank of the River Dee. This option could tie into other options, to allow journeys to continue along Garthdee Road towards the Deeside Way.
- Option 6: Improved walking, wheeling and cycling connections between Garthdee Road and the Deeside Way through Garthdee and Kaimhill. This option includes widening of the Deeside Way to give more space for all users.

## 9.4 Approach to Analysis

9.4.1. The online response forms submitted were automatically entered into a database and the hard copy responses were manually entered into the same database.

9.4.2. Closed question responses have been graphed and used to gain a clearer understanding of the characteristics of the local population and the key issues.

9.4.3. A comprehensive log of all free text comments made during the consultation has been collated. The purpose of the comments log is to record all comments received to assist in responding to comments and the design development by the project team.

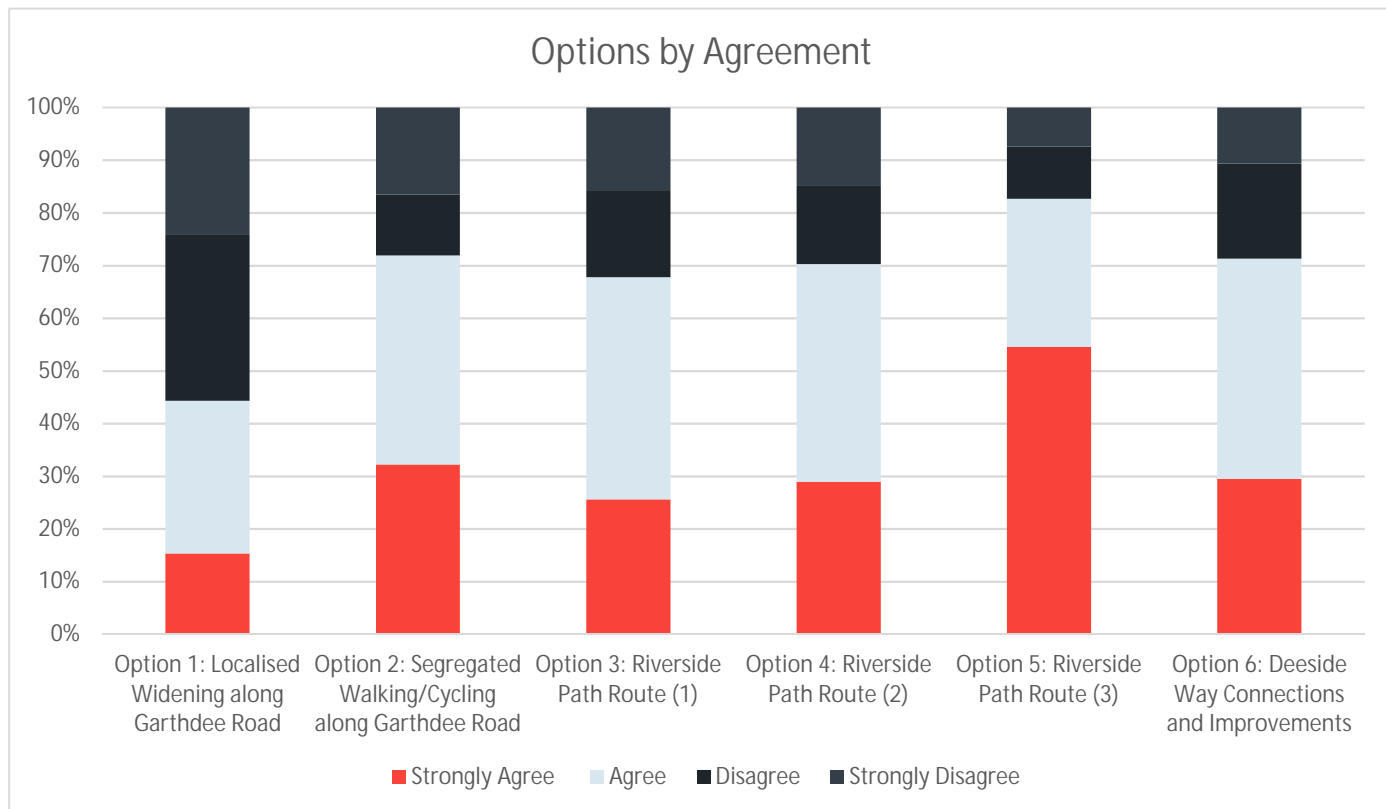
9.4.4. In order to quantify the type of comments that have been made, the comments log categories the comments by topic (e.g. safety, accessibility) and the nature of the comment (i.e. whether they are a suggested improvement or express concern/ support for the proposals). The full comments log has been used by the project team to enable consideration of the greater detail provided. Given the level of detail of the comments received, this report presents a summarised overview of the feedback received.

## 9.5 CONSULTATION FEEDBACK: SUPPORT FOR OPTIONS

### SUPPORT FOR OPTIONS

9.5.1. The online survey displayed the options that were also presented at the public drop-in session alongside text describing each option. This was followed by a question asking whether the user thought that proposed option would make it easier to walk, wheel or cycle along the route, participants were also given the opportunity to comment on the design alongside their response. Figures 9-3 and 9-4 show the responses by participants for each of the six options.

**Figure 9-3 - Option Agreement Responses**

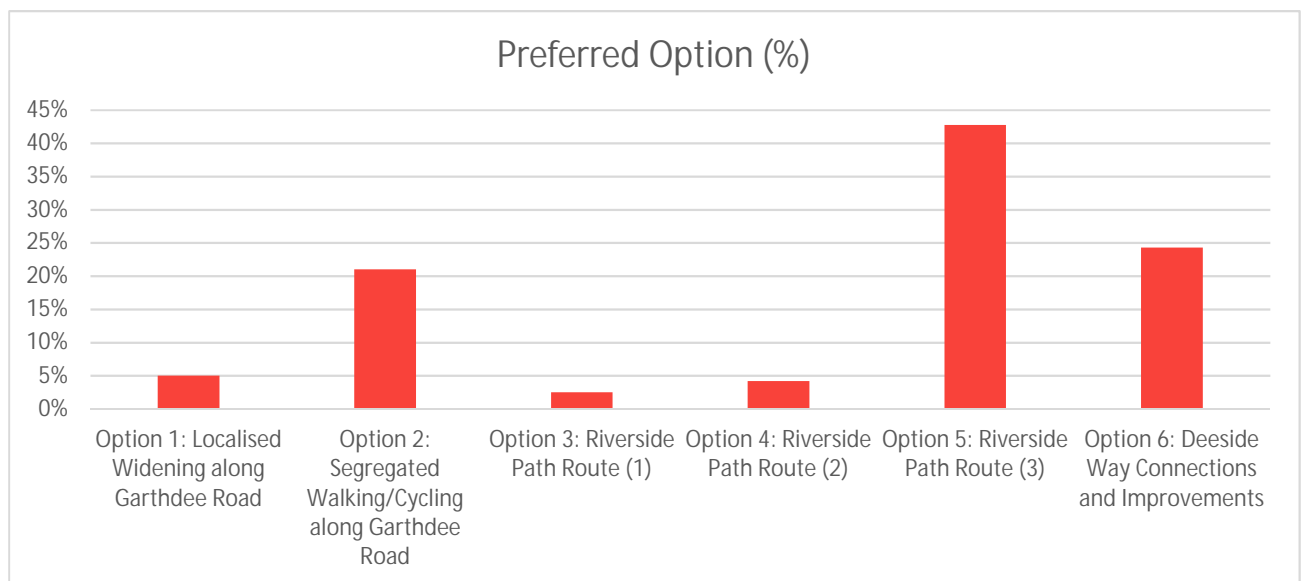


9.5.2. Figure 9-3 displays the responses graphically showing the surveyed answers to whether the proposed option 'will make it easier for you to walk, wheel or cycle'.



- 9.5.3. Option 1 is the minimum intervention plan which scored the lowest in the survey, respondents stating that it would make little difference in enabling people to walk, wheel or cycle through the study area.
- 9.5.4. The Option 2 involves adding segregated walking / wheeling and cycling infrastructure along the length of Garthdee Road received a majority positive response. There were some concerns expressed regarding how this would impact motor vehicles using Garthdee Road especially for those who need to use it to get to their place of work or study that do not have the option to travel by walking, wheeling or cycling.
- 9.5.5. Options 3, 4 and 5 show gradually increasing measures to extend the Riverside Path. These options received a majority positive response with the most favourable being Option 5, which covers the length of the Riverside Path from Bridge of Dee to RGU. The concerns raised regarding these options were the impact on the ecology and the floodplains given that this path would run alongside the River Dee.
- 9.5.6. Option 6 includes improved connections to the Deeside Way as well as widening of the Deeside Way which received majority positive responses. Respondents expressed concerns about the existing shared use, with many stating that there should be some level of separation between cyclists and other path users. Path users can include walkers including people with disabilities and also equestrians . The lack of lighting on the Deeside Way was also considered to be an issue.

**Figure 9-4 - Preferred Option**



- 9.5.7. Figure 9-4 shows the responses to ‘which of the options presented do you think would make the most improvement to your ability to travel regularly by walking, wheeling or cycling in the local area?’. Options 5 and 6 have the most responses which highlights the demand for a viable option that does not involve interventions on Garthdee Road.

## 9.6 Choice Based on Demographic Characteristic

9.6.1. Using the option choice survey data and the demographic survey data further analysis could be done to understand whether there are demographic factors that lead to preferred option selection. Option choice was compared against the following demographic information:

- Age;
- Gender;
- Whether the participant uses the Deeside Way;
- Whether the participant uses the Riverside Path;
- Mode choice to work/education;
- Mode choice within local area;
- Mode choice to Aberdeen City Centre; and
- Car Ownership

9.6.2. From this further analysis there were only a few noticeable outliers based on a demographic characteristic:

- Females were more likely to express concern (26%) relating to lighting of paths within Garthdee compared to males (19%).
- People aged 55+ were less likely (62%) to want any intervention on the Riverside Path than people aged under 55 (72%).
- People who do not own a car were more likely (50%) to prefer an intervention on Garthdee Road over the Riverside Path and the Deeside Way, compared to car owners (23%).

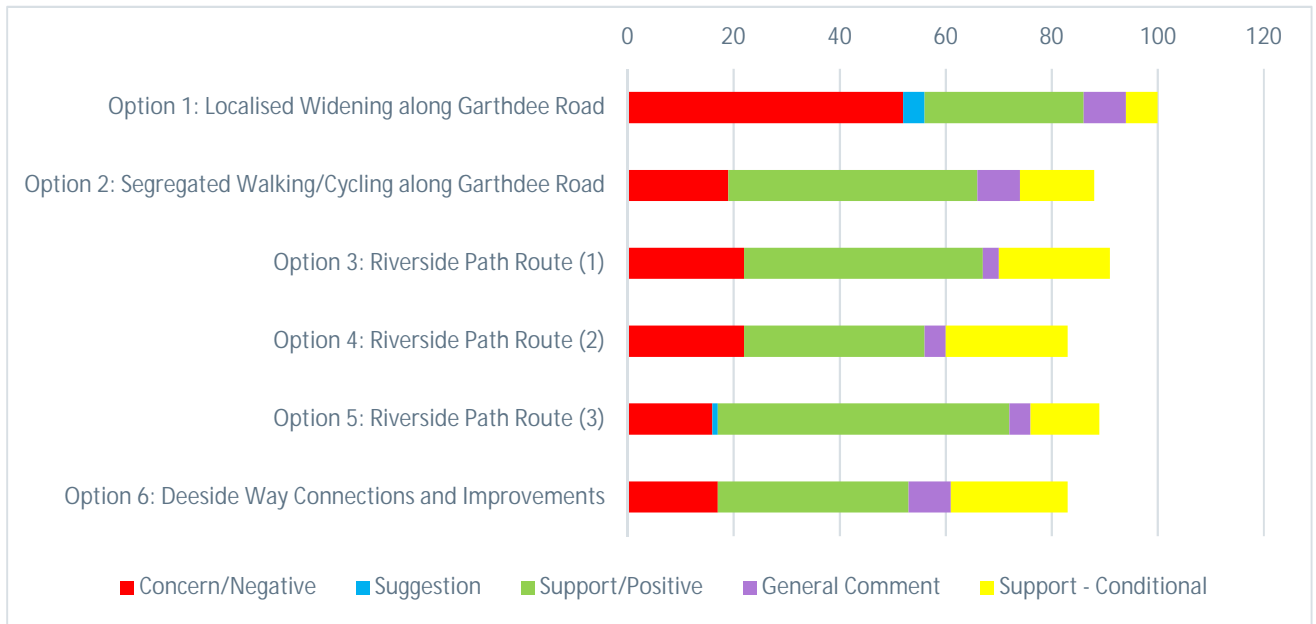
## 9.7 KEY COMMENTS RECEIVED ON EACH OPTION

### GENERAL COMMENTS MADE ON EACH OPTION

9.7.1. The survey allowed for the participants to comment on each of the options. These comments have been aggregated into whether the general tone of the comment was supportive, neutral or raised concerns about a particular option.

9.7.2. Figure 9-5 shows the spectrum of support within comments made on each option. The following colour coding has been used to help interpret the range of opinions within each option's comments: Red – Concern/Negative; Green – Support/Positive; Blue – Suggestion; Purple – General Comment; Yellow – Support – conditional.

**Figure 9-5 – Spectrum of support within comments made on each option**

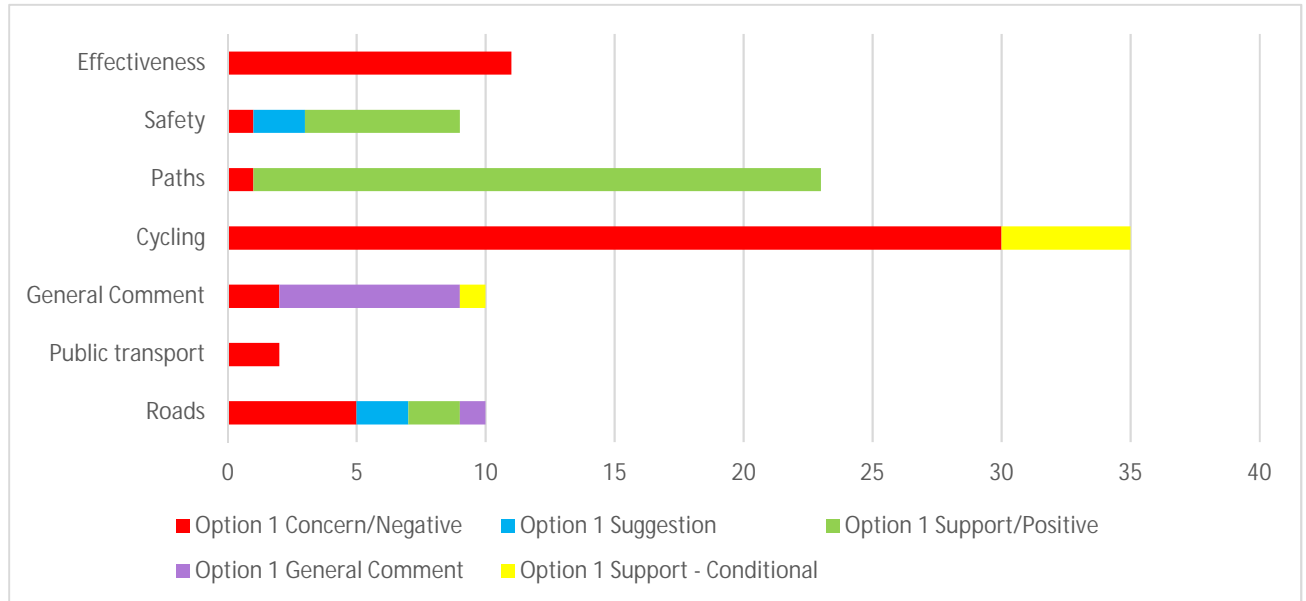


## OPTION 1: LOCALISED FOOTWAY WIDENING ALONG GARTHDEE ROAD

### COMMENT THEMES

9.7.3. Comment analysis has been undertaken to determine the key themes which survey respondents provided for Option 1. These are summarised in Figure 9-6 together with a selection of extracted quotes which provide a representative summary of opinions made within each theme.

**Figure 9-6 – Summary of comment themes made for Option 1**



### Effectiveness

- 'Does not encourage people to drive less for short journeysIt won't make any difference for walking and won't help for cycling.'
- 'It won't make any difference for walking and won't help for cycling.'

### Safety

- 'Narrower road will make it more unsafe for cyclists and pedestrians '

### Paths

- 'The current 1m wide pavement does not provide adequate room for more than one or two people to walk in opposite directions at the same time.'
- 'Having both sides of road available to walk would be great.'

### Cycling

- 'Doesn't encourage cycling'
- 'Even if these are shared use, there is not adequate space to cycle.'

### Public Transport

- 'Making the road narrower would cause more problems with buses'

### Roads

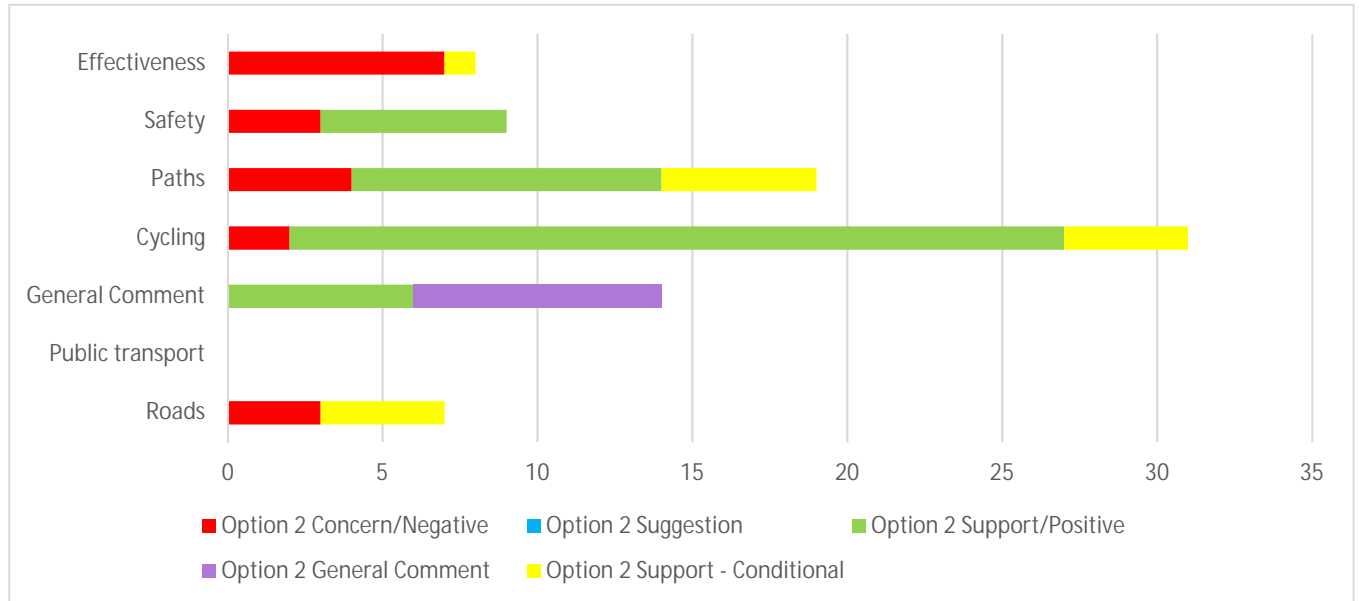
- 'The road is extremely busy with cars and buses and I feel this actually puts me off walking this road no matter if the pavement was wider.'

## OPTION 2 :SEGREGATED WALKING/CYCLING ROUTE ALONG GARTHDEE ROAD

### COMMENT THEMES

9.7.4. Comment analysis has been undertaken to determine the key themes which survey respondents provided for Option 2. These are summarised in Figure 9-7 together with a selection of extracted quotes which provide a representative summary of opinions made within each theme.

**Figure 9-7 - Summary of comment themes made for Option 2**



### Effectiveness

- 'I don't think there are enough cyclists to make use of this.'

### Safety

- 'It is already as thin as it can safely be.'

### Paths

- 'When walkers and cyclists share areas it often puts walkers off as the cyclists can go too fast.'
- 'Think the need to separate cyclists and pedestrians really is necessary'

### Cycling

- 'Separate spaces would make it more pleasant and might even encourage me to get a bicycle!'
- 'It desperately needs segregated space for cyclists, especially on the hill.'

### General Comment

- 'I strongly agree with the implementation of Option 2 as it provides a range of improvements for walking, cycling and wheeling the along the full length of Garthdee Road. I am particularly supportive of the installation of a crossing at the western end of the route which would link the Den of Pitfodels development (where I live) with the rest of the proposed route.'

### Roads

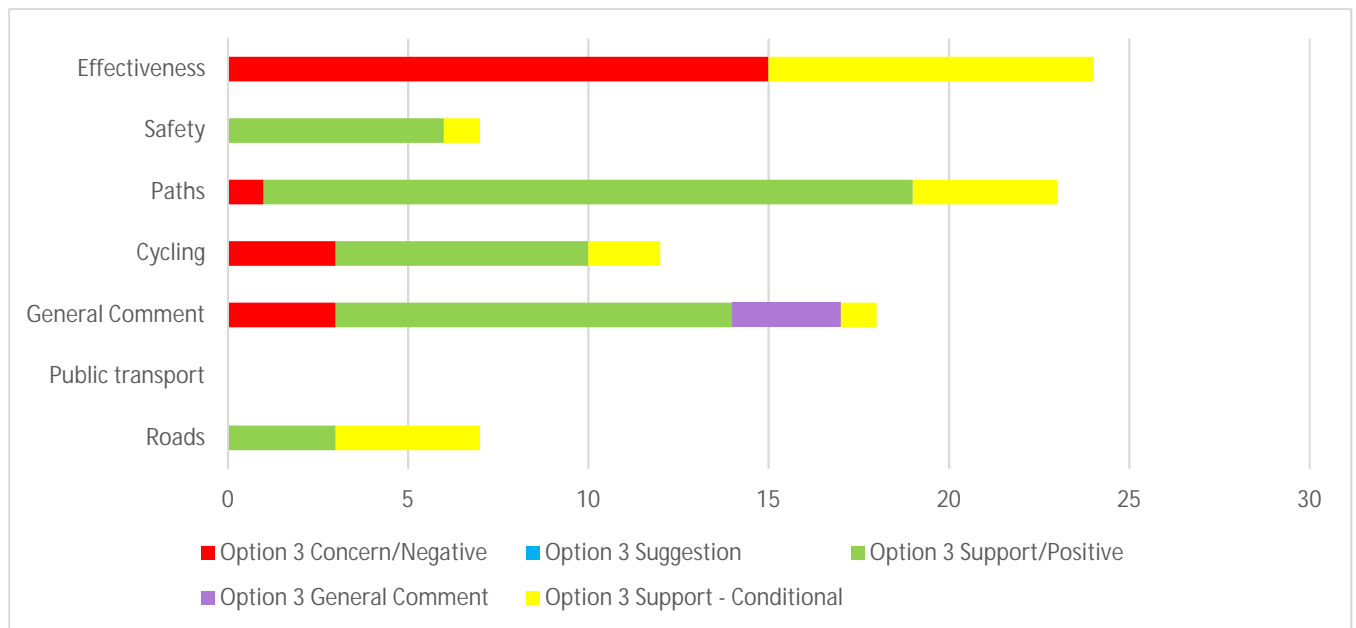
- 'Anything that removes any width of any section of road on Garthdee Road to create a cycle, wheeling lane, is not acceptable.'

## OPTION 3: RIVERSIDE PATH ROUTE (1) – TO GARTHDEE ROAD AT SAINSBURY’S STORE

### COMMENT THEMES

9.7.5. Comment analysis has been undertaken to determine the key themes which survey respondents provided for Option 3. These are summarised in Figure 9-8 together with a selection of extracted quotes which provide a representative summary of opinions made within each theme.

**Figure 9-8 - Summary of comment themes made for Option 3**





### Effectiveness

- 'It would only be resolving a small part of the issue'
- 'This needs to go all the way along the river side.'

### Safety

- 'Great idea! But need to give lots of consideration to how it can be made safe.'

### Paths

- 'Safer to walk away from heavy traffic'

### Cycling

- 'I prefer this option as it would take walkers and cyclists away from the busy road'

### General Comment

- 'I use this whole path up the river to run on regularly and starting behind boots you have a steep hill behind boots which would need steps or something like that the ground would need regular cleared and maintained as it grows over very quickly during spring summer with nettles brambles etc over head height and what happens when the river is high on a high tide with possible flooding as I've encountered that in all the years I run the path I only see one or two people on it if I'm lucky'

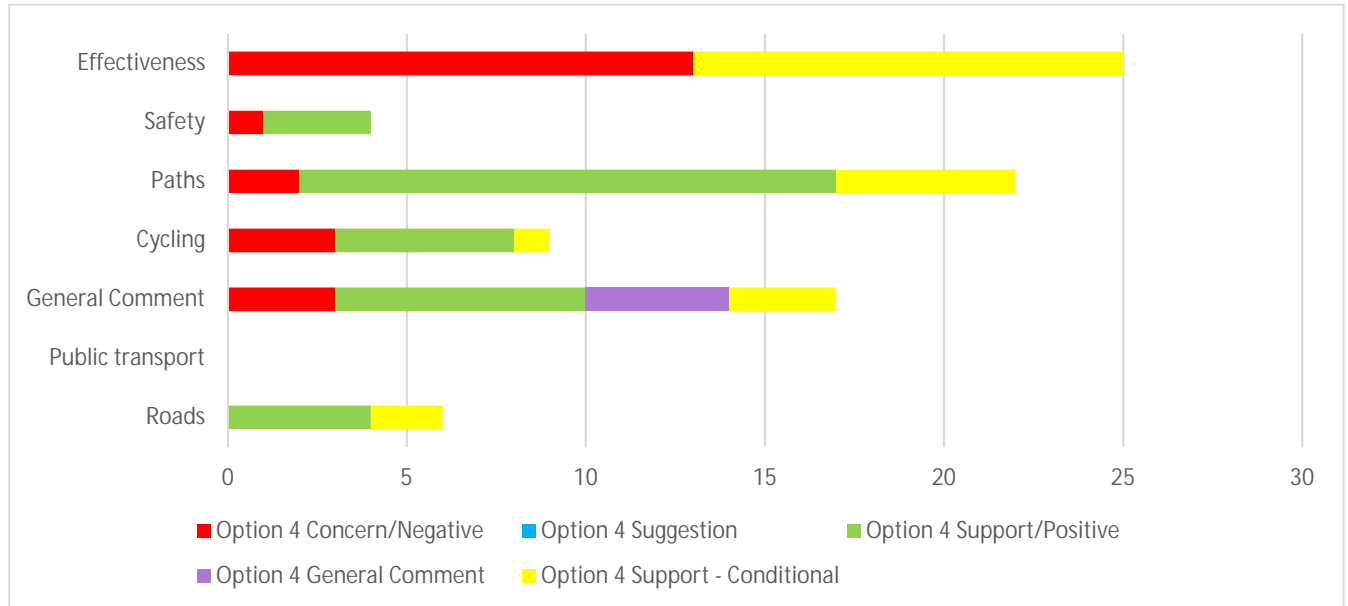
### Roads

- 'This option is good because it bypasses all the traffic'

## OPTION 4: RIVERSIDE PATH ROUTE (2) TO GARTHDEE ROAD AT DAVID LLOYD CENTRE

9.7.6. Comment analysis has been undertaken to determine the key themes which survey respondents provided for Option 4. These are summarised in Figure 9-9 together with a selection of extracted quotes which provide a representative summary of opinions made within each theme.

**Figure 9-9 - Summary of comment themes made for Option 4**



### Effectiveness

- 'People will naturally always use the most direct route.'
- 'I would like to see this one out of the four to date but would prefer it to continue behind the University by the river.'

### Safety

- 'Safer and more attractive option'

### Paths

- 'This area of footpath could do with being upgraded.'
- 'I would definitely use this path if it has a better surface'

### Cycling

- 'This would definitely encourage me to cycle to work more frequently and would be much safer.'
- 'It is a waste of time unless you extend it and make a proper cycle way all the way into town from Garthdee probably starting at Inshgarth'

### General Comment

- 'Interesting idea though seems close to the river - flooding risk?'

### Roads

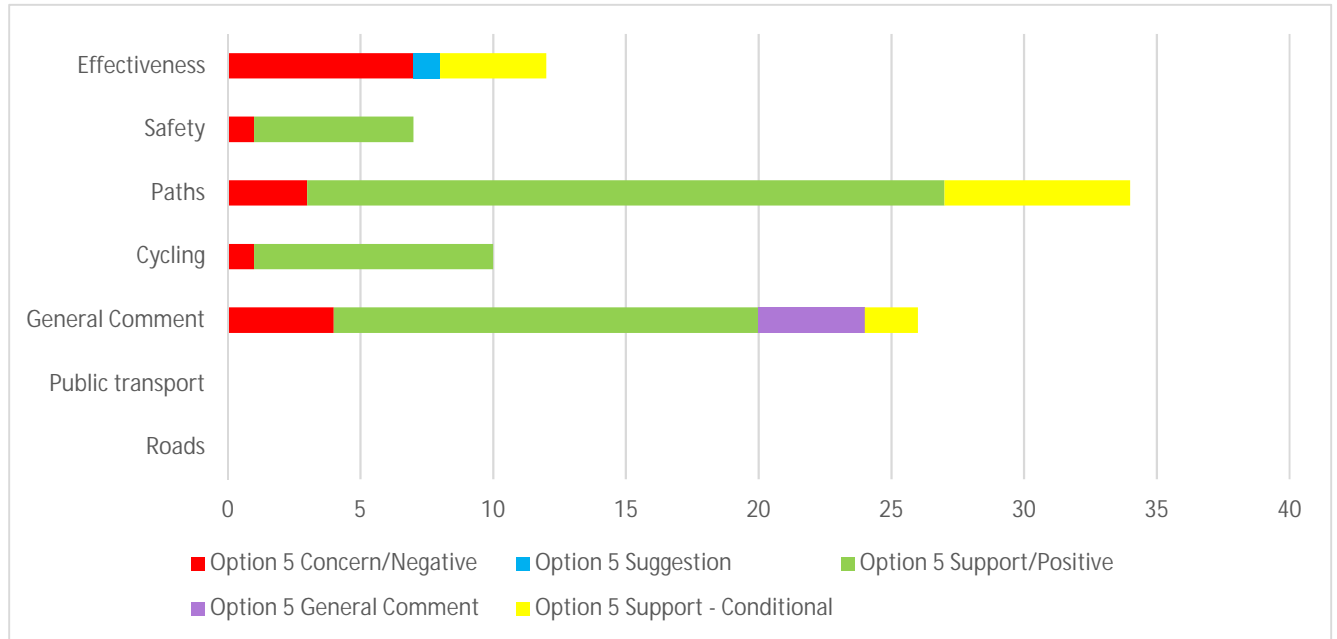
- 'I believe that a riverside walk avoiding traffic is a better option.'

## OPTION 5: RIVERSIDE PATH ROUTE (3) – TO RGU CAMPUS

### COMMENT THEMES

9.7.7. Comment analysis has been undertaken to determine the key themes which survey respondents provided for Option 5. These are summarised in Figure 9-10 together with a selection of extracted quotes which provide a representative summary of opinions made within each theme.

**Figure 9-10 - Summary of comment themes made for Option 5**



### Effectiveness

- 'Would only be used by students not good option for us that live here permanently'

### Safety

- 'Keep it by the river, nice safer, less pollution.'
- 'Safest, most pleasant, compatible with the majority of journeys in the area I would imagine (to RGU) and most suitable for different constituents.'

### Paths

- 'If this option could be made to work in relation to the ecology of the river area then this would be by far my preferred option. It would take the opportunity to walk or cycle towards the retail shops and RGU away from heavily trafficked car/bus areas and be a continuation of the excellent existing pathway on the riverside area between the Duthie Park bridge and Bridge of Dee. As well as providing an excellent route for students and staff to RGU it could also provide a lovely walk for leisure purposes for the wider area.'

### Cycling

- 'Ability to cycle without traffic is critical'
- 'Take cyclists away from the busy section of road between Bridge of Dee Roundabout and Sainsbury's Roundabout, as well as the steep hill up Garthdee Road.'

### General Comment

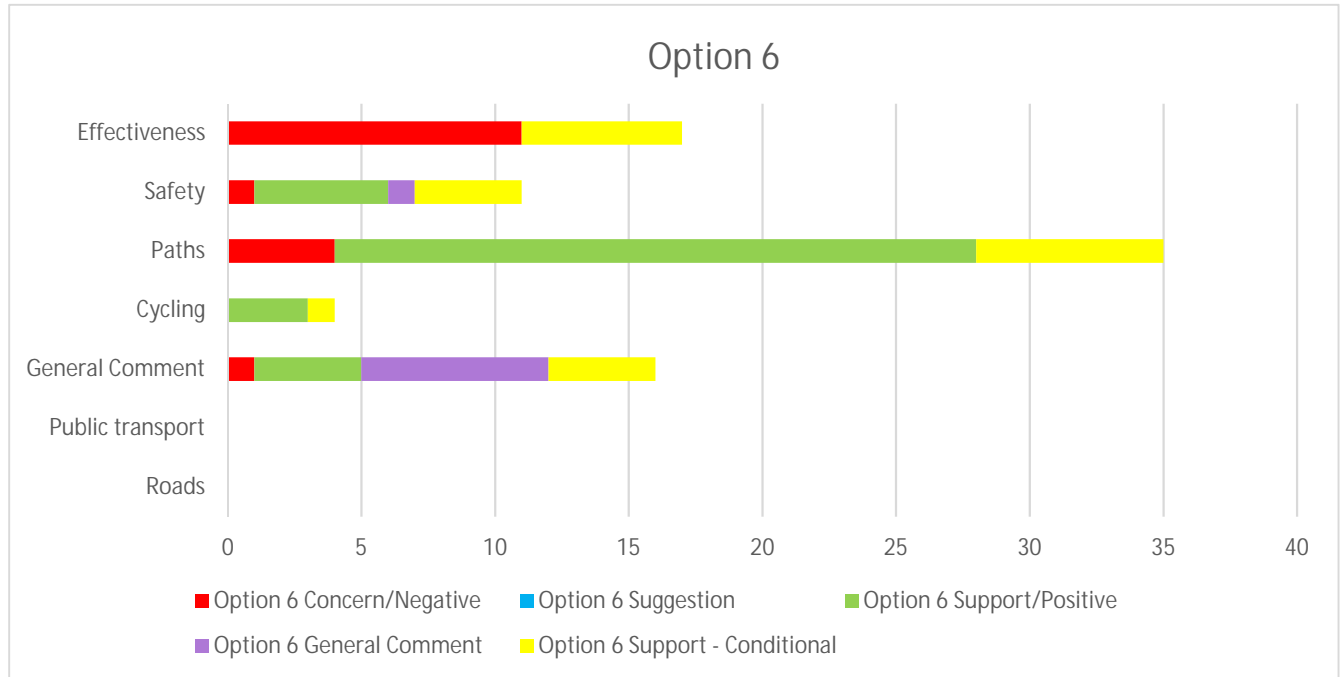
- 'This would open up this part of the river for the community to use; be a direct route to campus for students and staff; and there would need to be improved lighting etc. to consider safety.'

## OPTION 6: DEESIDE WAY CONNECTIONS AND IMPROVEMENTS

### COMMENT THEMES

9.7.8. Comment analysis has been undertaken to determine the key themes which survey respondents provided for Option 6. These are summarised in Figure 9-11 together with a selection of extracted quotes which provide a representative summary of opinions made within each theme.

**Figure 9-11 - Summary of comment themes made for Option 6**



### Effectiveness

- 'I think it's already wide enough'

### Safety

- 'Widening will reduce risk of injury to all user groups.'
- 'Widening and providing dedicated cycle lanes would be good, however I feel better lighting will derfinately be required for winter months.'

### Paths

- 'Not sure, but it might encourage fast cyclists to go even faster, frightening walkers and others.'
- 'A great opportunity to segregate walkers and cyclists on this trail'

### Cycling

- 'This would provide more space for cyclists.'
- 'In general, walkers, dog walkers and cyclists manage this shared space but there are some problems and it would be improved by widening. If it was widened, having a distinct side for cyclists would improve this.'

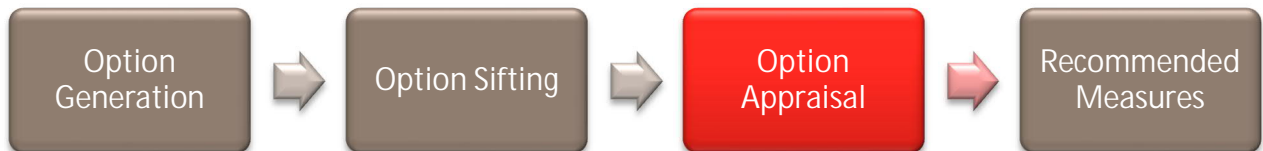
### General Comment

- 'This would help but may impact too much on local wild life'
- 'This option could be used in conjunction with Option 5, which also includes my proposals of a lane on the left hand side of Garthdee Road, from Inchbrae Drive.'

## 10 OPTION APPRAISAL

### 10.1 OPTION APPRAISAL METHODOLOGY

10.1.1. The information gathered during the desktop review, site assessment, Core Project Group and engagement events has been processed to allow potential options for improving active travel conditions within the study area to be taken forward for further appraisal. The options review has been undertaken in a multi-stage process as follows:



10.1.2. Chapter 6 addressed the full process outlined above, the findings and outcomes of previous chapters have been used to inform the Options Appraisal and Recommended Measures stages of the study.

10.1.3. The outcomes of the Option Appraisal are a prioritised and costed package of recommended measures to deliver active travel improvements within the study area, supporting connections between trip origins and destinations.

### 10.2 STAG-BASED APPRAISAL

10.2.1. This study has been developed in accordance with STAG principles, with this report presenting the findings from the Appraisal stage.

10.2.2. An appraisal of the options which have been taken forward from previous sifting stage has been undertaken with consideration of the following:

- Transport Planning Objectives: An appraisal of options against the Transport Planning Objectives using quantitative techniques and analysis.
- STAG Criteria: An appraisal of options against the STAG Criteria using qualitative and quantitative techniques and analysis.
- Cost to Government: An analysis of the total public-sector cost of options, including investment costs, operating and maintenance costs and grant/subsidy payments.
- Risk and Uncertainty: An analysis of the risk and uncertainty associated with each option.

### 10.3 SECOND MEETING WITH CORE PROJECT GROUP

10.3.1. A second meeting with the Core Project Group was held on the 12th March 2020 to inform the team on the progress made following the stakeholder workshop and public consultation. The following topics were presented on:

- Review of Previous Meeting: Stakeholder Workshop
- Review of Public Consultation
- Engagement Phase Findings and Conclusions
- Proposed Next Steps



10.3.2. The Core Project Group were asked to comment throughout to make sure that any final exclusions or alterations can be made to the designs that are taken forward to the Appraisal Stage. The following comments were made that were used to inform further design of the options:

- The Deeside Way is a local nature conservation site, therefore any potential amendments to the Deeside Way should consider ecological impacts, including the impacts of path lighting.
- Third party land implications including landowner title and indicative purchasing costs should be identified in collaboration with ACC.
- Combinations of active travel facilities on an identified route (e.g. segregated, shared, on-road etc) may discourage use compared to more consistent design solutions.
- There is a need to further investigate the potential to create a shared footway / cycleway on the western section of Garthdee Road.
- The proposed path between Garthdee Road and Pitmedden Crescent via Montrose Drive should be extended to provide a complete route to the main RGU entrance.

## 10.4 OPTIONS APPRAISAL PROCESS

10.4.1. As set out above, the long-list of options has been sifted to identify those options which are considered viable for implementation.

10.4.2. An appraisal of the short-listed options has been undertaken according to the following criteria:

- Technical feasibility grading – as assessed at the Options Sifting stage;
- Third party land requirements – as assessed at the Options Sifting stage;
- Outcomes for walking, wheeling and cycling;
- Infrastructure cost implications;
- Additional risks to delivery.

10.4.3. The short-list of six options which were presented at a public consultation with the opportunity to fill out a survey to provide feedback on preferred options and the scheme.

10.4.4. Finally using the feedback from the public consultation and following meeting with the Core Project Group (12<sup>th</sup> March 2020) the short-list was limited to three options to take forward to the Appraisal stage. These three options are:

- **Option A:** A Riverside Path from the Bridge of Dee via the north bank of River Dee to the RGU Campus; including an additional connection from the riverside to Garthdee Road between Sainsbury's and B&Q.

- Option A consolidates Options 3, 4 & 5 presented during the public engagement phase. Whilst there are significant constraints to the delivery of a full route connection along the north bank of the River Dee from Bridge of Dee to RGU, this option had significant public support and therefore justified more detailed consideration.
- The intermediary options (Option 3 & 4) received significantly less public support compared to other options and therefore it is not considered viable to proceed with these as standalone route options. However, these options are considered complimentary to the delivery of a route from Bridge of Dee to RGU.

- **Option B:** Segregated walking / wheeling and cycling provision along Garthdee Road. Some sections of shared space where there is not sufficient space for segregated provision.

- Option B is a refined version of Option 2 which was presented during the public engagement phase. The option has reduced areas of shared footway / cycleways compared to Option 2 and traffic calming measures on the western section of Garthdee Road.

- **Option C:** Localised widening of the Deeside Way with additional connections from Garthdee to the Deeside Way to improve connectivity.

- Option C is a refined version of Option 6 which was presented at during the public engagement phase. The option includes a section of segregated cycleway along Garthdee Road to create a stronger link to the RGU campus.

10.4.5. The design options are presented in Appendix G.

10.4.6. Appraisal Summary Table have been undertaken for each of the three design options, in line with STAG guidance<sup>8</sup>.

## 10.5 COST-BENEFIT ANALYSIS

10.5.1. The DfT's Active Mode Appraisal Toolkit (AMAT) has been utilised to appraise the potential costs and benefits of each of the design options. The tool streamlines the process set out in the DfT's Transport Analysis Guidance (TAG) Unit A5-1 'Active Mode Appraisal'<sup>9</sup>, ensuring that the calculation of benefits is in accordance with DfT guidance and its value for money can be consistently compared against other options.

## 10.6 RISK & UNCERTAINTY

10.6.1. The risk and uncertainty associated with each option is presented together with the appraisal summary tables for each option in the following chapters.

10.6.2. Our studies to date have considered what is understood to be the known risks and constraints, however we would highlight that until detailed surveys and investigations are undertaken (appropriate at detailed design stage), unknown or unanticipated risks may arise that impact on the outline route assessment undertaken to date.

## 10.7 SUMMARY

The appraisal outcomes are presented in Chapters 11 to 13 for Options A, B and C, retrospectively.

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<sup>8</sup> The Appraisal Summary Table format based on the STAG-Technical-Database-Appraisal-Summary-Table-Part-1

<https://www.transport.gov.scot/media/11082/stag-technical-database-appraisal-summary-table-part-1.pdf>

<sup>9</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/275394/webtag-tag-unit-a5-1-active-mode-appraisal.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/275394/webtag-tag-unit-a5-1-active-mode-appraisal.pdf)

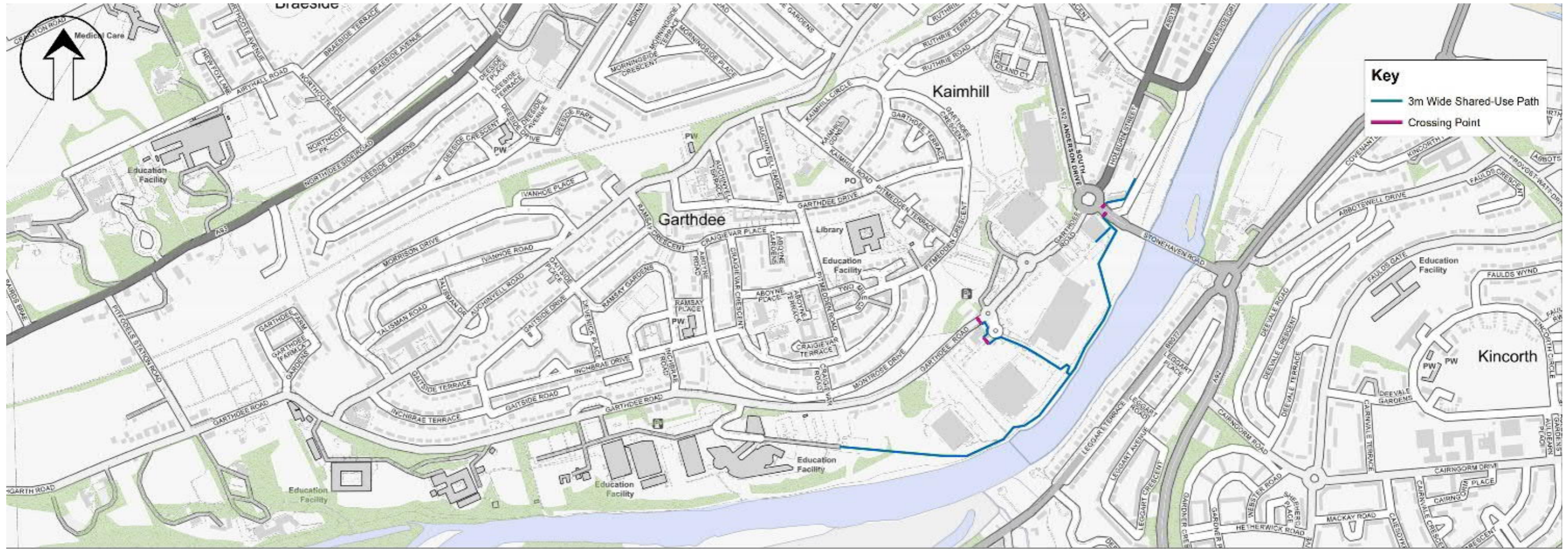
## 11 APPRAISAL: RIVERSIDE PATH ROUTE

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### 11.1 OPTION A OVERVIEW

- 11.1.1. At the public consultation three Riverside Path options were presented each providing a different connection through the study area. The first connected to Garthdee Road between the Sainsbury's and B&Q stores, the second connected to Garthdee Road by the David Lloyd's Centre and the final option linked directly into the RGU campus.
- 11.1.2. On review of the survey responses from the public consultation a decision was made to combine two of the above options given both the demand for the options and the safety of the users on a path of this nature. Additional exit points from the Riverside Path to Garthdee Road would provide more safety in a rapid flood event.
- 11.1.3. The result of this can be seen in Figure 11-1 below which shows a high-level design of Option A presented at the Core Project Group meeting on 12<sup>th</sup> March 2020. More detailed design drawings for this option are presented in Appendix G.

Figure 11-1 - Option A Overview



## 11.2 OPTION A APPRAISAL

11.2.1. An appraisal of Option A has been undertaken in line with STAG principles<sup>10</sup>. The Appraisal Summary Tables setting out the outcomes of this appraisal are presented in Tables 11-1 to 11-4, covering background information, planning objectives, implementability and STAG criteria, respectively.

**Table 11-1 - Option A Appraisal Summary Table 1: Proposal Details**

<b>Option A: Riverside Path</b>			
<b>Proposal Details</b>			
Name authority or organisation promoting the proposal.		ACC	
Proposal Name:	Option A: Riverside Path	Name of Planner:	WSP
Proposal Description:	Path from the Bridge of Dee via the north bank of River Dee to the RGU Campus; including an additional connection from the riverside to Garthdee Road between Sainsbury's and B&Q.		
<b>Background Information</b>			
Geographic Context:	<p>Garthdee Road is a well-used transport corridor that functions as the main road for public transport and private vehicles within the local area. The Garthdee area includes residential properties, schools, a university campus and multiple large retail units.</p> <p>The active travel provision for those walking, wheeling and cycling is limited in places and the current conditions on the eastern section of Garthdee Road are considered unsuitable for many cyclists. The site is bound to the south by the River Dee and is otherwise limited by the fact the area is well developed with private residences and businesses.</p> <p>The site has significant topographical constraints for people travelling in both east-west and north-south directions, with steep longitudinal gradients.</p> <p>The study area benefits from the existing Deeside Way path which has been formed from a disused railway line. The Deeside Way provides connection from Duthie Park out into rural Aberdeenshire to the west of Aberdeen City.</p>		
Social Context:	<p>Garthdee constitutes a local community, a large student population that use the area daily and a large retail area that attracts people from surrounding areas, including a high volume of private motor vehicle trips.</p> <p>The levels of deprivation vary across Aberdeen, Garthdee is more deprived than the surrounding areas of Mannofield, Ruthrieston and Cults<sup>11</sup>.</p>		
Economic Context:	<p>Aberdeen has a strong economy however variable as it is largely dictated by the value of the oil and gas industry. The influence of oil and gas value over the Aberdeen economy results in the economic strength of Aberdeen being determined in part by factors out-with its direct control.</p> <p>The Garthdee area is on average within the lower 50% for economic activity and employment within Scotland. The Mannofield area is on average within the top 10% for economic activity and employment. The eastern section of the study area includes major retail land use which contribute towards the local economy and provide local employment opportunities.<sup>11</sup></p>		

<sup>10</sup> The Appraisal Summary Table format based on the STAG-Technical-Database-Appraisal-Summary-Table-Part-1

<https://www.transport.gov.scot/media/11082/stag-technical-database-appraisal-summary-table-part-1.pdf>

<sup>11</sup> Source: Scottish Index of Multiple Deprivation 2020

**Table 11-2 - Option A Appraisal Summary Table 2: Planning Objectives**

<b>Option A: Riverside Path</b>	
<b>Planning Objectives</b>	
<b>Objective:</b>	<b>Performance against planning objective;</b>
TPO 1: To increase the modal share of trips made by active travel (walking, wheeling and cycling) along the strategic corridor.	Option A provides a traffic-free alternative to Garthdee Road however the route is not as direct and requires pedestrians and cyclists to be on a shared path which may reduce the appeal to some users. In addition, the path includes ramped sections at the tie-in to Bridge of Dee and the RGU campus which may be unsuitable for some mobility impaired users. The route alignment was well supported during the public consultation. There was a mixed response to this option during the stakeholder workshop.
TPO 2: Enhance the social inclusion of the Garthdee area.	Option A provides opportunities for both travel for long distance commuting connections as well as leisure trips. The route however is remote from most residents of the Garthdee area and therefore local use may be restricted to leisure journeys. . In addition the path may not be suitable for all users during times of darkness and during winter months due to a lack of opportunity to introduce sufficient path lighting and passive security measures.
TPO 3: Ensure connectivity to the retail parks, existing cycle infrastructure, places of work and leisure trip generators in the area.	Option A provides a link between the existing active travel route, which runs along the north bank of the River Dee to the east of Bridge of Dee, and the RGU campus. In addition, the option provides a connection to the B&Q and Sainsbury's stores.  Option A ensures the Garthdee Road operates as existing for motorised vehicles as the intervention does not impact on road link or junction capacity.
TPO 4: Ensure transportation proposals enhance conditions for biodiversity along each linear route corridor where interventions are proposed.	Option A includes intervention along the River Dee and therefore significant mitigation measures would be necessary to ensure that the scheme has no net detriment to existing biodiversity, and where possible achieves a net biodiversity gain.
Rationale for Selection of Proposal	Option A received the most positive response from the public consultation and provides a traffic-free route between the Bridge of Dee and the RGU campus, bypassing the most intensely trafficked section of Garthdee Road.

**Table 11-3 - Option A Appraisal Summary Table 3: Implementability Appraisal**

<b>Option A: Riverside Path</b> <b>Implementability Appraisal</b>	
Criterion	Performance against criterion
Technical:	Option A has significant technical design, construction and maintenance issues including the construction of a path along a floodplain. Counter measures would be necessary to ensure that the floodplain capacity is not reduced by the intervention.
Operational:	Regular maintenance would be required along this route especially during times of year when river levels are more likely to rise and fall.
Financial:	<p>The funding source/s of the capital costs for the proposal is to be confirmed at later design stages.</p> <p>The provider/s of operating / maintenance costs is to be confirmed at later design stages.</p>
Public Acceptance:	Option A has had a largely positive level of public acceptance. There is likely to be some concern regarding flooding and loss of biodiversity.

**Table 11-4 - Option A Appraisal Summary Table 4: STAG Criteria**

<b>Option A: Riverside Path</b>		
<b>STAG Criteria</b>		
<b>Criterion</b>	<b>Assessment Summary</b>	<b>Supporting Information</b>
Environment:	-2	<p><u>Biodiversity and Habitats:</u> Given the location of the route next to the River Dee, there are many ecological issues to consider when implementing this option, these are detailed in full within the Preliminary Ecological Appraisal (Appendix A).</p> <p><u>Landscape and Visual Impact:</u> To implement a path on the riverside will require the removal of vegetation and the introduction of a tarmacked path and associated earthworks. This is expected to result in a negative landscape and visual impact. In addition, it would require the removal of mature trees which are subject to a Tree Preservation Order.</p> <p><u>Drainage and Flooding:</u> The development of this option along the north bank of the River Dee presents significant issues relating to flooding and drainage. These are detailed in full in the Flood Risk Assessment (Appendix B), however fluvial flooding is expected to have a major negative impact on the viability of this route option.</p> <p><u>Noise and vibration:</u> Construction noise and vibration can impact habitats of local species which may be disturbed if construction is to take place on the riverside.</p> <p><u>Cultural heritage:</u> Option A is located close to the Bridge of Dee, which is a listed structure, measures will need taken to ensure the protection of the structure.</p>
Safety:	1	Option A provides a traffic-free route parallel to Garthdee Road for pedestrians and cyclists. It is therefore considered to have a positive impact on road safety. However, there is a regularly expressed concern that shared-use paths are points of conflict between pedestrians and cyclists. In addition, the opportunity for path lighting in an environment which is liable to flooding and ecologically sensitive is limited. Therefore, during winter months and other times of darkness, there may be significant reluctance for people to use such a remote path on a regular basis.
Economy:	1	As previously mentioned, this option has value in not disrupting Garthdee Road at the busiest sections around the retail units. A key concern raised has been in maintaining the economy of the Garthdee Area which is largely fuelled by the retail units. The option also however does not provide the most direct route to places of work or retail as it is offset from the busiest sections of Garthdee Road which could reduce the pass-by into the retail units.
Integration:	1	Option A has the potential to integrate into and extend the current Riverside Path. Comments have already been made from neighbouring local council bodies expressing an interest in extending the Riverside Path further west. This route does not provide integration opportunities with other transport modes.
Accessibility and Social Inclusion:	1	<p>Option A has accessibility issues given the steep gradients that allow access to the riverside from Garthdee. Paths will be ramped to accommodate the majority of users; however, some may not be able to use this route.</p> <p>As discussed under TPO2, the path would be remote from most residents of the Garthdee area and therefore local user may be restricted to leisure use. There are potential personal safety issues for some path users during times of darkness and winter months.</p>



## 11.3 OPTION A COST-BENEFIT ANALYSIS

11.3.1. Preliminary stage construction costings have been developed for Option A using industry standard cost rates and the available scheme information. Please note the related assumptions in the footnote below<sup>12</sup>. The full breakdown on costings are presented in Appendix H. The overall estimated costs including a 44% optimism bias is **£868,598**.

11.3.2. The DfT's Active Mode Appraisal Toolkit (AMAT) has been utilised to appraise the potential costs and benefits of each of the design options. The tool streamlines the process set out in the DfT's Transport Analysis Guidance (TAG) Unit A5-1 'Active Mode Appraisal'<sup>13</sup>, ensuring that the calculation of benefits is in accordance with DfT guidance and its value for money can be consistently compared against other options.

11.3.3. The DfT AMAT calculates impacts linked to an increase in cycle use; these benefits relate to three key areas:

- Mode shift,
- Health and;
- Journey quality.

11.3.4. The AMAT uses existing observed active travel data and post-implementation walking / wheeling and cycling uplift values sourced from a review of completed Sustrans *Community Links / Places for Everyone* schemes<sup>14</sup>, where appropriate, to predict the values of a wide range factors following the implementation of an active travel scheme, these include:

- Congestion
- Infrastructure costs
- Road accidents
- Local Air Quality
- Noise
- Greenhouse Gases
- Risk of premature death
- Absenteeism
- Journey Ambience
- Indirect Taxation

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<sup>12</sup> Basic budget construction costings calculated using SPONS 2016. Budget construction costings include for gang hrs, labour plant and materials where applicable. We would note that as detailed design progresses budget construction costings may vary accordingly. We would also note that this construction cost estimate does not include costings for design fees, traffic management, temporary works, all results from site investigations that are not stated in cost breakdown including capping material, site investigations resulting in the detection of invasive species (allowance for site clearance of invasive species on Route Option A only) or further services, service protection/ realignment (provisional sums included below) and land purchase. There may be other items that are not known or fully appreciated that have not been considered in this cost estimate. In line with standard practise an optimism bias of 44% has been applied to this cost estimate. All construction costings must be checked & verified by a qualified cost consultant.

<sup>13</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/275394/webtag-tag-unit-a5-1-active-mode-appraisal.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/275394/webtag-tag-unit-a5-1-active-mode-appraisal.pdf)

<sup>14</sup> Community Links: 2017 Impact Progress Report, Sustrans, 2018

11.3.5. A number of assumptions are also included within the AMAT where the DfT has provided default values based on DfT defined sources and research, such as:

- The decay rate (0.00%);
- The average walking speed (5km/h);
- The proportions otherwise using a car (11%) and a taxi (8%);
- The percentage of return trips (90%).

11.3.6. The project specific input parameters which have been used for Option A are shown in Table 11-5.

**Table 11-5 – Option A AMAT Input Parameters**

Parameter	Input Value	Source
Year of Opening	2022	Estimate based on current status of project
Background growth rate in all journeys	0.99% per annum	DfT's Trip End Model Presentation Program (TEMPro) – Aberdeen City
Number of walking/wheeling journeys without the proposed scheme	20	Estimated based on 2 hour on-site user observation (weekday)
Walking uplift factor	N/A	Due to very low base number of journeys, the future usage has been estimated based on Riverside Path (east of Bridge of Dee) usage data provided by ACC.
The average proportion of a walking/wheeling trip which uses the scheme infrastructure	45%	Longest route 900m / average trip length 2km <sup>15</sup>
Number of cycling journeys without the proposed scheme	0	Estimated based on 2 hour on-site user observation (weekday)
Cycling uplift factor	N/A	Due to negligible base number of journeys, the future usage has been estimated based on Riverside Path (east of Bridge of Dee) usage data provided by ACC.
The average proportion of a cycling trip which uses the scheme infrastructure	19%	Longest route 900m / average trip length 4.74km <sup>15</sup>
Maintenance costs	£9k per km per annum	DfT Cost Benefit Analysis Manual 2019 (non-traffic related maintenance)

11.3.7. The AMAT tool reports monetised benefits and costs at 2010 values, in line with the DfT's current base year for economic appraisal. Table 11-6 presents the outputs of the AMAT, setting out the monetised benefits scheme based upon the predicted uplift for walking and cycling trips.

<sup>15</sup> Scottish Transport Statistics, Transport Scotland 2019

**Table 11-6 – Options A Scheme Benefits and Costs**

Subject	Monetised Value (£s discounted to 2010)
Congestion benefit	107,587
Infrastructure	364
Accident	14,344
Local Air Quality	423
Noise	956
Greenhouse Gases	1,873
Reduced risk of premature death	1,270,218
Absenteeism	334,307
Journey Ambience	4,930
Indirect Taxation	-6,440*

\* The negative benefit value for indirect taxation is caused by reduced fuel duty revenue resulting from reduced overall motor vehicle use.

11.3.8. The overall present value benefits and costs as well as Benefit Cost Ratio (BCR) for Option A are presented in Table 11-7. The BCR summarises the relationship between the relative costs and benefits of the proposed scheme. If a BCR is greater than one, this means that the benefits exceed the costs. For example, a BCR of 2 means that for every £1 spent on the scheme, £2 of benefits will be realised.

**Table 11-7 – Option A Present Value of Costs and Benefits and Benefit Cost Ratio**

Benefit / Cost Component	Monetised Value (£s discounted to 2010)
Present Value of Benefits	1,728,198
Present Value of Costs	710,317
<b>BCR</b>	<b>2.43</b>

11.3.9. It can be seen from the resulting BCRs that the proposals for Option A results in a 'high' value for money category, as defined by the DfT<sup>16</sup>.

<sup>16</sup> Value for Money Assessment: Advice Note for Local Transport Decision Makers, DfT, 2013.

## 11.4 OPTION A RISK AND UNCERTAINTY

- 11.4.1. There are significant risks and uncertainty associated with the delivery of this option. The primary risk being that this option requires agreement to use land out-with ACC's control for extensive sections of the route. Land agreements can result in delays to programme delivery and at this stage the risk of securing the required land to deliver this option should be recorded as 'medium/high' and assessed in detail at the subsequent design stage.
- 11.4.2. Land agreements can require significant funds to secure an agreement with the existing landowner/s. On this basis, an additional uplift to the capital costs would be required to facilitate the delivery of Option A.
- 11.4.3. Option A also presents a significant level of risk related to delivering the necessary infrastructure along the bank of the River Dee. This is a highly sensitive ecological environment with limited points of access/egress for plant and materials. Therefore, there will be significant challenges to the Contractor in constructing Option A whilst respecting and protecting the existing natural environment.
- 11.4.4. A further risk to Option A, relates to the bank of the River Dee being a flood plain. Appropriate consideration would have to be taken during the Construction Phase. The path in this location would be constructed as to not reduce the existing flood envelope, however future use and maintenance in light of this zone being a functional flood plain would require consideration in the determination of whether this option is suitable.
- 11.4.5. It should also be noted that the predicted uplifts in usage which results from the implementation of Option A is a forecast estimate based on the adjacent tarmacked path on the east side of the Bridge of Dee. In practice, there are a wide range of factors beyond the scope of this study which may influence the way people travel in the future. Therefore, forecast BCRs should be treated as indicative and used for option comparison purposes only at this stage. A full Transport Business Case should be undertaken as part of the next stage of the design process, if this option is being considered further, to provide greater certainty to the economic forecasts.

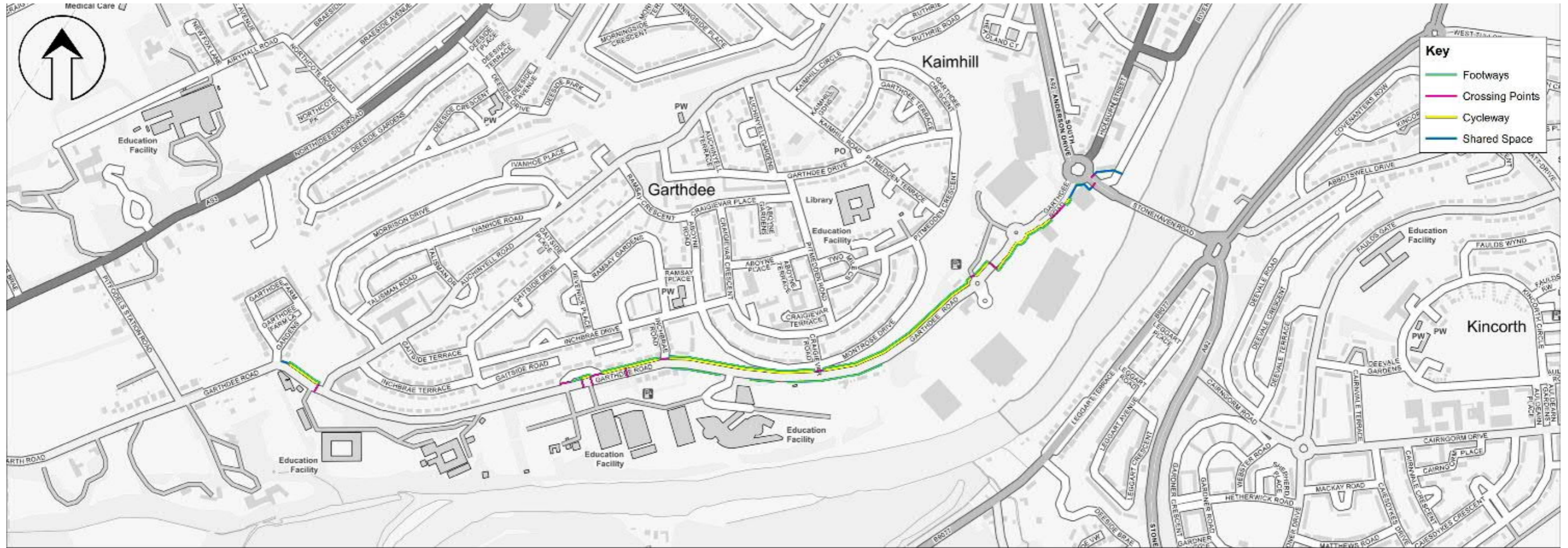
## 12 APPRAISAL: GARTHDEE ROAD

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### 12.1 OPTION B OVERVIEW

- 12.1.1. At the public consultation a design for significant improvements to the active travel conditions on Garthdee Road was presented. This option received a range of feedback given the potential impact on motorised traffic and congestion on Garthdee Road as a result of reallocating road space for increased safety for pedestrians and cyclists.
- 12.1.2. On review of the survey responses from the public consultation a decision was made to remove the shared space measures proposed at the western extent of Garthdee Road in place of traffic calming measures. This reflects the consideration that shared-use footways adjacent to carriageways in urban areas present potential issues for pedestrians including disabled users and should only be considered where no other options are available.
- 12.1.3. The result of this design revision can be seen in Figure 12-1 below which shows a high-level design of Option B. More detailed design drawings for this option are presented in Appendix G.

Figure 12-1 - Option B Overview



## 12.2 OPTION B APPRAISAL

An appraisal of Option B has been undertaken in line with STAG principles. The Appraisal Summary Tables setting out the outcomes of this appraisal are presented in Tables 12-1 to 12-4, covering background information, planning objectives, implementability and STAG criteria, respectively.

**Table 12-1 - Option B Appraisal Summary Table 1**

<b>Option B: Garthdee Road</b>			
<b>Proposal Details</b>			
Name and address of authority or organisation promoting the proposal.		ACC	
Proposal Name:	Option B: Garthdee Road	Name of Planner:	WSP
Proposal Description:	Segregated walking, wheeling and cycling provision on Garthdee Road. Some sections of shared space are required where there is insufficient space for segregation.		
<b>Background Information</b>			
Geographic Context:	<p>Garthdee Road is a well-used transport corridor that functions as the main road for public transport and private vehicles within the local area. The Garthdee area includes residential properties, schools, a university campus and multiple large retail units.</p> <p>The active travel provision for those walking, wheeling and cycling is limited in places and the current conditions on the eastern section of Garthdee Road are considered unsuitable for many cyclists. The site is bound to the south by the River Dee and is otherwise limited by the fact the area is well developed with private residences and businesses.</p> <p>The site has significant topographical constraints for people travelling in both east-west and north-south directions, with steep longitudinal gradients.</p> <p>The study area benefits from the existing Deeside Way path which has been formed from a disused railway line. The Deeside Way provides connection from Duthie Park out into rural Aberdeenshire to the west of Aberdeen City.</p>		
Social Context:	<p>Garthdee constitutes a local community, a large student population that use the area daily and a large retail area that attracts people from surrounding areas, including a high volume of private motor vehicle trips.</p> <p>The levels of deprivation vary across Aberdeen, Garthdee is more deprived than the surrounding areas of Mannofield, Ruthrieston and Cults<sup>17</sup>.</p>		
Economic Context:	<p>Aberdeen has a strong economy however variable as it is largely dictated by the value of the oil and gas industry. The influence of oil and gas value over the Aberdeen economy results in the economic strength of Aberdeen being determined in part by factors out-with its direct control.</p> <p>The Garthdee area is on average within the lower 50% for economic activity and employment within Scotland. The Mannofield area is on average within the top 10% for economic activity and employment. The eastern section of the study area includes major retail land use which contribute towards the local economy and provide local employment opportunities.<sup>17</sup></p>		

<sup>17</sup> Source: Scottish Index of Multiple Deprivation 2020

**Table 12-2 - Option B Appraisal Summary Table 2: Planning Objectives**

<b>Option B: Garthdee Road Planning Objectives</b>	
<b>Objective:</b>	<b>Performance against planning objective;</b>
TPO 1: To increase the modal share of trips made by active travel (walking, wheeling and cycling) along the strategic corridor.	Option B provides a segregated route on Garthdee Road which is the most direct on-road route between the Bridge of Dee, the RGU campus and Deeside Way (to the west of the study area). The segregated section focussed on the areas of highest potential demand would likely encourage less confident cyclists to use the route.
TPO 2: Enhance the social inclusion of the Garthdee area.	Option B provides increased opportunity for people living or working in the Garthdee area to connect on foot or by bike to other areas in Aberdeen. This includes providing a connection to the existing riverside path on the east side of Bridge of Dee, which provides a suitable leisure route and longer distance strategic connection.
TPO 3: Ensure connectivity to the retail parks, existing cycle infrastructure, places of work and leisure trip generators in the area.	Option B ensures connectivity for active travel users to places of work, study and leisure without the need for a detour.  The option would however require lane modification and roundabout reconfiguration on the eastern section of Garthdee Road. Traffic modelling undertaken as part of this study indicates this would have a moderate negative impact on journey time for motor vehicles on Garthdee Road.
TPO 4: Ensure transportation proposals enhance conditions for biodiversity along each linear route corridor where interventions are proposed	Option B includes removal of existing greenspace on the north side of Garthdee Road. This is primarily neutral grassland and therefore does not have a high biodiversity value. However, it is considered that as part of implementing Option B, improvements to the retained greenspace could be made to enhance its value for biodiversity and community amenity.
Rationale for Selection of Proposal	Option B provides the most direct on-road route between the Bridge of Dee, RGU campus and the Deeside Way (to the west of the study area).



**Table 12-3 - Option B Appraisal Summary Table 3: Implementability Appraisal**

<b>Option B: Garthdee Road</b> <b>Implementability Appraisal</b>	
Criterion	Performance against criterion
Technical:	<p>Option B presents moderate technical challenges as it would involve road closures and coordination with local residents, education facilities and the businesses in the local area to minimise disruption.</p> <p>At the detailed design stage, topographical data, detailed utilities tracing would be required.</p>
Operational:	<p>Option B would require maintenance it is expected that this would be undertaken under the existing road maintenance programme. Active travel infrastructure typically has much lower wear and tear than asphalt which is located on the main carriageway.</p>
Financial:	<p>The funding source/s of the capital costs for the proposal is to be confirmed at later design stages.</p> <p>The provider/s of operating / maintenance costs is to be confirmed at later design stages.</p>
Public Acceptance:	<p>Option B has had a mixed reception from the public, it is the most direct option for pedestrians and cyclists. It should be noted that Garthdee Community Council stated their opposition to this option, or any option that would have an impact on capacity for motor vehicles on Garthdee Road.</p>

**Table 12-4 - Option B Appraisal Summary Table 4: STAG Criteria**

<b>Option B: Garthdee Road</b>		
<b>STAG Criteria</b>		
<b>Criterion</b>	<b>Assessment Summary</b>	<b>Supporting Information</b>
Environment:	0	<p><u>Biodiversity and Habitats:</u> There will be some loss of neutral grassland as part of this Option, however this has limited biodiversity value.</p> <p><u>Landscape and Visual Impact:</u> Option B will have a limited impact on the visual impact or the landscape as it follows the already established Garthdee Road corridor.</p> <p><u>Drainage and Flooding:</u> Option B should have no significant additional impact to the drainage or flooding risks that are already applied to Garthdee Road.</p> <p><u>Noise and vibration:</u> Construction noise and vibration will impact local residents that live along Garthdee Road. This will be a temporary effect.</p> <p><u>Cultural heritage:</u> Option B is located close to the Bridge of Dee, which is a listed structure, measures will need taken to ensure the protection of the structure.</p>
Safety:	2	Option B removes cyclists from the carriageway and also provides pedestrian with more functional walking space on the south side of Garthdee Road. The short lengths of shared-use path to the eastern section of the route may cause some user conflicts.
Economy:	0	Option B would result in moderate negative impacts on journey delay of motor vehicles. This may result in minor negative impact on access to retail units. In practice it is expected that traffic levels may rebalance to use the primary road network including the A93 and A92 to connect to and from the retail units, rather than routing along Garthdee Road from the west. In addition, enabling a greater proportion of shorter journeys to be undertaken on foot or by cycle will reduce the total number of motor vehicle trips on the local road network.
Integration:	2	As Option B follows the main carriageway integration is possible with the local bus network as well as linking to retail, work, leisure and educational facilities by making use of existing infrastructure.
Accessibility and Social Inclusion:	2	Option B increases the accessibility of Garthdee Road by providing additional space for mobility impaired users. Sections of Garthdee Road are currently not fit for purpose for all user groups and do not meet the necessary standards to be effectively used as an active travel corridor.

## 12.3 OPTION B COST-BENEFIT ANALYSIS

- 12.3.1. Preliminary stage construction costings have been developed for Option B using industry standard cost rates and the available scheme information. Please note the related assumptions in the footnote below.<sup>18</sup> The full breakdown on costings are presented in Appendix H. The overall estimated costs including a 44% optimism bias is **£1,541,220**.
- 12.3.2. The same AMAT approach has been undertaken to assess the monetised costs and benefits of Option B as set out in Chapter 11. However, a number of Option B specific input parameters have been used, these are shown in Table 12-5.

**Table 12-5 – Option B AMAT Input Parameters**

Parameter	Input Value	Source
Year of Opening	2022	Estimate based on current status of project
Background growth rate in all journeys	0.99% per annum	TEMPro – Aberdeen City
Baseline number of walking/wheeling journeys	2975	Estimate based on 12 hour survey of Garthdee Road.
Walking uplift factor following intervention	0	Negligible increase in walking potential modelled.
The average proportion of a walking/wheeling trip which uses the scheme infrastructure	48%	Length of Scheme 950m / average trip length 2km (Scottish Transport Statistics 2019)
Baseline number of cycling journeys	126	Estimate based on 12 hour survey of Garthdee Road.
Cycling uplift factor following intervention	118%	Forecast based on average uplift indicated in Sustrans projects monitoring report. <sup>19</sup>
The average proportion of a cycling trip which uses the scheme infrastructure	20%	Length of Scheme 950m / average trip length 4.74km (Scottish Transport Statistics 2019)
Maintenance costs	£9k per km per annum	DfT Cost Benefit Analysis Manual 2019 (non-traffic related maintenance)

- 12.3.3. The AMAT tool reports monetised benefits and costs at 2010 values, in line with the DfT's current base year for economic appraisal.

<sup>18</sup> Basic budget construction costings calculated using SPONS 2016. Budget construction costings include for gang hrs, labour plant and materials where applicable. We would note that as detailed design progresses budget construction costings may vary accordingly. We would also note that this construction cost estimate does not include costings for design fees, traffic management, temporary works, all results from site investigations that are not stated in cost breakdown including capping material, site investigations resulting in the detection of invasive species or further services, service protection/ realignment (provisional sums included below) and land purchase. There may be other items that are not known or fully appreciated that have not been considered in this cost estimate. In line with standard practise an optimism bias of 44% has been applied to this cost estimate. All construction costings must be checked & verified by a qualified cost consultant.

<sup>19</sup> Community Links: 2017 Impact Progress Report, Sustrans, 2018

12.3.4. Table 12-6 presents the outputs of the AMAT, setting out the monetised benefits and costs of the scheme based upon the predicted uplift for walking and cycling trips.

**Table 12-6 – Options B Scheme Benefits and Costs**

Subject	Monetised Value (£s discounted to 2010)
Congestion benefit	218,578
Infrastructure	740
Accident	29,141
Local Air Quality	859
Noise	1,943
Greenhouse Gases	3,806
Reduced risk of premature death	2,585,929
Absenteeism	647,439
Journey Ambience	373,845
Indirect Taxation	- 13,084*

\* The negative benefit value for indirect taxation is caused by reduced fuel duty revenue resulting from reduced overall motor vehicle use.

12.3.5. The overall present value benefits and costs as well as the BCR for Option B are presented in Table 12-7.

**Table 12-7 – Option B Present Value of Costs and Benefits and Benefit Cost Ratio**

Benefit / Cost Component	Monetised Value (£s discounted to 2010)
Present Value of Benefits	3,848,456
Present Value of Costs	1,236,987
<b>BCR</b>	<b>3.11</b>

12.3.6. It can be seen from the resulting BCRs that the proposals for Option B results in a 'high' value for money category, as defined by the DfT<sup>20</sup>.

<sup>20</sup> Value for Money Assessment: Advice Note for Local Transport Decision Makers, DfT, 2013.

## 12.4 OPTION B RISK AND UNCERTAINTY

- 12.4.1. There are moderate risks and uncertainty associated with the delivery of this option. The primary risk is that Option B requires agreement to use small areas of land out-with ACC's control at localised zones.
- 12.4.2. Land agreements can result in significant delays to programme delivery and at this stage the certainty of securing the required land to deliver this route should be recorded as 'medium'. Minor modifications to the scheme may be necessary at the detailed design stage once full land ownership information is available (and willingness of the landowner to enter into an agreement) and a full scheme design based on accurate topographical data, known utility locations and ground condition information can be prepared.
- 12.4.3. Land agreements can require significant funds to secure an agreement with the existing landowner/s. On this basis, an additional uplift to the capital costs would be required to facilitate the delivery of Option B in its current form. This should be assessed in detail at the subsequent design stage.
- 12.4.4. The scheme proposals included under Option B are also expected to impact on existing services. These services may require additional protection and/or relocation. Preliminary costings to account for these potential works will be included in the finalised costings for Option B. However, detailed utility tracing will be required, along with approval from the appropriate Public Utility provider, during the detailed design stage to confirm alignments and depth and subsequent measures to accommodate utilities in the final design, as appropriate.
- 12.4.5. During the public consultation stage, consultation with Garthdee Community Council identified that there was existing local opposition to implementing measures on Garthdee Road which may impact on capacity for motor vehicles during both construction and operation. At present, Garthdee Community Council have reported their satisfaction with the consultation process undertaken during this study. As the project moves into the next design stage it is important that relevant parties continue to be engaged with to justify decisions that have been made and reduce the potential for significant local opposition to the scheme during and after construction.
- 12.4.6. It should also be noted that the predicted uplifts in usage which results from the implementation of Option B is a forecast estimate based on a study of comparable infrastructure. In practice, there are a wide range of factors beyond the scope of this study which may influence the way people travel in the future. Therefore, forecast BCRs should be treated as indicative and used for option comparison purposes only at this stage. A full Transport Business Case should be undertaken as part of the next stage of the design process to provide greater certainty to the economic forecasts.

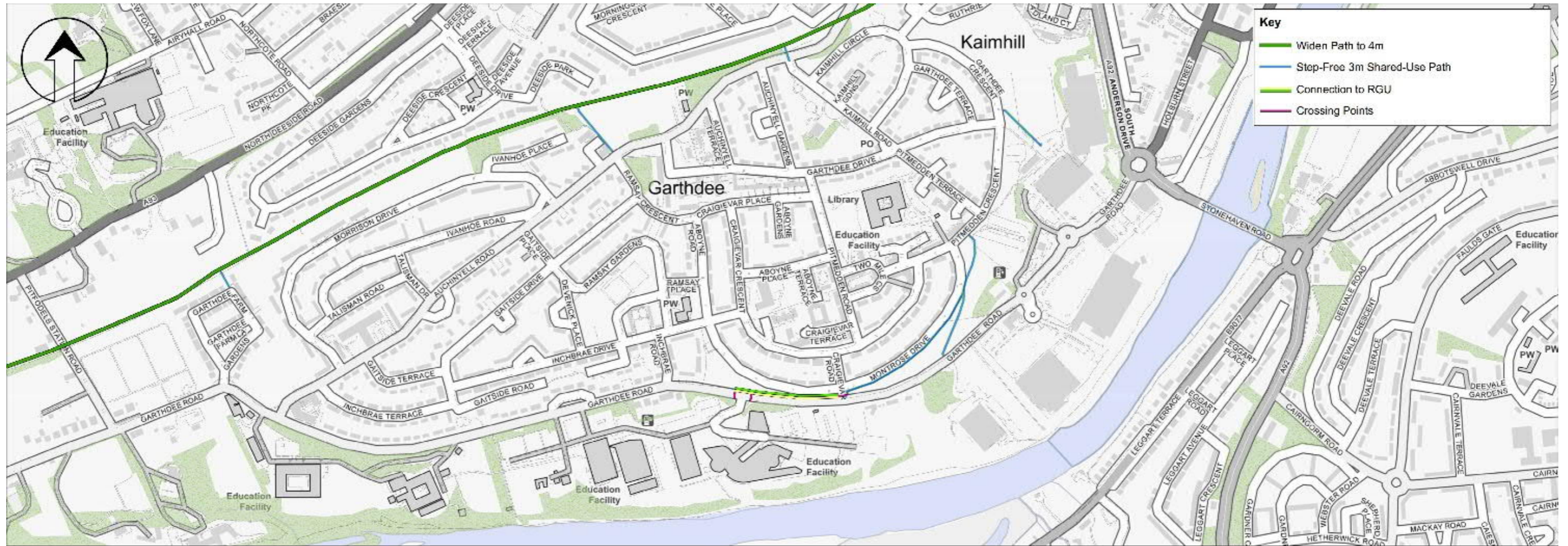
## 13 APPRAISAL: DEESIDE WAY AND CONNECTIONS

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### 13.1 OPTION C OVERVIEW

- 13.1.1. At the public consultation a design for improved connections between the Deeside Way and Garthdee Road as well as localised widening of the Deeside Way was presented. This option received largely positive feedback from the survey responses however there was a range of opinions regarding interventions on the Deeside Way Path itself.
- 13.1.2. On review of Option C by the Core Project Group it identified that an extension could be made to continue the walking, wheeling and cycling provision from Montrose Drive to the RGU campus access to create a more complete active travel connection to the campus.
- 13.1.3. The result of this can be seen in Figure 13-1 below which shows a high-level design of Option C. More detailed design drawings for this option are presented in Appendix G.

Figure 13-1 - Option C Overview



## 13.2 OPTION C APPRAISAL

13.2.1. An appraisal of Option C has been undertaken in line with STAG principles. The Appraisal Summary Tables setting out the outcomes of this appraisal are presented in Tables 13-1 to 13-4, covering background information, planning objectives, implementability and STAG criteria, respectively.

**Table 13-1 - Option C Appraisal Summary Table 1: Proposal Details**

Option C: Deeside Way			
Proposal Details			
Name and address of authority or organisation promoting the proposal.		ACC	
Proposal Name:	Option C: Garthdee Road to Deeside Way	Name of Planner:	WSP
Proposal Description:	Widening of the Deeside Way and connections from RGU and Garthdee to the Deeside Way to improve connectivity		
Background Information			
Geographic Context:	<p>Garthdee Road is a well-used transport corridor that functions as the main road for public transport and private vehicles within the local area. The Garthdee area includes residential properties, schools, a university campus and multiple large retail units.</p> <p>The active travel provision for those walking, wheeling and cycling is limited in places and the current conditions on the eastern section of Garthdee Road are considered unsuitable for many cyclists. The site is bound to the south by the River Dee and is otherwise limited by the fact the area is well developed with private residences and businesses.</p> <p>The site has significant topographical constraints for people travelling in both east-west and north-south directions, with steep longitudinal gradients.</p> <p>The study area benefits from the existing Deeside Way path which has been formed from a disused railway line. The Deeside Way provides connection from Duthie Park out into rural Aberdeenshire to the west of Aberdeen City.</p>		
Social Context:	<p>Garthdee constitutes a local community, a large student population that use the area daily and a large retail area that attracts people from surrounding areas, including a high volume of private motor vehicle trips.</p> <p>The levels of deprivation vary across Aberdeen, Garthdee is more deprived than the surrounding areas of Mannofield, Ruthrieston and Cults<sup>21</sup>.</p>		
Economic Context:	<p>Aberdeen has a strong economy however variable as it is largely dictated by the value of the oil and gas industry. The influence of oil and gas value over the Aberdeen economy results in the economic strength of Aberdeen being determined in part by factors out-with its direct control.</p> <p>The Garthdee area is on average within the lower 50% for economic activity and employment within Scotland. The Mannofield area is on average within the top 10% for economic activity and employment.<sup>21</sup> The eastern section of the study area includes major retail land use which contribute towards the local economy and provide local employment opportunities.</p>		

<sup>21</sup> Source: Scottish Index of Multiple Deprivation 2020



**Table 13-2 - Option C Appraisal Summary Table 2: Planning Objectives**

<b>Option C: Deeside Way</b>	
<b>Planning Objectives</b>	
<b>Objective:</b>	<b>Performance against planning objective;</b>
TPO 1: To increase the modal share of trips made by active travel (walking, wheeling and cycling) along the strategic corridor.	<p>Information recorded during the public consultation indicates that the alignment of the Deeside Way best serves the majority of short to medium length journeys between the study area and the City Centre.</p> <p>Option C provides additional connections from Garthdee Road to the Deeside Way and localised widening of the Deeside Way. The widening of the Deeside Way has the potential to reduce reported conflicts between users and increase capacity. Additional connections allow for more opportunities to join or leave the route, clearer connectivity between RGU and the Deeside Way would make this already well-established route more attractive to people connecting to and from the City Centre area.</p>
TPO 2: Enhance the social inclusion of the Garthdee area.	Option C provides improved and additional connectivity from the Garthdee area to the Deeside Way. Option C provides suitable connection from the Deeside Way to the RGU campus. In addition, the proposed step-free connection from Pitmedden Crescent to the Asda store and associated retail units improves access to local retail opportunities for people with impaired mobility.
TPO 3: Ensure connectivity to the retail parks, existing cycle infrastructure, places of work and leisure trip generators in the area.	Option C ensures connectivity for active travel to education facilities, leisure and work. The route includes an improved connection to the Asda store.
TPO 4: Ensure transportation proposals enhance conditions for biodiversity along each linear route corridor where interventions are proposed	<p>Option C includes path widening on the Deeside Way which is a designated Local Nature Conservation Site and therefore sensitive to changes in the existing conditions. If path improvements on the Deeside were taken forward it is recommended that path lighting be introduced on the Deeside Way. Any lighting solution would need to be selected to be as sensitive to resident species, especially bats. This is discussed further in the Preliminary Ecological Appraisal.</p> <p>The path sections proposed between the RGU campus and Deeside Way are routed on neutral grassland and therefore it is considered that they would have minimal negative impacts on biodiversity.</p>
Rationale for Selection of Proposal	Option C is intended to provide the best match for the major desire line for journeys between the study area and the City Centre. It provides a missing link for safer active travel options between the RGU campus and the off-road Deeside Way. The path widening of the Deeside Way aims to address the existing reports of user conflicts on the path and provide additional capacity for a potential increase in use. However, the potential ecological impacts of works on the Deeside Way and designation as a Local Nature Conservation Site may make this element of Option C more challenging to implement.

**Table 13-3 - Option C Appraisal Summary Table 3: Implementability Appraisal**

<b>Option C: Deeside Way</b> <b>Implementability Appraisal</b>	
Criterion	Performance against criterion
Technical:	<p>Option C presents technical challenges as the Deeside Way is a designated Local Nature Conservation Site . Some path connections may require land agreements to deliver in their current design alignment.</p> <p>The option does make use of some infrastructure that is already in place that will reduce the level of hard-engineering required.</p>
Operational:	Option C would require minimal additional maintenance.
Financial:	<p>The funding source/s of the capital costs for the proposal is to be confirmed at later design stages.</p> <p>The provider/s of operating / maintenance costs is to be confirmed at later design stages.</p>
Public Acceptance:	<p>Option C received a largely positive response with some concern regarding the proposed widening of the Deeside Way in light of its designation as a Local Nature Conservation Site.</p> <p>The lack of lighting on the Deeside Way was reported as being a safety concern for some users. Therefore, if path improvements on the Deeside Way were to be taken forward it is recommended that suitable ecologically sensitive lighting solutions are considered at the detailed design stage.</p>

**Table 13-4 - Option C Appraisal Summary Table 4: STAG Criteria**

<b>Option C: Deeside Way</b>		
<b>STAG Criteria</b>		
<b>Criterion</b>	<b>Assessment Summary</b>	<b>Supporting Information</b>
Environment:	-1	<p><u>Biodiversity and Habitats:</u> Option C includes path widening on the Deeside Way which is a designated Local Nature Conservation Site and therefore sensitive to changes in the existing conditions. If path improvements on the Deeside were taken forward it is recommended that path lighting be introduced on the Deeside Way. Any lighting solution would need to be selected to be as sensitive to resident species, especially bats. This is discussed further in the Preliminary Ecological Appraisal.</p> <p>The path sections proposed between the RGU campus and Deeside Way are routed on neutral grassland and therefore it is considered that they would have minimal negative impacts on biodiversity.</p> <p><u>Landscape and Visual Impact:</u> Option C is expected to have minimal landscape and visual impacts.</p> <p><u>Drainage and Flooding:</u> Option C is expected to have minimal flooding and drainage impacts.</p> <p><u>Noise and vibration:</u> Construction noise and vibration will impact local residents that live along Deeside Way or other points where connections are being improved. This would be a temporary effect</p> <p><u>Cultural heritage:</u> Option C support the continued reuse of the former Deeside railway line. There is the opportunity to enhance and upgrade existing path signage on the Deeside Way as part of any infrastructure works.</p>
Safety:	2	Option C provides a route that is mostly separated from road traffic or on quiet streets and therefore provides a suitable link between the RGU campus and the Deeside Way for the majority of pedestrian and cycle users.
Economy:	1	Option C does not provide a significant new connection to support the local economy, however there are direct economic benefits of increasing active travel journeys, which it is considered this option would achieve.
Integration:	1	Option C provides additional connectivity to public transport from Garthdee Road.
Accessibility and Social Inclusion:	2	Option C increases accessibility by providing more options with better provisions for mobility impaired users. Providing improved connectivity between Garthdee Road and the Deeside Way and also to the local Asda store will enhance social inclusion.

13.2.2. Based on the outcomes of the option appraisal for Option C, it is considered that the proposed interventions on the Deeside Way do not deliver sufficient benefits to outweigh the potential ecological impacts. In addition, undertaking widening and improvement works on the section of the path within the study area alone would not fully address the issues along the wider Deeside Way corridor. Therefore, it is recommended that as part of this study that the proposals for the Deeside Way are not progressed and Option C should focus on delivering the safer and more inclusive connections proposed between the RGU campus and the Deeside Way.

### 13.3 OPTION C COST-BENEFIT ANALYSIS

- 13.3.1. Preliminary stage construction costings have been developed for Option C using industry standard cost rates and the available scheme information. Please note the related assumptions in the footnote below.<sup>22</sup> The full breakdown on costings includes the full package of interventions originally included under Option C (i.e. with Deeside Way widening and path lighting) as well as the reduced package of measures which excludes any works on the Deeside Way. These are presented in Appendix H.
- 13.3.2. The estimated costs for the revised Option C proposals (i.e. excluding Deeside Way improvements) including a 44% optimism bias is **£722,449**.
- 13.3.3. The same AMAT approach has been undertaken to assess the monetised costs and benefits of Option C as set out in Chapter 11. However, a number of Option C specific input parameters have been used, these are shown in Table 13-5.

**Table 13-5 – Option C AMAT Input Parameters**

Parameter	Input Value	Source
Year of Opening	2022	Estimate based on current status of project
Background growth rate in all journeys	0.99% per annum	DfT's Trip End Model Presentation Program (TEMPro) – Aberdeen City
Baseline number of walking/wheeling journeys	273	Estimate based on RGU Travel Survey 2018/19 and cross-referenced with 2018 and 2019 travel survey data for Garthdee Road.
Walking uplift factor following intervention	0	Negligible increase in walking potential based on Sustrans projects monitoring report <sup>22</sup>
The average proportion of a walking/wheeling trip which uses the scheme infrastructure	60%	Length of scheme 1.2km (Deeside Way not included in uplift)/ average trip length 2km <sup>23</sup>
Baseline number of cycling journeys	306	Estimate based on RGU Travel Survey 2018/19 and cross-referenced with 2018 and 2019 travel survey data for Garthdee Road.
Cycling uplift factor following intervention	118%	Forecast based on average uplift indicated in Sustrans projects monitoring report <sup>24</sup> .
The average proportion of a cycling trip which uses the scheme infrastructure	26%	Length of scheme 1.2km (Deeside Way not included in uplift) / average trip length 4.74km <sup>21</sup>
Maintenance costs	£9k per km per annum	DfT Cost Benefit Analysis Manual 2019 (non-traffic related maintenance)

<sup>22</sup> Basic budget construction costings calculated using SPONS 2016. Budget construction costings include for gang hrs, labour plant and materials where applicable. We would note that as detailed design progresses budget construction costings may vary accordingly. We would also note that this construction cost estimate does not include costings for design fees, traffic management, temporary works, all results from site investigations that are not stated in cost breakdown including capping material, site investigations resulting in the detection of invasive species (allowance for site clearance of invasive species on Route Option A only) or further services, service protection/ realignment (provisional sums included below) and land purchase. There may be other items that are not known or fully appreciated that have not been considered in this cost estimate. In line with standard practise an optimism bias of 44% has been applied to this cost estimate. All construction costings must be checked & verified by a qualified cost consultant.

<sup>23</sup> Scottish Transport Statistics, Transport Scotland 2019

<sup>24</sup> Community Links: 2017 Impact Progress Report, Sustrans, 2018

- 13.3.4. The AMAT tool reports monetised benefits and costs at 2010 values, in line with the DfT's current base year for economic appraisal.
- 13.3.5. Table 13-6 presents the outputs of the AMAT, setting out the monetised benefits and costs of the scheme based upon the predicted uplift for walking and cycling trips.

**Table 13-6 – Options C Scheme Benefits and Costs**

Subject	Monetised Value (£s discounted to 2010)
Congestion benefit	185,849
Infrastructure	629
Accident	24,778
Local Air Quality	730
Noise	1,652
Greenhouse Gases	3,236
Reduced risk of premature death	2,261,726
Absenteeism	172,617
Journey Ambience	154,293
Indirect Taxation	- 11,125*

\* The negative benefit value for indirect taxation is caused by reduced fuel duty revenue resulting from reduced overall motor vehicle use.

- 13.3.6. The overall present value benefits and costs as well as BCR for Option C are presented in Table 13-7.

**Table 13-7 – Option C Present Value of Costs and Benefits and Benefit Cost Ratio**

Benefit / Cost Component	Monetised Value (£s discounted to 2010)
Present Value of Benefits	2,793,756
Present Value of Costs	578,657
<b>BCR</b>	<b>4.83</b>

- 13.3.7. It can be seen from the resulting BCRs that the proposals for Option C results in a 'very high' value for money category, as defined by the DfT<sup>25</sup>.

<sup>25</sup> Value for Money Assessment: Advice Note for Local Transport Decision Makers, DfT, 2013.

## 13.4 OPTION C RISK AND UNCERTAINTY

- 13.4.1. It is considered that there are minor risks and uncertainty associated with the delivery of this option. The primary risk is that Option C requires agreement to use areas of land potentially out-with ACC's control.
- 13.4.2. There is the potential to revise the design where necessary to accommodate land ownership constraints. Such modifications are not anticipated to have a major impact on the outcome of Option C. This should be assessed in detail at the subsequent design stage.
- 13.4.3. Whilst it is considered that interventions on the Deeside Way should be excluded from this option, it should be noted that if such interventions were to be taken forward, the impacts of path lighting on local ecology, especially bats should be considered in detail. This is set out in more detail within the Preliminary Ecological Appraisal (Appendix A). Information provided by Sustrans has identified that there are examples of path lighting on other active travel paths which has been selected specifically to minimise impacts on ecology. On this basis, it is considered that a suitable lighting solution could be implemented in consideration of ecological constraints. Path lighting options should be considered further at any future detailed design stage in consultation with ACC's Access Officer and Environmental Officer.
- 13.4.4. It should also be noted that the predicted uplifts in usage which results from the implementation of Option C is a forecast estimate based on a study of comparable infrastructure. In practice, there are a wide range of factors beyond the scope of this study which may influence the way people travel in the future. Therefore, forecast BCRs should be treated as indicative and used for option comparison purposes only at this stage. A full Transport Business Case should be undertaken as part of the next stage of the design process to provide greater certainty to the economic forecasts.

## 14 RECOMMENDED MEASURES

### 14.1 INTRODUCTION

14.1.1. As set out above, a multi-stage process has been undertaken to generate, sift and appraise the extent to which each of a wide range of active travel improvement options will meet the project's TPOs as well as the STAG appraisal criteria.



14.1.2. A STAG-based appraisal of Options A, B and C has been undertaken and is detailed in Chapters 11 to 13. The STAG criteria scores for each of the three options is summarised in Table 14-1. These scores related to the following criteria:

- Major Positive (+3)
- Moderate Positive (+2)
- Minor Positive (+1)
- No or Negligible Impact (0)
- Minor Negative (-1)
- Moderate Negative (-2)
- Major Negative (-3)

**Table 14-1 – Summary of STAG Criteria Scores for Options A, B & C**

Option	STAG Criteria Score				
	Environment	Safety	Economy	Integration	Accessibility & Social Inclusion
Option A Riverside Path	-2	1	1	1	1
Option B Garthdee Road improvements	0	2	0	2	2
Option C Connecting RGU to Deeside Way	-1	2	1	1	2

14.1.3. Following a review of the options appraisal it was considered appropriate to remove consideration of Deeside Way path improvements from Option C, prior to moving forward for the cost benefit analysis. The proposed interventions on the Deeside Way do not deliver

sufficient benefits to outweigh the potential ecological impacts. In addition, undertaking widening and improvement works on the section of the path within the study area alone would not fully address the issues along the wider Deeside Way corridor. Therefore, as part of this study it is considered appropriate that the proposals for the Deeside Way are not progressed and Option C should focus on delivering the safer and more inclusive connections proposed between the RGU campus and Deeside Way.

- 14.1.4. A cost benefit assessment has been undertaken using the DfT’s AMAT tool and incorporating the identified construction cost estimates for each option. A summary of the estimate BCRs for each option is presented in Table 14-2.

**Table 14-2 – Summary of Option BCRs**

Option	Forecast BCR
Option A – Riverside Path	2.43 (high value for money)
Option B – Garthdee Road improvements	3.11 (high value for money)
Option C – RGU to Deeside Way connections (excluding Deeside Way widening)	4.83 (very high value for money)

## 14.2 RECOMMENDATIONS

- 14.2.1. The outcomes of the options appraisal and cost benefit analysis have been considered together to identify a recommended way forward for the project’s next stages. These recommendations have been phased to allow for a period of monitoring and evaluation prior to developing the business case for more capital intensive interventions. In support of this phased approach an outline Monitoring & Evaluation Strategy has been prepared. This is presented in Chapter 15.

### PHASE 1 RECOMMENDATIONS

- 14.2.2. As stated above, it is proposed that the package of measures included under design Option C, which involves the creation of new links between the RGU campus and the Deeside Way should be taken forward separately from any potential improvements to the Deeside Way.
- 14.2.3. Measures for increasing capacity on the Deeside Way are not forecast to deliver effective outcomes at this stage given the ecological sensitives of the path and would require further consideration as part of a full review of the Deeside Way rather than implementing improvements on a small section as was proposed originally under Option C..
- 14.2.4. However, The Deeside Way corridor is very well aligned with the main regular movement patterns between the study area and City Centre. Therefore, it is considered that investment in improving linkages between the study area and this route will provide significant active travel benefits. In addition, compared to delivering on-road infrastructure on Garthdee Road (Option B), or a new path along the north bank of the River Dee (Option A), Option C is considered relatively good value for money.



- 14.2.5. On this basis it is recommended that in Phase 1 that **Option C (excluding any interventions on the Deeside Way)** should be taken forward.

### 14.3 PHASE 2 RECOMMENDATIONS

- 14.3.1. The package of measures included under Phase 1 (Option C) should be implemented and post-construction monitoring and user surveys undertaken to determine the extent to which the Phase 1 measures achieve the TPOs.
- 14.3.2. In the event that minimal progress towards achieving the TPOs results from the Phase 1 measures it is recommended that further investment in active travel infrastructure is made within the study area. It is considered that **Option B**, which involves the delivery of improvements for walking, wheeling and cycling along Garthdee Road, between the Bridge of Dee and the Deeside Way, should be taken forward in Phase 2.
- 14.3.3. By bringing forward Option B as a second phase scheme, it will enable sufficient scheme justification to have been established to overcome the expected political challenges and increased capital costs (relative to Option C) of implementing the scheme.
- 14.3.4. It should be noted that there is a common section of proposed infrastructure which is included in both Options B and C. This is the section along Garthdee Road between Craigievar Road and Scott Cassie Circus, this is identified as section C2 in the detailed costings breakdown (Appendix H). The cost for section C2 (currently estimated at £262,624 inc. 44% optimism bias) should only be accounted for once if considering the costs of delivering Option C and Option B together.

### 14.4 PHASE 3 RECOMMENDATIONS

- 14.4.1. It should be noted for Option B, on the western section of Garthdee Road, on-street traffic calming measures are proposed to affect a reduction in motor vehicle speeds to an average speed which is considered suitable for on-carriageway cycling (20 – 25mph)<sup>26</sup>. It is considered that these measures could be taken forward in Phase 2 as temporary (removable) measures which could be trialled over a period of 12 months and their effectiveness monitored.
- 14.4.2. If at the end of this trial period, it is considered that traffic calming measures would be sufficient to support on-carriageway cycling by the majority of potential users then more permanent traffic calming features could be installed.
- 14.4.3. However, if at the end of this trial period it is considered that traffic calming measures will not be an effective long-term solution to support on-carriageway cycling, an alternative approach could be taken forward as Phase 3. This could involve converting the existing 3m wide footway on the south side of Garthdee Road to a shared footway/cycleway.
- 14.4.4. In line with *Places for Everyone* guidance, this proposal has not been presented within the design for this Option B as shared-use footway / cycleways are not a preferred design solution. Shared-use footway / cycleways can have detrimental impacts on pedestrians, especially sensory-impaired pedestrians. On this basis, and in line with the Equality Act

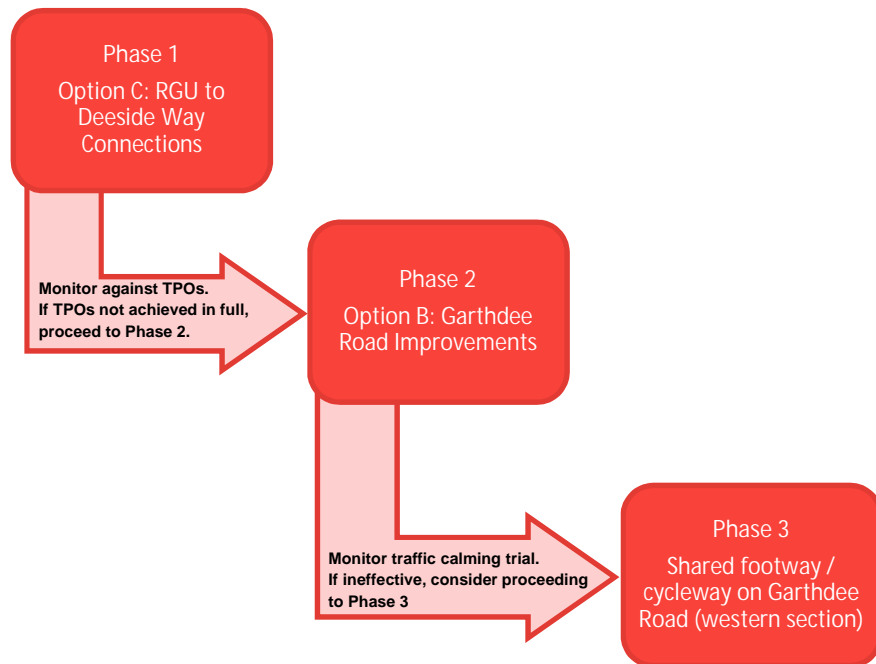
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<sup>26</sup> Cycling By Design, Transport Scotland (2011)

2010, these measures should only be implemented where it has been demonstrated that no alternative reasonable solution is available.

## 14.5 SUMMARY OF RECOMMENDATIONS

14.5.1. The diagram below provides a summary of the provisional recommendations based on the options appraisal study of the Bridge of Dee West Active Travel Corridor.



## 15 MONITORING & EVALUATION

### 15.1 INTRODUCTION

- 15.1.1. As presented in Chapter 14, a phased approach to delivering infrastructure interventions has been proposed to take forward active travel improvements within the study area. The phasing strategy is underpinned by a process of monitoring and evaluation to determine the extent to which new interventions result in a material change in conditions within the study area.
- 15.1.2. This chapter presents the proposed monitoring and evaluation strategy which will help to support future business cases for new interventions and inform decision making regarding proceeding from one phase of interventions to the next.
- 15.1.3. The data inputs proposed have been informed by the TPOs agreed through the study as well as the proposed SMART targets which sit below each of the TPOs. For reference these are summarised in Table 15-1.

**Table 15-1 – Transport Planning Objectives and SMART Targets**

Transport Planning Objective	SMART Target
TPO1: To increase the modal share of trips made by active travel (walking and cycling) along the strategic corridor	Increase the mode share percentage for active travel journeys to / from education and employment undertaken by residents of the Airyhall / Broomhill / Garthdee ward, from the level reported in the last Scottish Census (2011) of 26% to 34% by 2031 (assumed census year).
TPO2: Enhance the social inclusion of the Garthdee area.	Increase the overall SIMD scores for all data zones within the Garthdee area to the 5th decile or greater by 2031.
TPO3: Ensure connectivity to the retail parks, existing cycle infrastructure, places of work and leisure trip generators in the area.	A) Achieve at least an 'Adequate' aggregate score for walking, wheeling and cycling conditions on route sections where interventions are proposed.
	B) Maintain existing bus journey times, post-intervention, on the main bus corridors within the study area.
TPO4: Ensure transportation proposals enhance conditions for biodiversity along each linear route corridor where interventions are proposed.	Biodiversity net gain to be achieved by 2031 along each linear route corridor where interventions are proposed, compared to the 2019 biodiversity baseline.

## 15.2 BASELINE MONITORING

15.2.1. Baseline monitoring is required prior to the implementation of any interventions to provide a reference case against which to compare changes. Table 15-2 shows the proposed monitoring activities required to provide sufficient data to establish a baseline for evaluating progress against each TPO. The baseline monitoring has been proposed, where possible, to incorporate surveys which are already on-going or regularly undertaken. This approach is intended to minimise the additional public sector costs required to gather new data specifically for this project.

**Table 15-2 – Baseline Monitoring Plan**

Transport Planning Objective	Data Source / Collection Activity	When Survey Should be Undertaken	Survey Already Routinely Undertake by ACC or other organisation
TPO1: To increase the modal share of trips made by active travel (walking and cycling) along the strategic corridor	Scottish Census	2011 Census / 2021 Census	Yes (National Records of Scotland)
	Multi-modal speed and volume survey on Garthdee Road east of RGU	Prior to construction	No, but 2019 WSP survey was undertaken for this study
	Multi-modal speed and volume survey on Garthdee Road west of RGU	Prior to construction	No
	Multi-modal speed and volume survey on Montrose Drive	Prior to construction	No
	RGU Staff and Student Travel Survey	Prior to construction	Yes (RGU)
	Active travel volume survey on Deeside Way	Prior to construction	Yes (ACC)
TPO2: Enhance the social inclusion of the Garthdee area.	Scottish Index of Multiple Deprivation data	Most recent year prior to construction	Yes (Scottish Government)
TPO3: Ensure connectivity to the retail parks, existing cycle infrastructure, places of work and leisure trip generators in the area.	Walking Route Appraisal Tool survey (or equivalent)	Prior to construction	No
	Cycling Level of Service survey (or equivalent)	Prior to construction	No
	Bus journey time surveys along Garthdee Road and Auchinyell Road	Prior to construction	No
TPO4: Ensure transportation proposals enhance conditions for biodiversity along each linear route corridor where interventions are proposed.	Biodiversity net gain baseline habitats assessment.	Prior to construction	No, but 2019 WSP biodiversity net gain baseline was collected for this study.

### 15.3 PHASE 1 – IMPLEMENTING OPTION C (RGU TO DEESIDE WAY ACTIVE TRAVEL IMPROVEMENTS)

15.3.1. Phase 1 involves the introduction of new active travel connections between Garthdee Road and the Deeside Way (Option C excluding Deeside Way intervention). The proposed monitoring activities to be undertaken following the completion of the Phase 1 activities are shown in Table 15-3.

**Table 15-3 – Phase 1 Monitoring Plan**

Transport Planning Objective	Data Source / Collection Activity	When Survey Should be Undertaken	Survey Already Routinely Undertake by ACC or other organisation
TPO1: To increase the modal share of trips made by active travel (walking and cycling) along the strategic corridor	Scottish Census	2031 Census	Yes (National Records of Scotland)
	Multi-modal speed and volume survey on Garthdee Road east of RGU	6 months and 12 months post construction	No
	Multi-modal speed and volume survey on Garthdee Road west of RGU	6 months and 12 months post construction	No
	Multi-modal speed and volume survey on Montrose Drive	6 months and 12 months post construction	No
	RGU Staff and Student Travel Survey	Year subsequent to construction	Yes (RGU)
Active travel volume survey on Deeside Way	6 months and 12 months post construction	Yes (ACC)	
TPO2: Enhance the social inclusion of the Garthdee area.	Scottish Index of Multiple Deprivation data	Year subsequent to construction and then annually	Yes (Scottish Government)
TPO3: Ensure connectivity to the retail parks, existing cycle infrastructure, places of work and leisure trip generators in the area.	Walking Route Appraisal Tool survey (or equivalent)	Post-construction	No
	Cycling Level of Service survey (or equivalent)	Post-construction	No
	Bus journey time surveys along Garthdee Road and Auchinyell Road	Post-construction	No
TPO4: Ensure transportation proposals enhance conditions for biodiversity along each linear route corridor where interventions are proposed.	Biodiversity net gain baseline habitats assessment.	Year subsequent to construction	No

## 15.4 PHASE 2 – IMPLEMENTING OPTION B (GARTHDEE ROAD ACTIVE TRAVEL IMPROVEMENTS)

15.4.1. Phase 2 involves the introduction of new active travel improvements along Garthdee Road (Option B). The proposed monitoring activities to be undertaken following the completion of the Phase 2 activities are shown in Table 15-4.

**Table 15-4 – Phase 2 Monitoring Plan**

Transport Planning Objective	Data Source / Collection Activity	When Survey Should be Undertaken	Survey Already Routinely Undertake by ACC or other organisation
TPO1: To increase the modal share of trips made by active travel (walking and cycling) along the strategic corridor	Scottish Census	2031 Census	Yes (National Records of Scotland)
	Multi-modal speed and volume survey on Garthdee Road east of RGU	6 months and 12 months post construction	No
	Multi-modal speed and volume survey on Garthdee Road west of RGU	6 months and 12 months post construction	No
	Multi-modal speed and volume survey on Montrose Drive	6 months and 12 months post construction	No
	RGU Staff and Student Travel Survey	Year subsequent to construction	Yes (RGU)
	Active travel volume survey on Deeside Way	6 months and 12 months post construction	Yes (ACC)
TPO2: Enhance the social inclusion of the Garthdee area.	Scottish Index of Multiple Deprivation data	Year subsequent to construction and then annually	Yes (Scottish Government)
TPO3: Ensure connectivity to the retail parks, existing cycle infrastructure, places of work and leisure trip generators in the area.	Walking Route Appraisal Tool survey (or equivalent)	Post-construction	No
	Cycling Level of Service survey (or equivalent)	Post-construction	No
	Bus journey time surveys along Garthdee Road	Post-construction	No
TPO4: Ensure transportation proposals enhance conditions for biodiversity along each linear route corridor where interventions are proposed.	Biodiversity net gain baseline habitats assessment.	Year subsequent to construction	No

## 15.5 PHASE 3 – REVISING CONSIDERATIONS FOR WALKING AND CYCLING ON THE WESTERN SECTION OF GARTHDEE ROAD

15.5.1. Phase 3 was a conditional intervention phase and would only go ahead if the traffic calming measures proposed along the western section of Garthdee Road, within the study area, were not sufficient to meet the needs of people cycling on-carriageway. Phase 3 proposed the introduction of a shared footway / cycleway on the south side of Garthdee Road for this section. The proposed monitoring activities to be undertaken following the completion of the Phase 3 activities are shown in Table 15-5.

**Table 15-5 – Phase 3 Monitoring Plan**

Transport Planning Objective	Data Source / Collection Activity	When Survey Should be Undertaken	Survey Already Routinely Undertake by ACC or other organisation
TPO1: To increase the modal share of trips made by active travel (walking and cycling) along the strategic corridor	Scottish Census	2031 Census	Yes (National Records of Scotland)
	Multi-modal speed and volume survey on Garthdee Road east of RGU	6 months and 12 months post construction	No
	Multi-modal speed and volume survey on Garthdee Road west of RGU	6 months and 12 months post construction	No
	Multi-modal speed and volume survey on Montrose Drive	6 months and 12 months post construction	No
	RGU Staff and Student Travel Survey	Year subsequent to construction	Yes (RGU)
TPO2: Enhance the social inclusion of the Garthdee area.	Scottish Index of Multiple Deprivation data	Year subsequent to construction and then annually	Yes (Scottish Government)
	Walking Route Appraisal Tool survey (or equivalent)	Post-construction	No
	Cycling Level of Service survey (or equivalent)	Post-construction	No
TPO3: Ensure connectivity to the retail parks, existing cycle infrastructure, places of work and leisure trip generators in the area.	Bus journey time surveys along Garthdee Road	Post-construction	No
TPO4: Ensure transportation proposals enhance conditions for biodiversity along each linear route corridor where interventions are proposed.	Biodiversity net gain baseline habitats assessment.	Year subsequent to construction	No

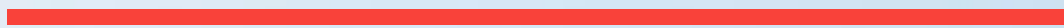
## **15.6 SUMMARY**

- 15.6.1. Evaluation of the data produced by the above monitoring activities should be undertaken to determine how effective each intervention phase has been in relation to the project TPOs and associated SMART targets.
- 15.6.2. The outcomes of this process will then guide decision making on whether to proceed to the next phase of interventions or whether another approach is required at that stage.



# Appendix A

ECOLOGY STUDIES



# Appendix B

FLOOD RISK ASSESSMENT



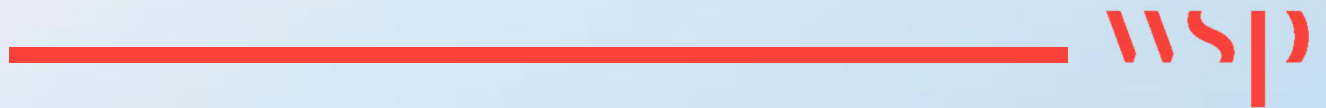
# Appendix C

TRAFFIC MODELLING TECHNICAL  
NOTE



# Appendix D

LONG LIST OF OPTIONS SCORING  
TABLE



# Appendix E

## STAKEHOLDER WORKSHOP DESIGN OPTIONS



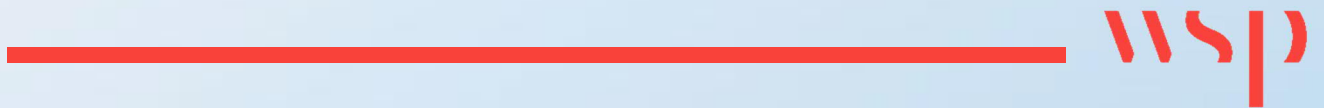
# Appendix F

ENGAGEMENT SUMMARY REPORT



# Appendix G

FINAL DESIGN OPTIONS (OPTIONS  
A, B & C)



# Appendix H

## OPTION COST ESTIMATES





# Appendix I

## MONITORING & EVALUATION STRATEGY





7 Lochside View  
Edinburgh Park  
Edinburgh, Midlothian  
EH12 9DH

[wsp.com](http://wsp.com)

**Basic budget construction costings calculated using SPONS 2016. Budget construction costings include for gang hrs, labour plant and materials where applicable.**

**We would note that as detailed design progresses budget construction costings may vary accordingly. We would also note that this construction cost estimate does not include costings for design fees, traffic management, temporary works, all results from site investigations that are not stated in cost breakdown including capping material, site investigations resulting in the detection of invasive species (allowance for site clearance of invasive species on Route Option A only) or further services, service protection/ realignment (provisional sums included below) and land purchase. There may be other items that are not known or fully appreciated that have not been considered in this cost estimate. In line with standard practise an optimism bias of 44% has been applied to this cost estimate.**

**All construction costings must be checked & verified by a qualified cost consultant.**

<u>Route Options</u>	Total Carried Forward	General Contingencies 15%	Preliminaries 12%	Optimism Bias (Standard Civil Engineering 44%)	Total
Route Option A	£ 507,952.14	£ 76,192.82	£ 60,954.26	£ 223,498.94	£ 868,598.16
Route Option B (C2 Included)	£ 901,298.45	£ 135,194.77	£ 108,155.81	£ 396,571.32	£ 1,541,220.35
Route Option C (C1 & C2 Included)	£ 422,484.97	£ 63,372.75	£ 50,698.20	£ 185,893.39	£ 722,449.30
<b>Refer to Option A, Option B &amp; Option C for detailed costing breakdown</b>					



<b><u>Route Option C Breakdown</u></b>										
<b>Route Option C1, area between Garthdee Road and Deeside Way</b>	£	268,903.66	£	40,335.55	£	32,268.44	£	118,317.61	£	<b>459,825.27</b>
<b>Route Option C2, Garthdee Road</b>	£	153,581.31	£	23,037.20	£	18,429.76	£	67,575.77	£	<b>262,624.03</b>
<b>Route Option C3, Widening of the Deeside Way Excluding Resurfacing (Deeside Way length equals 1145m)</b>	£	259,213.72	£	38,882.06	£	31,105.65	£	114,054.04	£	<b>443,255.46</b>
<b>Route Option C4, Widening of the Deeside Way Including Resurfacing (Deeside Way length equals 1220m for resurfacing and 1145m for widening)</b>	£	318,822.56	£	47,823.38	£	38,258.71	£	140,281.93	£	<b>545,186.57</b>

**BODW Active Travel Options Appraisal  
Cost Estimate - Route Option A**



Item No	Description	Unit	Quantity	Rate	Price
	<b>Route Option A</b>				
	<b>SITE CLEARANCE</b>				
	Removal of trees	nr	100	£ 43.25	£ 4,325.00
	General vegetation clearance	ha	0.53	£1,224.00	£ 643.82
	Invasive plant species (site clearance only)	ha	0.40	£3,373.65	£ 1,349.46
	Remove and store lighting column off site	nr	8	£ 130.03	£ 1,040.24
	Remove and tip permanent bollard off site	nr	1	£ 50.00	£ 50.00
	Remove and store bespoke sign off site	nr	2	£ 200.00	£ 400.00
	Remove and store sign off site	nr	1	£ 55.50	£ 55.50
	Remove and store pair of pedestrian crossing lights off site	nr	3	£ 55.50	£ 166.50
	Removal of existing pedestrian fencing	m	26.50	£ 35.00	£ 927.50
	<b>EXCAVATION</b>				
	Road Construction	m3	16.69	£ 63.68	£ 1,062.50
	Excavate road kerb	m	100.40	£ 7.88	£ 791.15
	Excavate edging kerb	m	180.80	£ 6.03	£ 1,090.22
	Footway Construction	m3	126.00	£ 63.68	£ 8,023.68
	Topsoil (at depth of 0.25m)	m3	820.75	£ 3.22	£ 2,642.82
	Sign poles foundations - Topsoil (at depth of 0.25m)	m3	1.44	£ 3.20	£ 4.61
	Sign poles foundations	m3	2.02	£ 6.32	£ 12.74
	<b>DISPOSAL</b>				
	Road Construction	m3	16.69	£ 66.98	£ 1,117.56
	Road kerb	m	100.40	£ 2.69	£ 270.08
	Edging kerb	m	180.80	£ 2.69	£ 486.35
	Footway Construction	m3	126.00	£ 66.98	£ 8,439.48
	Top soil	m3	820.75	£ 64.54	£ 52,971.21
	Sign pole foundations - topsoil	m3	1.44	£ 64.54	£ 92.94
	Sign pole foundations	m3	2.02	£ 65.76	£ 132.57
	<b>ROAD CONSTRUCTION FOR LONGITUDINAL TRENCH REINSTATEMENT</b>				
	Basecourse; 140mm AC dense base	m2	41.00	£ 27.05	£ 1,109.05
	Binder; 55mm AC	m2	82.00	£ 13.20	£ 1,082.40
	Surface;45mm HRA with 20mm nominal chippings	m2	125.00	£ 17.57	£ 2,196.25
	<b>FOOTWAY CONSTRUCTION</b>				
	Subbase; Type 1, 180mm deep	m3	591	£ 38.14	£ 22,538.45
	Bitumen Macadam binder course 40mm thick	m2	3301	£ 13.20	£ 43,573.20
	Surfacing 30mm HRA with 8mm coated chippings	m2	3301	£ 17.46	£ 57,635.46

**BODW Active Travel Options Appraisal  
Cost Estimate - Route Option A**



Item No	Description	Unit	Quantity	Rate	Price
	Regulating material at 75mm	m2	18	£ 19.46	£ 350.28
	Re-surfacing of existing footway; 30mm HRA with 8mm coated chippings	m2	420	£ 17.46	£ 7,333.20
	Tactile (assuming 2.24m2 per singular pedestrian crossing)	m2	31.40	£ 68.00	£ 2,135.20
	<b>KERBING</b>				
	Road Kerb - Dropped Kerb	m	54.20	£ 37.14	£ 2,012.99
	Road Kerb - curved ne 12m radius	m	59.30	£ 21.50	£ 1,274.95
	Edging	m	2189.00	£ 9.05	£ 19,810.45
	<b>ROAD MARKINGS</b>				
	Thermoplastic screed or spray; triangles in reflectorized white, 1.6m high	nr	8.00	£ 13.14	£ 105.12
	White lining	m	0.00	£ 1.57	£ -
	Yellow lining	m	44.00	£ 1.95	£ 85.80
	<b>SIGNAGE TO BE PROVIDED AT NEW JUNCTIONS/ROUTES</b>				
	Double sided signs	nr	4.00	£ 121.17	£ 484.68
	Backfill for sign poles	m3	0.51	£ 24.69	£ 12.64
	Concrete foundations to signage	m3	1.02	£ 129.87	£ 132.99
	Extra for fixing singly to one face only	nr	0.00	£ 1.14	£ -
	Galvanized steel permanent bollard	nr	2.00	£ 198.79	£ 397.58
	<b>REMOVE FROM STORE AND RE-ERECT</b>				
	Street lighting column	nr	8.00	£ 363.36	£ 2,906.88
	Bespoke sign	nr	2.00	£ 200.00	£ 400.00
	Traffic sign	nr	1.00	£ 143.91	£ 143.91
	<b>LANDSCAPING</b>				
	Turfing	m2	1475.00	£ 12.18	£ 17,965.50
	Supply and apply granular cultivation treatments by hand; 35g/m2	m2	1475.00	£ 0.18	£ 265.50
	<b>ABNORMALS</b>				
	<b>Earthworks</b>				
	General vegetation clearance	ha	0.28	£1,224.00	£ 343.94
	Excavate Topsoil at 250mm	m3	703.00	£ 3.22	£ 2,263.66
	Excavate/shaping of existing surface (0.25 - 0.5m deep)	m3	703.00	£ 3.22	£ 2,263.66
	Disposal of Excavated material	m3	703.00	£ 65.76	£ 46,229.28
	Engineered fill reinstatement	m3	703.00	£ 27.45	£ 19,297.35
	Top soil reinstatement at 250mm thick	m3	703.00	£ 4.22	£ 2,966.66
	Turfing	m2	2812.00	£ 12.87	£ 36,190.44
	Supply and apply granular cultivation treatments by hand; 35g/m2	m2	2812.00	£ 0.18	£ 506.16
	Timber Fencing	m	453.60	£ 25.37	£ 11,507.83

**BODW Active Travel Options Appraisal  
Cost Estimate - Route Option A**



Item No	Description	Unit	Quantity	Rate	Price
	Signalised crossing; Toucan crossing	nr	1.00	£ 28,000.00	£ 28,000.00
	Signalised crossing with central reserve; Toucan crossing	nr	1.00	£ 45,000.00	£ 45,000.00
	Steps	Item	1.00	£ 43,560.00	£ 43,560.00
	<b>UTILITY PROTECTION/RELOCATION</b>				
	Scottish Water, combined service line reinforcement/protection	m	3.00	£ 100.00	£ 300.00
	Scottish Water, surface water service line reinforcement/protection	m	38.90	£ 100.00	£ 3,890.00
	Scottish Water, distribution main reinforcement/protection	m	16.30	£ 100.00	£ 1,630.00

<b>Route Option A Total from Spon's</b>	<b>£</b>	<b>513,997.39</b>
Regional Variation in rates (Scotland 0.93)	£	478,017.58
Increase in December 2016 rates to December 2017 (102.2 to 105.0 index rise)	£	491,113.95
Increase in December 2017 rates to December 2018 (105.0 to 107.1 index rise)	£	500,936.23
Increase in December 2018 rates to December 2019 (107.1 to 108.5 index rise)	£	507,484.41
Increase in December 2019 rates to March 2020 (108.5 to 108.6 index rise)	£	507,952.14
<b>Total Carried Forward</b>	<b>£</b>	<b>507,952.14</b>
General Contingencies 15%	£	76,192.82
Preliminaries 12%	£	60,954.26
Optimism Bias (Standard Civil Engineering 44%)	£	223,498.94

**Total** **£ 868,598.16**

**BODW Active Travel Options Appraisal  
Cost Estimate - Route Option B**



Item N	Description	Unit	Quantity	Rate	Price
	<b>Route Option B</b>				
	<b>SITE CLEARANCE</b>				
	General vegetation clearance	ha	0.34	£1,224.00	£ 416.16
	Removal of trip rail	m	260.00	£ 17.74	£ 4,612.40
	Removal of existing pedestrian fencing	m	131.80	£ 35.00	£ 4,613.00
	Remove and store lighting column off site	nr	18	£ 130.03	£ 2,340.54
	Remove and store bespoke sign off site	nr	3	£ 200.00	£ 600.00
	Remove and store pair of pedestrian crossing lights off site	nr	4	£ 55.50	£ 222.00
	Remove traffic sign to tip off site	nr	2	£ 74.58	£ 149.16
	Remove traffic directional sign and store off site	nr	3	£ 500.00	£ 1,500.00
	Remove light bollard to tip off site	nr	7	£ 130.03	£ 910.21
	Remove bus shelter to store off site	nr	3	£ 500.00	£ 1,500.00
	Remove Litter bin to store off site	nr	1	£ 200.00	£ 200.00
	Remove stones from roundabout to store off site	m2	35	£ 100.00	£ 3,500.00
	<b>EXCAVATION</b>				
	Road Construction	m3	280.15	£ 63.68	£ 17,839.63
	Excavate road kerb	m	1147.00	£ 7.88	£ 9,038.36
	Excavate edging kerb	m	788.00	£ 6.03	£ 4,751.64
	Footway Construction	m3	276.98	£ 63.68	£ 17,638.09
	Topsoil (at depth of 0.25m)	m3	666.00	£ 3.22	£ 2,144.52
	Sign poles foundations - Topsoil (at depth of 0.25m)	m3	5.12	£ 3.20	£ 16.38
	Sign poles foundations	m3	7.17	£ 6.32	£ 45.30
	<b>DISPOSAL</b>				
	Road Construction	m3	280.15	£ 66.98	£ 18,764.11
	Road kerb	m	1147.00	£ 2.69	£ 3,085.43
	Edging kerb	m	788.00	£ 2.69	£ 2,119.72
	Footway Construction	m3	276.98	£ 66.98	£ 18,552.12
	Top soil	m3	666.00	£ 64.54	£ 42,983.64
	Sign pole foundations - topsoil	m3	5.12	£ 64.54	£ 330.44
	Sign pole foundations	m3	7.17	£ 65.76	£ 471.37
	<b>ROAD CONSTRUCTION FOR LONGITUDINAL TRENCH REINSTATEMENT</b>				
	Basecourse; 140mm AC dense base	m2	447.00	£ 27.05	£ 12,091.35
	Binder; 55mm AC	m2	863.00	£ 13.20	£ 11,391.60
	Surface;45mm HRA with 20mm nominal chippings	m2	1285.00	£ 17.57	£ 22,577.45
	<b>ROAD CONSTRUCTION FOR SPEED BUMP</b>				
	Binder; 75mm AC	m2	40.00	£ 16.47	£ 658.80
	Surface;45mm HRA with 20mm nominal chippings	m2	40.00	£ 17.57	£ 702.80
	<b>ROAD CONSTRUCTION FOR RAISED TABLE</b>				
	Binder for ramp construction; 20-75mm AC	m2	93.00	£ 16.47	£ 1,531.71
	Binder; 75mm AC	m2	1063.00	£ 16.47	£ 17,507.61



**BODW Active Travel Options Appraisal  
Cost Estimate - Route Option B**



Item N	Description	Unit	Quantity	Rate		Price	
	Surface;45mm HRA with 20mm nominal chippings	m2	1063.00	£	17.57	£	18,676.91
	<b>CYCLEWAY CONSTRUCTION</b>						
	Subbase; Type 1, 130mm deep	m3	312	£	36.94	£	11,520.48
	Bitumen Macadam binder course 40mm thick	m2	3116	£	13.20	£	41,131.20
	Surfacing 30mm HRA with 8mm coated chippings	m2	3116	£	17.46	£	54,405.36
	Regulating Material at 25mm	m2	717.00	£	9.48	£	6,797.16
	<b>FOOTWAY CONSTRUCTION</b>						
	Subbase; Type 1, 180mm deep	m3	280	£	38.14	£	10,689.12
	Bitumen Macadam binder course 40mm thick	m2	2159	£	13.20	£	28,498.80
	Surfacing 30mm HRA with 8mm coated chippings	m2	2159	£	17.46	£	37,696.14
	Regulating material at 75mm	m2	582	£	19.46	£	11,325.72
	Re-surfacing of existing footway; 30mm HRA with 8mm coated chippings	m2	1488	£	17.46	£	25,980.48
	50-75mm dia cobbled paving	m2	15	£	55.51	£	832.65
	Tactile (assuming 4.8m2 per singular cyclist crossing and 2.24m2 per singular pedestrian crossing)	m2	264.00	£	68.00	£	17,952.00
	<b>KERBING</b>						
	Road Kerb - Dropped Kerb	m	134.00	£	37.14	£	4,976.76
	Road Kerb - curved ne 12m radius	m	2942.00	£	21.50	£	63,253.00
	Edging	m	764.00	£	9.05	£	6,914.20
	<b>ROAD MARKINGS</b>						
	Thermoplastic screed or spray; triangles in reflectorized white, 1.6m high	nr	22.00	£	13.14	£	289.08
	6m long arrow; straight	nr	5.00	£	31.52	£	157.60
	6m long arrow; turning	nr	2.00	£	31.52	£	63.04
	6m long arrow; double headed	nr	2.00	£	44.13	£	88.26
	100mm wide; 2m line and 7m gap	m	213.00	£	0.90	£	191.70
	60mm wide; 0.6m line and 0.6m gap	m	24.20	£	0.84	£	20.33
	White lining	m	170.00	£	1.57	£	266.90
	Yellow lining	m	1041.00	£	1.95	£	2,029.95
	<b>SIGNAGE TO BE PROVIDED AT NEW JUNCTIONS/ROUTES</b>						
	Double sided signs	nr	20.00	£	121.17	£	2,423.40
	Backfill for sign poles	m3	4.10	£	24.69	£	101.23
	Concrete foundations to signage	m3	8.20	£	129.87	£	1,064.93
	Extra for fixing singly to one face only	nr	9.00	£	1.14	£	10.26
	Standard internally illuminated traffic bollard	nr	6.00	£	463.56	£	2,781.36
	<b>REMOVE FROM STORE AND RE-ERECT</b>						
	Street lighting column	nr	18.00	£	363.36	£	6,540.48
	Bespoke sign	nr	3.00	£	200.00	£	600.00
	Traffic directional sign	nr	3.00	£	1,000.00	£	3,000.00

**BODW Active Travel Options Appraisal  
Cost Estimate - Route Option B**



Item N	Description	Unit	Quantity	Rate	Price
	Litter Bin	nr	1.00	£ 200.00	£ 200.00
	Bus Shelter	nr	3.00	£ 1,000.00	£ 3,000.00
	Stones for roundabout centre reserve	m2	35.00	£ 100.00	£ 3,500.00
	<b>LANDSCAPING</b>				
	Turfing	m2	787.00	£ 12.18	£ 9,585.66
	Supply and apply granular cultivation treatments by hand; 35g/m2	m2	787.00	£ 0.18	£ 141.66
	<b>ABNORMALS</b>				
	Signalised crossing; Toucan crossing	nr	1.00	£ 28,000.00	£ 28,000.00
	Signalised crossing with central reserve; Toucan crossing	nr	1.00	£ 45,000.00	£ 45,000.00
	Pedestrian guard rail	m	4.10	£ 96.01	£ 393.64
	<b>UTILITY PROTECTION/RELOCATION</b>				
	BT Service line reinforcement/protection (excluding fibre-optic chambers)	m	453.20	£ 100.00	£ 45,320.00
	Scottish Water, PFT sewer line reinforcement/protection	m	44.00	£ 100.00	£ 4,400.00
	Scottish Water, surface water service line reinforcement/protection	m	6.00	£ 100.00	£ 600.00
	Scottish Water, distribution main reinforcement/protection	m	648.00	£ 100.00	£ 64,800.00
	SSE high voltage service line reinforcement/protection	m	179.00	£ 250.00	£ 44,750.00
	SSE low voltage service line reinforcement/protection	m	24.00	£ 250.00	£ 6,000.00
	SGN medium pressure service line reinforcement/protection	m	285.00	£ 250.00	£ 71,250.00

**Route Option B Total from Spon's                   £912,025.01**

Regional Variation in rates (Scotland 0.93)	£	848,183.26
Increase in December 2016 rates to December 2017 (102.2 to 105.0 index rise)	£	871,421.15
Increase in December 2017 rates to December 2018 (105.0 to 107.1 index rise)	£	888,849.58
Increase in December 2018 rates to December 2019 (107.1 to 108.5 index rise)	£	900,468.53
Increase in December 2019 rates to March 2020 (108.5 to 108.6 index rise)	£	901,298.45

<b>Total Carried Forward</b>	<b>£</b>	<b>901,298.45</b>
General Contingencies 15%	£	135,194.77
Preliminaries 12%	£	108,155.81
Optimism Bias (Standard Civil Engineering 44%)	£	396,571.32

**Total   £   1,541,220.35**

**BODW Options Appraisal Cost Estimate -  
Route Option C1, Between Garthdee Road The Deeside Way**



Item Number	Description	Unit	Quantity	Rate	Price
	<b>Route Option C1</b>				
	<b>SITE CLEARANCE</b>				
	Removal of trees	nr	30	£ 43.25	£ 1,297.50
	General vegetation clearance	ha	0.36	£1,224.00	£ 436.97
	Removal of existing fencing	m	10.60	£ 17.74	£ 188.04
	Remove and store lighting column off site	nr	14	£ 130.03	£ 1,820.42
	<b>EXCAVATION</b>				
	Road Construction	m3	2.94	£ 63.68	£ 186.90
	Excavate road kerb	m	19.20	£ 7.88	£ 151.30
	Excavate edging kerb	m	74.00	£ 6.03	£ 446.22
	Footway Construction	m3	4.50	£ 63.68	£ 286.56
	Topsoil (at depth of 0.25m)	m3	582.75	£ 3.22	£ 1,876.46
	Sign poles foundations - Topsoil (at depth of 0.025m)	m3	1.44	£ 3.20	£ 4.61
	Sign poles foundations	m3	2.02	£ 6.32	£ 12.74
	<b>DISPOSAL</b>				
	Road Construction	m3	2.94	£ 66.98	£ 196.59
	Road kerb	m	19.20	£ 2.69	£ 51.65
	Edging kerb	m	74.00	£ 2.69	£ 199.06
	Footway Construction	m3	4.50	£ 66.98	£ 301.41
	Top soil	m3	582.75	£ 64.54	£ 37,610.69
	Sign pole foundations - topsoil	m3	1.44	£ 64.54	£ 92.94
	Sign pole foundations	m3	2.02	£ 65.76	£ 132.57
	<b>ROAD CONSTRUCTION FOR LONGITUDINAL TRENCH REINSTATEMENT</b>				
	Basecourse; 140mm AC dense base	m2	8.00	£ 27.05	£ 216.40
	Binder; 55mm AC	m2	15.00	£ 13.20	£ 198.00
	Surface;45mm HRA with 20mm nominal chippings	m2	22.00	£ 17.57	£ 386.54
	<b>FOOTWAY CONSTRUCTION</b>				
	Subbase; Type 1, 180mm deep	m3	388	£ 38.14	£ 14,780.78
	Bitumen Macadam binder course 40mm thick	m2	2153	£ 13.20	£ 28,419.60
	Surfacing 30mm HRA with 8mm coated chippings	m2	2153	£ 17.46	£ 37,591.38
	Re-surfacing of existing footway; 30mm HRA with 8mm coated chippings	m2	150	£ 17.46	£ 2,619.00
	Tactile (assuming 4.8m2 per singular cyclist crossing and 2.24m2 per singular pedestrian crossing)	m2	13.44	£ 68.00	£ 913.92
	<b>KERBING</b>				
	Road Kerb - Dropped Kerb	m	19.20	£ 37.14	£ 713.09
	Road Kerb - curved ne 12m radius	m	0.00	£ 21.50	£ -
	Edging	m	1435.00	£ 9.05	£ 12,986.75

**BODW Options Appraisal Cost Estimate -  
Route Option C1, Between Garthdee Road The Deeside Way**



Item Number	Description	Unit	Quantity	Rate	Price
	<b>ROAD MARKINGS</b>				
	Thermoplastic screed or spray; triangles in reflectorized white, 1.6m high	nr	22.00	£ 13.14	£ 289.08
	White lining	m	16.20	£ 1.57	£ 25.43
	Yellow lining	m	0.00	£ 1.95	£ -
	<b>SIGNAGE TO BE PROVIDED AT NEW JUNCTIONS/ROUTES</b>				
	Double sided signs	nr	9.00	£ 121.17	£ 1,090.53
	Backfill for sign poles	m3	1.15	£ 24.69	£ 28.44
	Concrete foundations to signage	m3	2.30	£ 129.87	£ 299.22
	Extra for fixing singly to one face only	nr	0.00	£ 1.14	£ -
	<b>REMOVE FROM STORE AND RE-ERECT</b>				
	Street lighting column	nr	14.00	£ 363.36	£ 5,087.04
	<b>LANDSCAPING</b>				
	Turfing	m2	702.00	£ 12.18	£ 8,550.36
	Supply and apply granular cultivation treatments by hand; 35g/m2	m2	702.00	£ 0.18	£ 126.36
	<b>ABNORMALS</b>				
	<b>EARTHWORKS</b>				
	General vegetation clearance	ha	0.17	£1,224.00	£ 211.75
	Excavate Topsoil at 250mm	m3	433.25	£ 3.22	£ 1,395.07
	Excavate/shaping of existing surface (0.25 - 0.5m deep)	m3	433.25	£ 3.22	£ 1,395.07
	Disposal of Excavated material	m3	433.25	£ 65.76	£ 28,490.52
	Engineered fill reinstatement	m3	433.25	£ 27.45	£ 11,892.71
	Top soil reinstatement at 250mm thick	m3	433.25	£ 4.22	£ 1,828.32
	Turfing	m2	1507.00	£ 12.87	£ 19,395.09
	Supply and apply granular cultivation treatments by hand; 35g/m2	m2	1507.00	£ 0.18	£ 271.26
	Timber Fencing	m	235.50	£ 25.37	£ 5,974.64
	<b>UTILITY PROTECTION/RELOCATION</b>				
	Scottish Water, combined service line reinforcement/protection	m	28.20	£ 100.00	£ 2,820.00
	Scottish Water, surface water service line reinforcement/protection	m	3.10	£ 100.00	£ 310.00
	Scottish Water, distribution main reinforcement/protection	m	48.40	£ 100.00	£ 4,840.00
	SGN medium pressure service line reinforcement/protection	m	3.20	£ 250.00	£ 800.00
	SGN high pressure service line reinforcement/protection	m	6.30	£ 250.00	£ 1,575.00
	SSE high voltage service line reinforcement/protection	m	106.10	£ 250.00	£ 26,525.00
	SSE low voltage service line reinforcement/protection	m	2.70	£ 250.00	£ 675.00
	Vodafone service line reinforcement/protection	m	40.90	£ 100.00	£ 4,090.00

**BODW Options Appraisal Cost Estimate -  
Route Option C1, Between Garthdee Road The Deeside Way**



Item Num	Description	Unit	Quantity	Rate	Price
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<b>Route Option C1 Total from Spon's</b>	£ 272,103.95
Regional Variation in rates (Scotland 0.93)	£ 253,056.67
Increase in December 2016 rates to December 2017 (102.2 to 105.0 index rise)	£ 259,989.73
Increase in December 2017 rates to December 2018 (105.0 to 107.1 index rise)	£ 265,189.53
Increase in December 2018 rates to December 2019 (107.1 to 108.5 index rise)	£ 268,656.05
Increase in December 2019 rates to March 2020 (108.5 to 108.6 index rise)	£ 268,903.66

<b>Total Carried Forward</b>	<b>£ 268,903.66</b>
General Contingencies 15%	£ 40,335.55
Preliminaries 12%	£ 32,268.44
Optimism Bias (Standard Civil Engineering 44%)	£ 118,317.61

**Total** **£ 459,825.27**

**BODW Active Travel Options Appraisal  
Cost Estimate - Route Option C2, Garthdee Road**



Item Number	Description	Unit	Quantity	Rate	Price
	<b>Route Option C2</b>				
	<b>SITE CLEARANCE</b>				
	General vegetation clearance	ha	0.10	£1,224.00	£ 122.40
	Removal of trip rail	m	208.80	£ 17.74	£ 3,704.11
	Remove and store lighting column off site	nr	3	£ 130.03	£ 390.09
	<b>EXCAVATION</b>				
	Road Construction	m3	7.73	£ 63.68	£ 492.04
	Excavate road kerb	m	0.00	£ 7.88	£ -
	Excavate edging kerb	m	207.00	£ 6.03	£ 1,248.21
	Footway Construction	m3	47.45	£ 63.68	£ 3,021.62
	Topsoil (at depth of 0.025m)	m3	185.50	£ 3.22	£ 597.31
	Sign poles foundations - Topsoil (at depth of 0.025m)	m3	0.80	£ 3.20	£ 2.56
	Sign poles foundations	m3	1.12	£ 6.32	£ 7.08
	<b>DISPOSAL</b>				
	Road Construction	m3	7.73	£ 66.98	£ 517.54
	Road kerb	m	0.00	£ 2.69	£ -
	Edging kerb	m	207.00	£ 2.69	£ 556.83
	Footway Construction	m3	47.45	£ 66.98	£ 3,178.20
	Top soil	m3	185.50	£ 64.54	£ 11,972.17
	Sign pole foundations - topsoil	m3	0.80	£ 64.54	£ 51.63
	Sign pole foundations	m3	1.12	£ 65.76	£ 73.65
	<b>ROAD CONSTRUCTION FOR LONGITUDINAL TRENCH REINSTATEMENT</b>				
	Basecourse; 140mm AC dense base	m2	14.00	£ 27.05	£ 378.70
	Binder; 55mm AC	m2	27.00	£ 13.20	£ 356.40
	Surface;45mm HRA with 20mm nominal chippings	m2	40.00	£ 17.57	£ 702.80
	<b>ROAD CONSTRUCTION FOR RAISED TABLE</b>				
	Binder; 20-75mm AC	m2	55.15	£ 16.47	£ 908.32
	Surface;45mm HRA with 20mm nominal chippings	m2	55.15	£ 17.57	£ 968.99
	<b>CYCLEWAY CONSTRUCTION</b>				
	Subbase; Type 1, 130mm deep	m3	74	£ 36.94	£ 2,722.85
	Bitumen Macadam binder course 40mm thick	m2	567	£ 13.20	£ 7,484.40
	Surfacing 30mm HRA with 8mm coated chippings	m2	567	£ 17.46	£ 9,899.82
	<b>FOOTWAY CONSTRUCTION</b>				
	Subbase; Type 1, 180mm deep	m3	77	£ 38.14	£ 2,952.04
	Bitumen Macadam binder course 40mm thick	m2	430	£ 13.20	£ 5,676.00
	Surfacing 30mm HRA with 8mm coated chippings	m2	430	£ 17.46	£ 7,507.80
	Re-surfacing of existing footway; 30mm HRA with 8mm coated chippings	m2	131	£ 17.46	£ 2,287.26

**BODW Active Travel Options Appraisal  
Cost Estimate - Route Option C2, Garthdee Road**



Item Number	Description	Unit	Quantity	Rate	Price
	Tactile (assuming 4.8m2 per singular cyclist crossing and 2.24m2 per singular pedestrian crossing)	m2	56.32	£ 68.00	£ 3,829.76
	<b>KERBING</b>				
	Road Kerb - Dropped Kerb	m	0.00	£ 37.14	£ -
	Road Kerb - curved ne 12m radius	m	382.00	£ 21.50	£ 8,213.00
	Edging	m	208.00	£ 9.05	£ 1,882.40
	<b>ROAD MARKINGS</b>				
	Thermoplastic screed or spray; triangles in reflectorized white, 1.6m high	nr	4.00	£ 13.14	£ 52.56
	White lining	m	0.00	£ 1.57	£ -
	Yellow lining	m	48.00	£ 1.95	£ 93.60
	<b>SIGNAGE TO BE PROVIDED AT NEW JUNCTIONS/ROUTES</b>				
	Double sided signs	nr	5.00	£ 121.17	£ 605.85
	Backfill for sign poles	m3	0.64	£ 24.69	£ 15.80
	Concrete foundations to signage	m3	1.28	£ 129.87	£ 166.23
	Extra for fixing singly to one face only	nr	3.00	£ 1.14	£ 3.42
	<b>REMOVE FROM STORE AND RE-ERECT</b>				
	Street lighting column	nr	3.00	£ 363.36	£ 1,090.08
	<b>LANDSCAPING</b>				
	Turfing	m2	210.00	£ 12.18	£ 2,557.80
	Supply and apply granular cultivation treatments by hand; 35g/m2	m2	210.00	£ 0.18	£ 37.80
	<b>UTILITY PROTECTION/RELOCATION</b>				
	BT Service line reinforcement/protection (excluding fibre-optic chambers)	Item	1.00	£ 2,000.00	£ 2,000.00
	Scottish Water, distribution main reinforcement/protection	m	145.30	£ 100.00	£ 14,530.00
	SGN medium pressure service line reinforcement/protection	m	96.40	£ 250.00	£ 24,100.00
	SSE high voltage service line reinforcement/protection	m	113.80	£ 250.00	£ 28,450.00

<b>Route Option C2 Total from Spon's</b>	£ 155,409.11
Regional Variation in rates (Scotland 0.93)	£ 144,530.47
Increase in December 2016 rates to December 2017 (102.2 to 105.0 index rise)	£ 148,490.21
Increase in December 2017 rates to December 2018 (105.0 to 107.1 index rise)	£ 151,460.02
Increase in December 2018 rates to December 2019 (107.1 to 108.5 index rise)	£ 153,439.89
Increase in December 2019 rates to March 2020 (108.5 to 108.6 index rise)	£ 153,581.31

<b>Total Carried Forward</b>	<b>£ 153,581.31</b>
General Contingencies 15%	£ 23,037.20
Preliminaries 12%	£ 18,429.76
Optimism Bias (Standard Civil Engineering 44%)	£ 67,575.77

**Total** **£ 262,624.03**

**BODW Active Travel Options Appraisal  
Cost Estimate - Route Option C3 and C4, Deeside Way Widening**



Item Number	Description	Unit	Quantity	Rate	Price
<b>Route Option C3 &amp; C4</b>					
<b>SITE CLEARANCE</b>					
	General vegetation clearance	ha	0.37	£1,224.00	£ 455.33
<b>EXCAVATION</b>					
	Excavate edging kerb	m	2297.00	£ 6.03	£ 13,850.91
	Footway Construction	m3	47.66	£ 63.68	£ 3,034.73
	Footway Construction to re-surface Deeside Way	m3	84.65	£ 63.68	£ 5,390.38
	Topsoil (at depth of 0.25m)	m3	361.85	£ 3.22	£ 1,165.16
<b>DISPOSAL</b>					
	Edging kerb	m	2297.00	£ 2.69	£ 6,178.93
	Footway Construction	m3	47.66	£ 66.98	£ 3,192.00
	Footway Construction to re-surface Deeside Way (excluding tie-in)	m3	84.65	£ 66.98	£ 5,669.72
	Top soil	m3	361.85	£ 64.54	£ 23,353.80
<b>FOOTWAY CONSTRUCTION</b>					
	Subbase; Type 1, 180mm deep	m3	261	£ 38.14	£ 9,936.69
	Bitumen Macadam binder course 40mm thick	m2	2125	£ 13.20	£ 28,050.00
	Surfacing 30mm HRA with 8mm coated chippings	m2	2125	£ 17.46	£ 37,102.50
	Re-surfacing of existing Deeside Way; 30mm HRA (excluding tie-in)	m2	2821	£ 17.46	£ 49,258.15
<b>KERBING</b>					
	Edging	m	2271.00	£ 9.05	£ 20,552.55
<b>LANDSCAPING</b>					
	Turfing	m2	2278.00	£ 12.18	£ 27,746.04
	Supply and apply granular cultivation treatments by hand; 35g/m2	m2	2278.00	£ 0.18	£ 410.04
<b>UTILITY PROTECTION/RELOCATION</b>					
	Scottish Water, distribution main reinforcement/protection	m	872.70	£ 100.00	£ 87,270.00

**Route Option C4 Total from Spon's £ 322,616.94**

Regional Variation in rates (Scotland 0.93) £ 300,033.75  
 Increase in December 2016 rates to December 2017 (102.2 to 105.0 index rise) £ 308,253.85  
 Increase in December 2017 rates to December 2018 (105.0 to 107.1 index rise) £ 314,418.93  
 Increase in December 2018 rates to December 2019 (107.1 to 108.5 index rise) £ 318,528.98  
 Increase in December 2019 rates to March 2020 (108.5 to 108.6 index rise) £ 318,822.56

**Total Carried Forward Route Option C4 £ 318,822.56**

General Contingencies 15% £ 47,823.38  
 Preliminaries 12% £ 38,258.71  
 Optimism Bias (Standard Civil Engineering 44%) £ 140,281.93

**Total £ 545,186.57**



**BODW Active Travel Options Appraisal**  
**Cost Estimate - Route Option C3 and C4, Deeside Way Widening**



Item Num	Description	Unit	Quantity	Rate	Price
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	<b>Route Option C3 Total from Spon's</b>	£	<b>262,298.68</b>
	Regional Variation in rates (Scotland 0.93)	£	243,937.77
	Increase in December 2016 rates to December 2017 (102.2 to 105.0 index rise)	£	250,621.00
	Increase in December 2017 rates to December 2018 (105.0 to 107.1 index rise)	£	255,633.42
	Increase in December 2018 rates to December 2019 (107.1 to 108.5 index rise)	£	258,975.03
	Increase in December 2019 rates to March 2020 (108.5 to 108.6 index rise)	£	259,213.72

	<b>Total Carried Forward Route Option C3</b>	£	<b>259,213.72</b>
	General Contingencies 15%	£	38,882.06
	Preliminaries 12%	£	31,105.65
	Optimism Bias (Standard Civil Engineering 44%)	£	114,054.04

**Total** **£ 443,255.46**

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## ABERDEEN CITY COUNCIL

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<b>COMMITTEE</b>	City Growth and Resources
<b>DATE</b>	28 October 2020
<b>EXEMPT</b>	No
<b>CONFIDENTIAL</b>	No
<b>REPORT TITLE</b>	Bridge of Don to City Centre Active Travel Corridor
<b>REPORT NUMBER</b>	COM/20/160
<b>DIRECTOR</b>	-
<b>CHIEF OFFICER</b>	Gale Beattie
<b>REPORT AUTHOR</b>	Kevin Pert
<b>TERMS OF REFERENCE</b>	3.2 and 3.3

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### 1. PURPOSE OF REPORT

- 1.1 This report advises Members of the outcomes of the Bridge of Don to City Centre Active Travel Corridor study, and seeks Committee approve the preferred routes and approve further work to develop the interventions recommended with respect to the routes as detailed in the Executive Summary- Appendix A and full report- Appendix B.

### 2. RECOMMENDATION(S)

That the Committee: -

- 2.1 Agrees that the 11 packages of preferred options described in the Executive Summary (Appendix A) all have merit in contributing to a cohesive network of active travel routes across the north of the City to the City Centre, with options 4, 5, 6, 10 and 11 providing the most benefit, and
- 2.2 Agrees that Options 4 (Golf Road/ Park Road) and 6 (King Street) are now included within the ongoing Ellon to Garthdee Multi Modal Study which will be reported to Committee next year, and
- 2.3 Agrees that Option 5 (Industrial Estate to City Centre via Esplanade) preliminary design is to be taken forward following monitoring and evaluation of the temporary works on the Beach Esplanade and Beach Boulevard and reported back to Committee in due course, and
- 2.4 Agrees that Options 10 (Whitestripes to City Centre) and 11 (Haudagain to City Centre) are now included within the A96 Corridor Multi Modal Study which is currently underway and will be reported to Committee next year, and
- 2.5 Agrees that work to design the remaining options is included in the forthcoming revised Active Travel Action plan for future prioritisation and will take into account performance and usage of any temporary active travel interventions.
- 2.6 Notes that these active travel proposals help to support the Councils ambitious Net Zero carbon plans for Aberdeen.

### 3. BACKGROUND

- 3.1 From August 2019 to March 2020, an options appraisal study was carried out to determine active travel (walking, cycling, wheeling) interventions from the Bridge of Don area to the City centre. The area covered spanned from the Parkway/ Ellon Road roundabout west to Persley Bridge/ Haudagain/ A96 and into the City Centre boundary, as shown on Page 5 of the Executive Summary at Appendix A. This study was grant funded by Sustrans – Places for Everyone.
- 3.2 To aid shape the outcome of the study, the following public consultations were held: a stakeholder workshop, a public drop-in session and an online consultation questionnaire was published for a period of 3 weeks. Following the responses received from these consultations, sifting and assessment using a STAG- based approach, the outcome of the study identified eleven (11) option routes to be of sufficient merit to be taken forward in more detail towards improving the active travel network in the study area. (*Please see Executive Summary and full report.*)
- 3.3 The eleven (11) option routes were then prioritised for corridors that would immediately benefit from active travel interventions. As detailed in Appendix A, these are:
- **Packages 4** (Golf Road/ Park Road), **5** (Industrial Estate to City Centre via Esplanade) **and 6** (King Street), which would all provide an active travel route along or parallel to King Street, the main north-south alignment connecting Bridge of Don to the city centre. The appraisal scores for each option are very similar and each brings specific opportunities and constraints. These are shown in Appendix A and in full detail in Appendix B.
  - **Packages 10** (Whitestripes to City Centre) **and 11** (Haudagain to City Centre), which would provide connectivity between the city centre and areas in the northwest of the study area, with large trip generators at the centre of each route. It is noted that Package 11 scores higher than Package 10 in the appraisal, but this is mainly due to the benefits of linkage with the Berryden Corridor Improvement Project.
- 3.4 Following the appraisal study, the next stage would usually be to develop preliminary designs of the preferred options. However, given the on-going Multi Modal Corridor studies for Ellon to Garthdee and the A96 Corridor, it would be more appropriate for Options 4, 6, 10 and 11 to be moved into these studies for inclusion to ensure continuity with the measures being developed therein. This would enable a complete package of integrated measures to be brought back to Members for consideration to progress to design and delivery.
- 3.5 Option 5 overlaps with the recent temporary implemented at the Beach area and data and learning from these measures will be incorporated into proposals.
- 3.6 The remaining options 1 (Kittybrewster to City Centre), 2 (Clifton Road to City Centre), 3 (Danestone to Hospital), Option 7 (Parkway to Balgownie Bridge), 8 (Parkway to Hospital) and 9 (Tillydrone to Hospital), are all lower priorities in terms of the overall benefit of the interventions when compared with the other

options and the outcomes of the assessment process. However, each has merit in contributing to the overall active travel network that is needed to connect the Bridge of Don area with the City Centre, which is the overall purpose of the project. The refresh of the Active Travel Action Plan is currently underway and this will identify a further range of actions necessary to improve the City wide active travel network to facilitate not only the latent demand for active travel improvements but also the recent and significant increase in walking and cycling recorded since the start of the C19 Health Pandemic restrictions on 23 March 2020. These 6 options should be included within this action plan refresh and their priority considered alongside other actions proposed to be contained within it. The refreshed Action Plan is anticipated to be reported to Members in spring 2021.

3.7 In summary, the outcomes of this study are an evidence base for substantial permanent active travel measures across the study area, some of which now best sit within the appropriate corridor studies, and some included within the emerging Active Travel Action Plan refresh. All future design work will continue to involve the public and stakeholders.

#### 4. FINANCIAL IMPLICATIONS

4.1 There are no direct financial implications arising from the recommendations of this report. Sustrans provides 100% of funding for design stages and has now increased their funding proportion of construction costs from 50% to 70%, with the remaining 30% to be found from other external funders. Having fully funded the options appraisal stage, Sustrans provides room for continuity to obtain further funding for subsequent stages of projects in its Places for Everyone programme.

#### 5 LEGAL IMPLICATIONS

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

#### 6. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
<b>Strategic Risk</b>	There is the risk of a shortfall in contribution towards the Council's strategic objectives and outcomes of 38% of people walking and 5% of people cycling as main mode of travel by 2026 as detailed in the LOIP.	L	Seek approval from committee to further the project to the next stage.
<b>Compliance</b>	N/A	N/A	N/A
<b>Operational</b>	There is an indirect risk of customer need not being met, nor new	L	On obtaining committee approval, progress project works to the next stage

	<p>methods to improve customer service and reduce demand not being utilised given public demand for active travel infrastructure provisions especially following the impact of COVID-19 on travel, noting the significant increases in walking and cycling since lockdown was first brought in on 23 March 2020.</p>		<p>and continue to work with consultees to deliver infrastructures that are fit for purpose and future-proof.</p>
<b>Financial</b>	<p>External funding application might not be successful.</p>	L	<p>Ensure application process and requirements are thoroughly adhered to, to reduce the risk of application not being successful.</p>
<b>Reputational</b>	<p>Risk of public perception of unwillingness to implement sustainable travel infrastructure.</p>	L	<p>Follow through on works leading to the next stage and continue to work with consultees to deliver a design and infrastructure that is fit for purpose and future-proof.</p>
<b>Environment / Climate</b>	<p>Risk of not achieving the aims of the Council's Net Zero Vision and Infrastructure Plan.</p>	L	<p>Follow through on works leading to the next stage and continue to work with consultees to deliver a design and infrastructure that is fit for purpose and future-proof.</p>

## 7. OUTCOMES

<b><u>COUNCIL DELIVERY PLAN</u></b>	
<b>Impact of Report</b>	
<p><b>Aberdeen City Council Policy Statement</b></p> <p>The proposals within this report support the delivery of:</p> <ul style="list-style-type: none"> <li>✓ <b><u>PLACE Policy Statement 3</u></b> - <i>Refresh the local transport strategy, ensuring it includes the results of a city centre parking review; promotes cycle and pedestrian routes; and considers support for public transport.</i></li> <li>✓ <b><u>PLACE Policy Statement 4</u></b>- <i>Cycle hire scheme</i></li> <li>✓ <b><u>ECONOMY Policy Statement 4</u></b> – <i>Increase city centre footfall through delivery of the City Centre Masterplan, including the redesigned Union Terrace Gardens.</i></li> </ul>	<p>This report seeks approval to further progress works to the next stage following conclusion of the options appraisal study stage which identified options for active travel improvement of which on implementation, supports the delivery of Place policy statement 3 with regards to providing and promoting cycle and pedestrian routes.</p> <p>Ultimately, the active travel infrastructure that will result from this project will support the delivery of Place policy statement 4; as Aberdeen will have a robust cycle and pedestrian network that will encourage cycle hire.</p> <p>The infrastructure resulting from this project will also support the City Centre Masterplan delivery aim of increasing footfall to the city centre.</p>
<b>Aberdeen City Local Outcome Improvement Plan</b>	
<p>Prosperous Place</p>	<p>The proposals within this report supports the delivery of LOIP:</p> <ul style="list-style-type: none"> <li>➤ <b>Stretch Outcome 14</b> Addressing climate change by reducing Aberdeen's carbon emissions by 42.5% by 2026 and adapting to the impacts of our changing climate <ul style="list-style-type: none"> <li>• <b>key driver 14.1</b> - Reducing emissions across the city through delivery of</li> </ul> </li> </ul>

	<p style="text-align: center;">Aberdeen's Sustainable Energy Action Plan 'Powering Aberdeen'.</p> <p>Creating new active travel route and or upgrading existing ones to standard, increases the attractiveness of walking and cycling, and indirectly providing support towards influencing a behavioural change and modal shift of travel choice from private vehicles to an active travel means for short journey purposes; thereby contributing in the long run to this outcome target of reducing harmful carbon emissions.</p> <p>➤ <b>Stretch Outcome 15</b> 38% of people walking and 5% of people cycling as main mode of travel by 2026</p> <ul style="list-style-type: none"> <li>• <b>key driver 15.1</b> - Supporting different ways for active travel in everyday journeys, using partners and volunteers to address safety, infrastructure, fitness, well-being, and confidence.</li> </ul> <p>Again, introducing a comprehensive active travel network by implementing new infrastructure or upgrading existing ones, will help increase the appeal of sustainable travel within the City and in turn contribute to the target figures in stretch outcome 15.</p> <p>The proposal in this report also supports the Aberdeen Local Development Plan Policy NE1 - Green Space Network; one of the key policies in creating prosperous places that enhances the Green Space Network and connectivity to the surrounding and wider Network and habitats.</p>
Prosperous People	<p>The proposal within this report supports the delivery of:</p> <p>➤ <b>Stretch Outcome 11</b> Healthy life expectancy (time lived in good health) is five years longer by 2026.</p> <ul style="list-style-type: none"> <li>• <b>key driver 11.3</b> - Increasing satisfaction and use of community facilities and green environment to increase the health and well-being for older people and people managing long term conditions</li> </ul> <p>Infrastructures resulting from this project aligns with the public's desire for a comprehensive active travel network around the City, which will enable anyone</p>



	<p>(able-bodied/disabled, high/low income, etc) to travel by their preferred means, actively and safely.</p> <p>It is also well known that an active lifestyle contributes to personal well-being health wise and thus can improve life expectancy.</p>
<p><b>Regional and City Strategies</b></p> <ul style="list-style-type: none"> <li>✓ Regional Transport Strategy (<i>draft 2040</i>),</li> <li>✓ Local Development Plan,</li> <li>✓ Local Transport Strategy- <i>Active Travel Action plan</i></li> <li>✓ Strategic Development Plan</li> <li>✓ Regional Economic Strategy</li> <li>✓ Net Zero Vision for Aberdeen</li> </ul>	<p>The proposal within this report supports Regional and Local Transport Strategies, which all aim to deliver a sustainable transport system.</p>
<p><b>UK and Scottish Legislative and Policy Programmes</b></p> <ul style="list-style-type: none"> <li>✓ National Transport Strategy</li> <li>✓ Cycling Action Plan for Scotland</li> <li>✓ Scottish Planning Policy</li> <li>✓ National Walking Strategy</li> <li>✓ Cleaner Air for Scotland Strategy</li> </ul>	<p>Infrastructure arising from this project will contribute to a joined-up active travel network and support the objectives of the Scottish Planning Policy, Scottish National Transport Strategy, Cycling Action Plan for Scotland, National Walking Strategy, Cleaner Air for Scotland Strategy, and compliance with UK and Scottish legislation on Air Quality Standards and Objectives.</p> <p>Provision of a comprehensive and cohesively joined up active travel network will supplement the ambitions of a LEZ zone in Aberdeen as it would be easy to sustainably travel into the city centre.</p> <p>Scottish Planning Policy identifies qualities of successful places as being places with public spaces that are better linked into a route that is well used by people walking, places that encourage cycling and places that pedestrians go to and from which are connected by more direct routes. A coherent and joined up active travel network will contribute to making Aberdeen a city with successful places.</p>

## 8. IMPACT ASSESSMENTS

Assessment	Outcome
------------	---------

<b>Equality &amp; Human Rights Impact Assessment</b>	Full impact assessment will be undertaken as part of the next phase of the project following approval of the recommendations in this report.
<b>Data Protection Impact Assessment</b>	Not required
<b>Duty of Due Regard / Fairer Scotland Duty</b>	Not applicable

**9. BACKGROUND PAPERS**

None

**10. APPENDICES**

Appendix A – Executive Summary

Appendix B – Full Report

**11. REPORT AUTHOR CONTACT DETAILS**

<b>Name</b>	Kevin Pert
<b>Title</b>	Senior Engineer
<b>Email Address</b>	kpert@aberdeencity.gov.uk
<b>Tel</b>	01224 523481

# Appendix A

## Executive Summary

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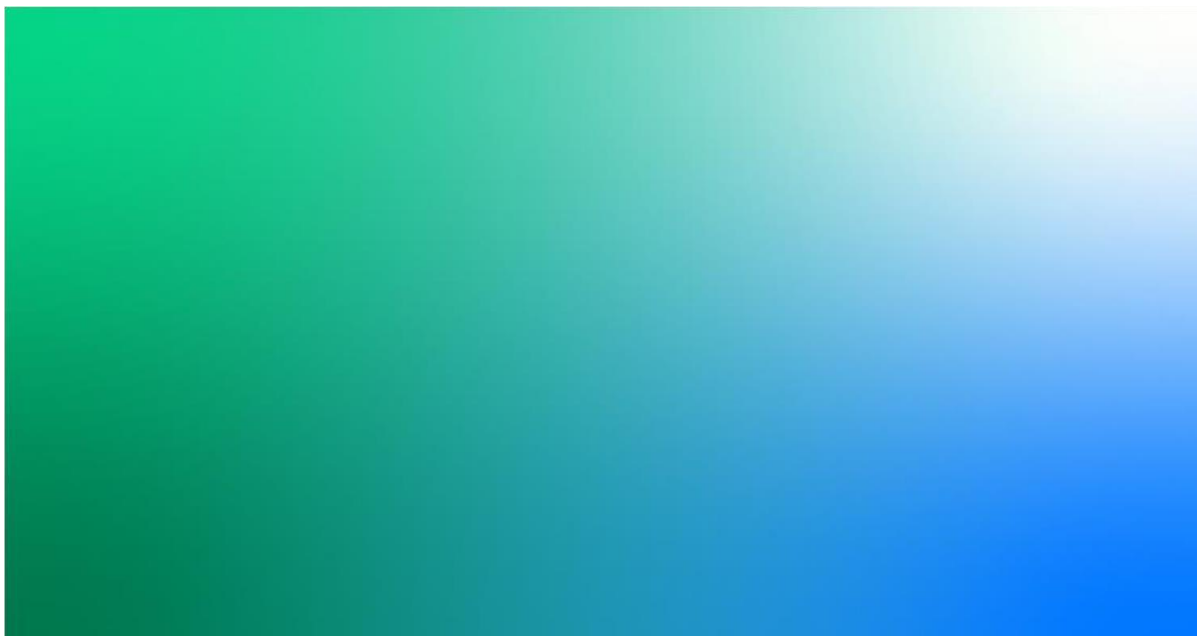


### Bridge of Don to City Centre Active Travel Corridor Appraisal Report - Executive Summary

Revision No | 0

10 March 2020

Aberdeen City Council



## Bridge of Don to City Centre Active Travel Corridor

Project No: B2340213  
Document Title: Appraisal Report - Executive Summary  
Document No.: 1  
Revision: 0  
Document Status:  
Date: 10 March 2020  
Client Name: Aberdeen City Council  
Client No: D5398  
Project Manager: Andrew Kelly  
Author: Chris Buck  
File Name: Bridge of Don to City Centre Active Travel Corridor - Appraisal Report Executive Summary

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### Document history and status

Revision	Date	Description	Author	Checked	Reviewed	Approved
0	10-03-20	Executive Summary - Initial Draft	CB	CW	AK	AK

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The study area is approximately 9 square km, comprising a core study area south of the River Don and a wider study area north of the river. The core area extends from Persley Bridge at the A92 in the west, to Beach Boulevard in the east and the city centre boundary to the south. The wider study area, which takes account of proposed future development consists of the area enclosed by the A92, A90 and the river, from the Parkway roundabout in the east, to Persley Bridge in the west.

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Table E 1 - Transport Planning Objectives

TPO	Description
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TPO4	Increase the number of trips made by foot or bike to contribute towards the aim of improved health and reduce impact of travel on the environment (to maximise the impact of walking and cycling uptake and modal shift on health and environment outcomes)
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The next stage was the generation of a long list of intervention options, derived from within the project team, the wider client group and from public and stakeholder consultation. Options were then sifted against their relevance to the agreed TPOs. Remaining options were grouped into packages that would provide a deliverable and complementary set of interventions, enabling the development of a preferred future network which would increase the number of people walking, wheeling and cycling. This resulted in a set of eleven packages which were considered in the appraisal.

These are shown in Figure E 1 and described in Table E 2 below.

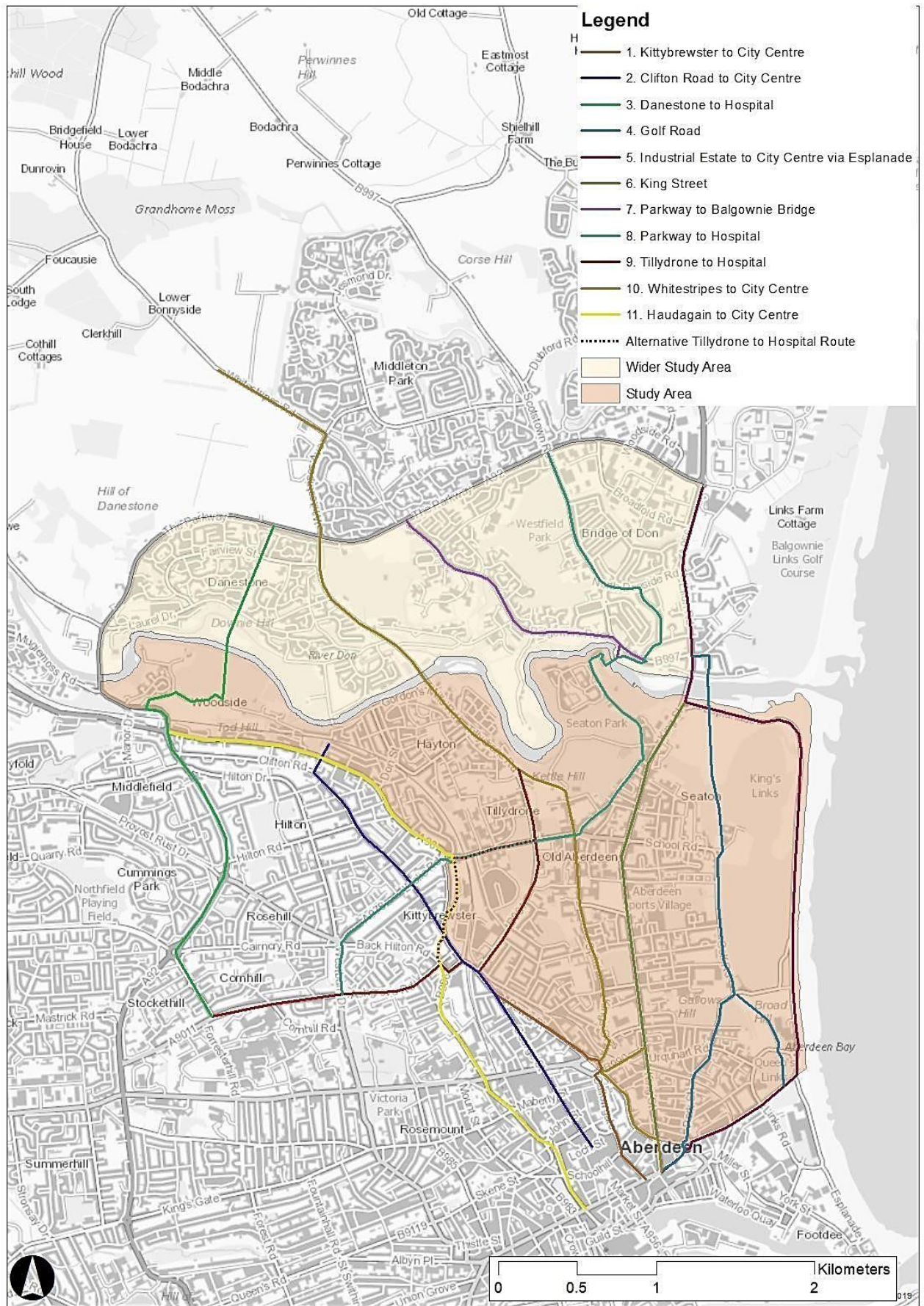


Figure E 1 - Map of option packages

Table E 2 - Option packages for appraisal

Package	Route Name	Description and Key Features
1	Kittybrewster to City Centre	New active travel route from Powis Terrace to the city centre using existing alignments with increased on-road and segregated cycle lanes. A possible alternative alignment to Option 2, for the section south of Powis Terrace. This route utilises the width on Powis Terrace albeit this route is still identified by ACC as a Primary Route in the Roads Hierarchy.
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4	Golf Road / Park Road	New active travel route east of King St, using a mix of existing carriageway and new segregated routes, with new river bridge at northern extent. Park Road has been identified as a route that ACC are considering for a HGV ban and was therefore identified as being suitable for a cycle route.
5	Industrial Estate to city centre via Esplanade	New active travel route from the A92 Parkway roundabout to the city centre via the Esplanade, using existing alignments with increased segregation, shared-use paths and footway improvements. This route makes use of the considerable road and footway space available on the Esplanade and aims to serve the leisure facilities from both the city centre and from Bridge of Don.
6	King Street	New active travel route along King Street from just south of the Bridge of Don to Castle Street, with significant segregation, junction upgrades and full resurfacing. This route looks to improve upon the main corridor from the city centre to Bridge of Don while considering that King Street will remain as a Primary Route in terms of the Roads Hierarchy and will be the main HGV route north from the city centre.



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10	Whitestripes to city centre	An alternative route option would use St Machar Road between Tillydrone Road and Great Northern Road where it would follow the BCI Project south to Ashgrove Road. This would be in lieu of routeing along Bedford Road and Powis Terrace.
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**Bridge of Don to City Centre Active Travel Corridor**  
**Appraisal Report - Executive Summary**

Revision No | 0

10 March 2020

**Aberdeen City Council**

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Project No: B2340213  
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Document Status:  
Date: 10 March 2020  
Client Name: Aberdeen City Council  
Client No: D5398  
Project Manager: Andrew Kelly  
Author: Chris Buck  
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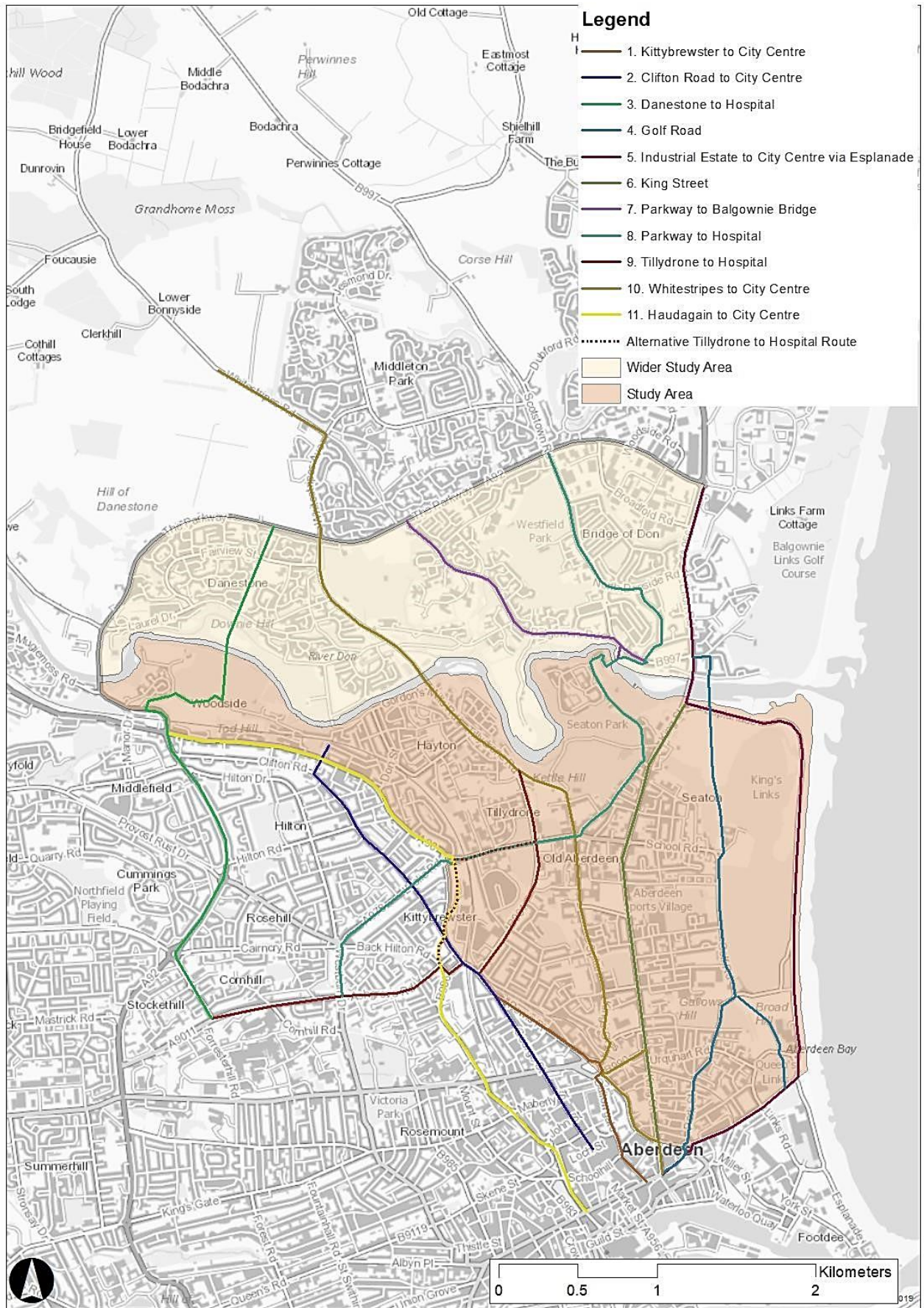


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## Bridge of Don to City Centre Active Travel Corridor

Appraisal Report

Revision No | 2

19 March 2020

Aberdeen City Council

## Bridge of Don to City Centre Active Travel Corridor

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 Client No: D5398  
 Project Manager: Andrew Kelly  
 Author: David Bryce / Chris Buck  
 File Name: Bridge of Don to City Centre Active Travel Corridor - Appraisal Report v1

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Revision	Date	Description	Author	Checked	Reviewed	Approved
0	16-01-20	Initial Draft	DB	CW	KG	AK
1	10-03-20	Final Draft further to client team comments	DB/CB	CW	AK	AK
2	19-03-20	Final report	DB/CB	CW	AK	AK

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Table E 1 - Transport Planning Objectives

TPO	Description
TPO1	Improve quality of pedestrian and cycle provision on the transport network within the northern area of Aberdeen (to allow improved journey experience by users: direct, comfortable, attractive, safe, cohesive)
TPO2	Increase access to safe and integrated active travel network between Bridge of Don and Aberdeen City Centre (to maximise the number of people with direct access to the network)
TPO3	Improve the level of safety, comfort and personal security on the active travel network in the northern area of Aberdeen, to benefit travel experience of all users (to remove real and perceived safety and security issues that act as barriers to travel)
TPO4	Increase the number of trips made by foot or bike to contribute towards the aim of improved health and reduce impact of travel on the environment (to maximise the impact of walking and cycling uptake and modal shift on health and environment outcomes)
TPO5	Improve connectivity by foot or bike to key centres of employment, education and health facilities (to improve active travel's contribution to economic and social objectives)

The next stage was the generation of a long list of intervention options, derived from within the project team, the wider client group and from public and stakeholder consultation. Options were then sifted against their relevance to the agreed TPOs. Remaining options were grouped into packages that would provide a deliverable and complementary set of interventions, enabling the development of a preferred future network which would increase the number of people walking, wheeling and cycling. This resulted in a set of eleven packages which were considered in the appraisal. These are shown in Figure E 1 and described in Table E 2 below.



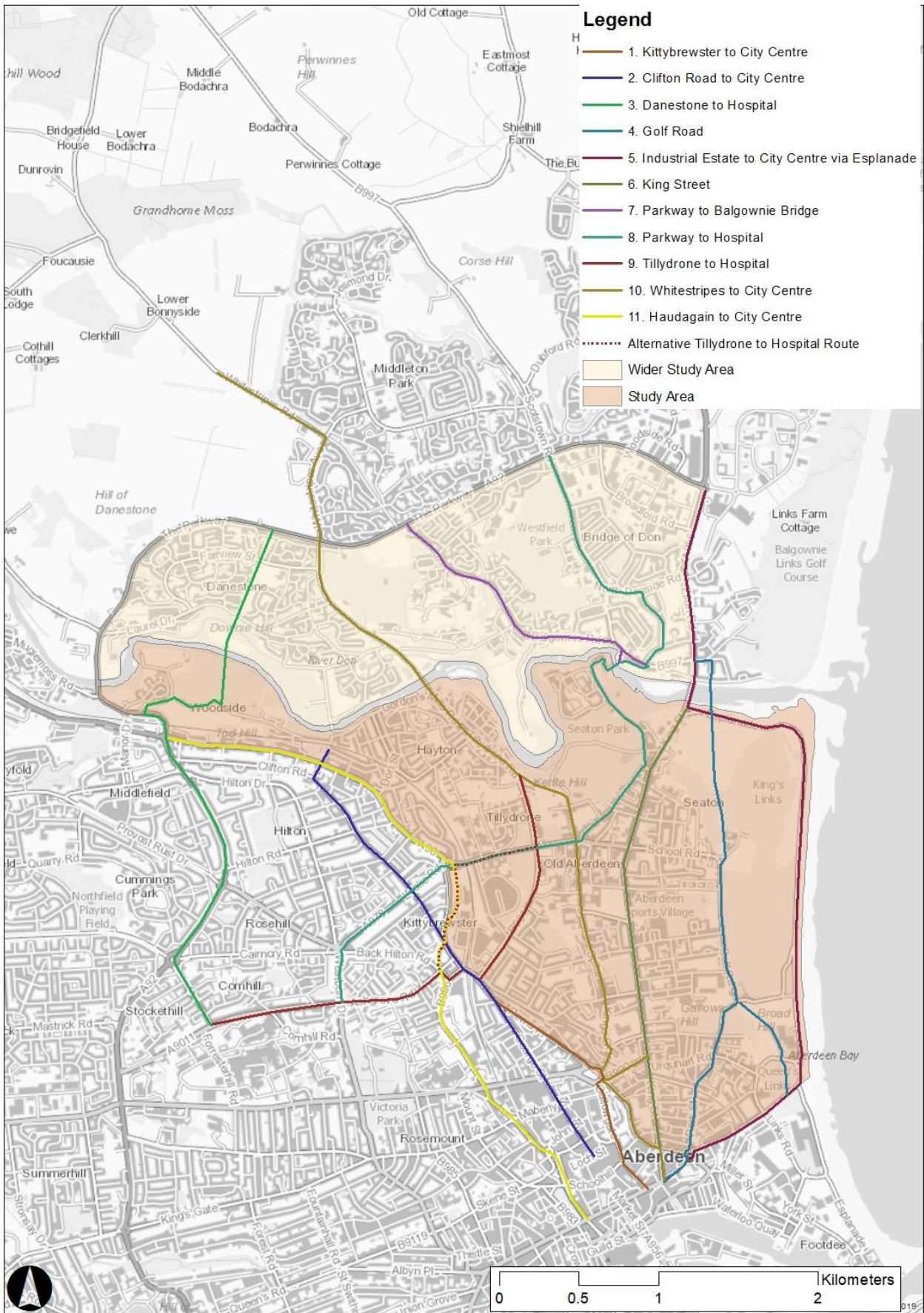


Figure E 1 - Map of option packages

Table E 2 - Option packages for appraisal

Package	Route Name	Description and Key Features
1	Kittybrewster to City Centre	New active travel route from Powis Terrace to the city centre using existing alignments with increased on-road and segregated cycle lanes. A possible alternative alignment to Option 2, for the section south of Powis Terrace. This route utilises the width on Powis Terrace albeit this route is still identified by ACC as a Primary Route in the Roads Hierarchy.
2	Clifton Road to City Centre	New active travel route from Woodside area (and NCN Route 1) to the city centre using existing alignments with increased on-road cycle lanes, crossing and junction improvements, incorporating elements of the BCI Project. This route uses quieter streets to route southwards from the existing interface with the NCN 1 and crossing facilities on the A96 Great Northern Road.
3	Danestone to Hospital	New active travel route between Danestone and the major hospitals, using a mix of existing carriageway and a new segregated route, with a new river bridge in the northern section. The route makes use of an existing pylon corridor from the residential area of Danestone to the existing NCN 1. This was viewed as a ready-made route which provide links into the adjacent residential areas.
4	Golf Road / Park Road	New active travel route east of King St, using a mix of existing carriageway and new segregated routes, with new river bridge at northern extent. Park Road has been identified as a route that ACC are considering for an HGV ban and was therefore identified as being suitable for a cycle route.
5	Industrial Estate to city centre via Esplanade	New active travel route from the A92 Parkway roundabout to the city centre via the Esplanade, using existing alignments with increased segregation, shared-use paths and footway improvements. This route makes use of the considerable road and footway space available on the Esplanade and aims to serve the leisure facilities from both the city centre and from Bridge of Don.
6	King Street	New active travel route along King Street from just south of the Bridge of Don to Castle Street, with significant segregation, junction upgrades and full resurfacing. This route looks to improve upon the main corridor from the city centre to Bridge of Don while considering that King Street will remain as a Primary Route in terms of the Roads Hierarchy and will be the main HGV route north from the city centre.
7	Parkway to Balgownie Bridge	New active travel route from the A92 Parkway to Balgownie Bridge using existing alignments with increased segregation and improvements to two crossings and a flight of steps. This route is through the centre of the wider study area and utilises a wide verge on the west side of Balgownie Road to access Balgownie Bridge. Onward routing to the city centre would be provided by connecting with route 8 southwards from Balgownie Bridge.
8	Parkway to Hospital	New active travel route from the A92 Parkway to Westburn Drive via Seaton Park using existing alignments with increased segregation and improvements to crossings and junctions. . This route follows quieter streets in Bridge of Don, a number of which have been signed as a preferred route by Aberdeen Cycle Forum. The route will cater for student trips between the Hillhead campus and the Hospital with linkages into NCN 1 and the University of Aberdeen buildings located off High Street.

Package	Route Name	Description and Key Features
9	Tillydrone to Hospital	New active travel route from Tillydrone to Ashgrove Road (near the Royal Infirmary), via the University of Aberdeen, incorporating elements of the BCI Project. This route will tie-in to the existing active travel facilities on Tillydrone Road and Gordon Brae to provide a continuous route from the wider study area linking into the University and continuing west to the Hospital.
10	Whitestripes to city centre	An alternative route option would use St Machar Road between Tillydrone Road and Great Northern Road where it would follow the BCI Project south to Ashgrove Road. This would be in lieu of routeing along Bedford Road and Powis Terrace.
11	Haudagain to city centre	New active travel route from Whitestripes Road (by Grandhome development) to the city centre via Tillydrone and Old Aberdeen, incorporating existing segregated and off-road active travel paths, including the NCN 1 and the Tillydrone Road and Gordon Brae facilities. The route also identifies improvements on the NCN 1 within the city centre.

The appraisal comprised a qualitative and quantitative assessment of the performance of each of the options against TPOs, implementability criteria (feasibility, affordability and public acceptability) and the STAG criteria (environment, safety, economy, integration, and accessibility and social inclusion). The options were then assessed against the Sustrans Places for Everyone criteria.

The appraisal concluded that there are several options for improving active travel connectivity in the Bridge of Don area which merit further detailed development and assessment. The ultimate aim should therefore be to develop a cohesive network of active travel routes to the north of Aberdeen city centre, that is linked to wider Active Travel Action Plan proposals and can deliver the many benefits identified for each package in this appraisal. To support decision making in the delivery of such a network, the appraisal has identified which packages should be considered as higher priority than others. These are:

- Packages 4, 5 and 6, which would all provide an active travel route along or parallel to King Street, the main north-south alignment connecting Bridge of Don to the city centre. The appraisal scores for each option are very similar and each brings specific opportunities and constraints.
- Packages 10 and 11, which would provide connectivity between the city centre and areas in the northwest of the study area, with large trip generators at the centre of each route. It is noted that Package 11 scores higher than Package 10 in the appraisal, but this is mainly due to the benefits of incorporating the BCI Project.

It is recommended that further work is undertaken to develop these interventions to an appropriate level of design detail to allow for a further assessment of their deliverability, including technical feasibility. This would also enable further quantification of their likely impacts, both positive and negative. As set out in this report, there is a considerable level of community and stakeholder interest in active travel improvements. To ensure stakeholders are fully informed of developments, it is recommended that further community engagement is undertaken as the proposals are refined.

# 1. Introduction

## 1.1 Background

Jacobs UK Ltd has been appointed by Aberdeen City Council (ACC) to carry out an appraisal on the Bridge of Don to City Centre Active Travel Corridor.

The project is a key scheme listed in the Aberdeen Active Travel Action Plan 2017 - 2021. The objective of the Scottish Transport Appraisal Guidance (STAG) based options appraisal study is to identify a preferred network for active travel provision which comprehensively connects the Bridge of Don area to Aberdeen's city centre. The appraisal will also take account of Sustrans' Places for Everyone guidance and design criteria. The appraisal will take due consideration of any existing active travel infrastructure(s) including connections to adjacent Core Paths, the National Cycle Network and any other suitable paths in the study area. This options appraisal study will identify problems and opportunities in the local active travel network and will subsequently identify a preferred future network with the objective to increase the number of people walking and cycling.

A core client group has been created to help in the management of this project, which includes Sustrans, Nestrans and University of Aberdeen, led by ACC's Strategic Place Planning team.

## 1.2 Context

Aberdeen City Council, through its Active Travel Action Plan, is committed to increasing and improving active travel opportunities within the City. Some of its relevant objectives being:

- 1) **Walking:** 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.
- 2) **Cycling:** 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.
- 3) **School Travel and Young People:** To ensure that all young people have the opportunity to travel to school by active and/or sustainable modes of transport and are equipped with the necessary knowledge, skills and infrastructure to allow them to undertake local journeys safely and independently.

In addition, the City's Local Outcome Improvement Plan 2016-26, stretch outcome 15 specifically aims to increase the number of people walking and cycling to 38% and 5% respectively as main mode of travel by 2026.

## 1.3 Scope, Objectives and Aims

The project involves a STAG-based options appraisal with the aim of identifying a package of interventions to improve active travel connections between the Bridge of Don area of Aberdeen and the City Centre. Scottish Transport Appraisal Guidance, also known as STAG, is a framework to assess evidence-based transport problems and opportunities, with the principle of being an objective-led approach, rather than a solutions-led approach.

The project will take cognisance of key Aberdeen City local transport strategies, plans and existing studies, and aims to achieve a clear modal shift to active travel modes, improve the quality and safety of active travel journeys and create better connectivity with key existing and future residential, employment, education and leisure attractors.

Within ACC's consultancy brief, the aim of the project is defined as follows:

*"To undertake a STAG-based options appraisal to identify improvements for active travel connections in a north-south direction from the area north of the river Don, south to the city centre with connections to significant existing and planned trip generators and ensuring future proofing and seamless connectivity with the existing transport network across the area as well as planned transport network improvements within the area."*

The project will:

- Audit existing walking/cycling infrastructure;
- Review existing travel data and project future demand;
- Identify possible new connections to significant trip generators - University, Beach, hospital etc;
- Review existing studies relating to active travel in the area, including the recent King Street design competition;
- Review the Aberdeen Local Development Plan (ALDP) for projects granted planning consent that propose provision of active travel infrastructure(s) and those developments that are still to achieve planning consent for delivery;
- Undertake Public and Stakeholder engagement to inform the various stages of the STAG appraisal, specifically informing problems, opportunities, objectives, options, acceptability;
- Identify physical, environmental and/or ecological constraints and opportunities while taking cognisance of Sustrans' Places for Everyone guidance;
- As part of the economic part of the appraisal, perform a cost-benefit analysis using nationally recognised active mode appraisal methods; and
- Produce a high-level implementation programme and cost estimates for each option and/ or package of options.

#### **1.4 Study area**

The study area is split into two sections, the Study Area and the Wider Study Area. This is illustrated in Figure 1:

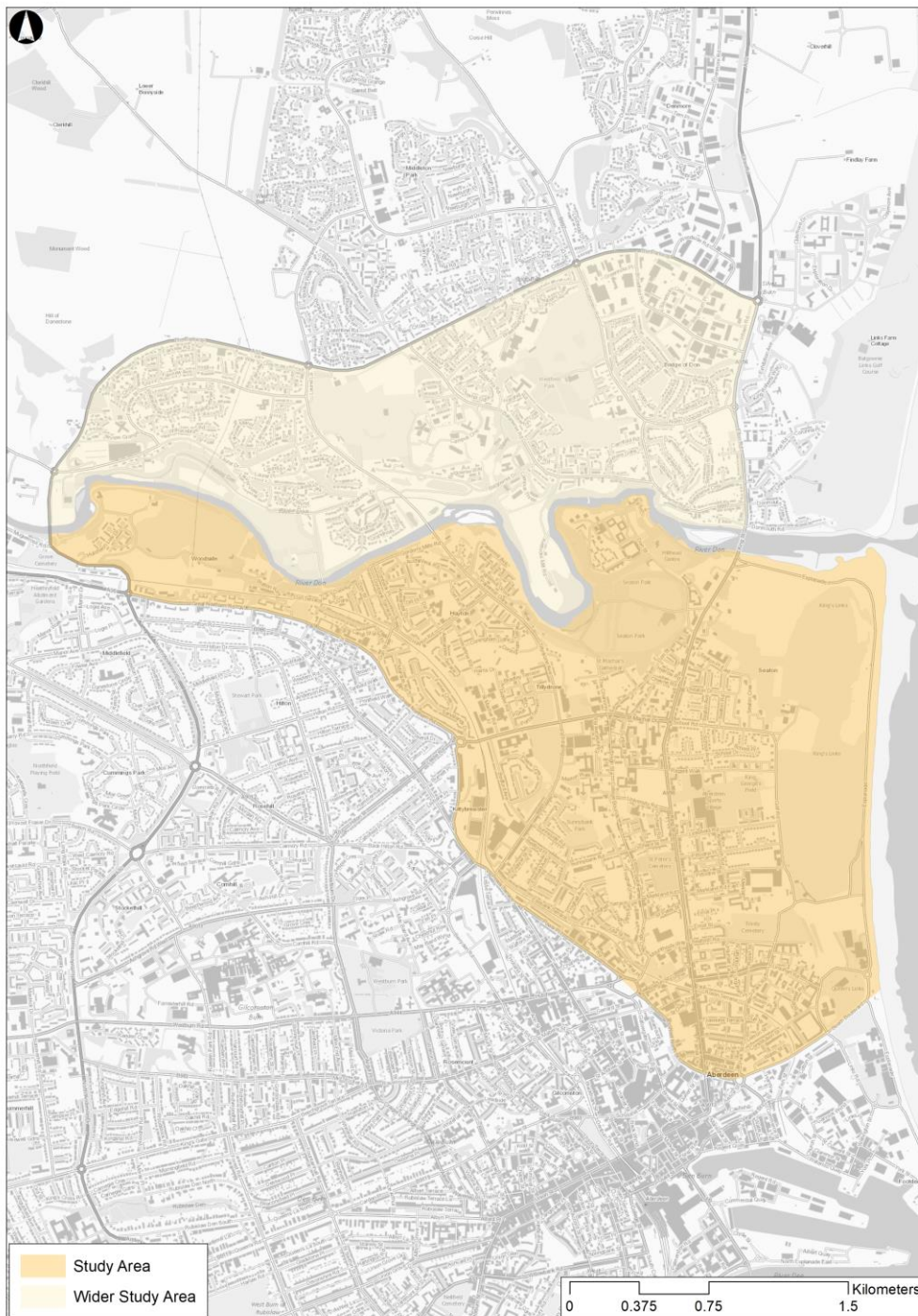


Figure 1 - Study Area and Wider Study Area

The Study Area, which is considered as the core area, is approximately 6.5 square km and consists of the area highlighted in Figure 1 south of the River Don, covering the area from Persley Bridge at the A92, east to beach boulevard and the city centre boundary. The Wider Study Area, which is considered as the surrounding area of influence, taking account of proposed future development, is approximately 2.5 square km and consists of the area north of the River Don, enclosed by the A92 and the A90 from the Parkway roundabout west to Persley Bridge.

While the connections within both study areas form a core part of this study, considering key potential trip generators out with the study area is also important in appraising potential active travel network improvements which will lead to an uptake in active travel tips.

## 2. Policy, Strategy and Proposal Context

### 2.1 Overview

As an important part of this study, the relevant national, regional and local policies were reviewed to ensure this study takes cognisance of, and is consistent with, policy and best practice. The Scottish Government, working closely with Regional Transport Partnerships and local authorities, has demonstrated commitment to increasing active travel through increased funding and robust policy frameworks.

At a local level, through embedding active travel its planning policies and processes, Aberdeen City Council is continuing to build on recent improvements in the active travel network by improving infrastructure and safety, as well as raising awareness of the benefits of walking and cycling.

### 2.2 National Policy

#### 2.2.1 National Transport Strategy 2 *Draft Strategy for Consultation (2019)*

The Draft National Transport Strategy 2 (NTS2) presents a vision that Scotland will have a sustainable, inclusive and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors. The vision is underpinned by four priorities, each which have three associated outcomes. The four priorities are:

- Promotes Equality - Everyone in Scotland will share in the benefits of a modern and accessible transport system;
- Takes Climate Action - People will be able to make travel choices that minimise the long-term impacts on our climate and the wellbeing of future generations;
- Helps our Economy Prosper - Scotland will have a transport system that will help deliver sustainable, inclusive economic growth enabling the whole country to flourish; and
- Improves our Health and Wellbeing - Scotland's transport system will be safe and enable a healthy and fit nation.

The importance of active travel is emphasised throughout NTS2, with enhanced active travel delivery seen as critical in achieving the overarching vision for Scotland's transport vision. NTS2 highlights that a positive trend in Scotland's transport is improved active travel delivery of ambitious and inclusive walking and cycling projects.

This project contributes to the achievement of these policies by:

- Delivering on the health and social outcomes desired at national level; and
- Providing a holistic, inclusive approach to identification of transport solutions

#### 2.2.2 National Walking Strategy (2014)

The National Walking Strategy outlines the Scottish Government's vision of a Scotland where everyone benefits from walking. The three strategic aims are:

- "Create a culture of walking where everyone walks more often as part of their everyday travel and for recreation and well-being
- Better quality walking environments with attractive, well designed and managed built and natural spaces for everyone; and
- Enable easy, convenient and safe independent mobility for everyone"

This project contributes to the achievement of these policies by:

- Consulting with residents and community groups to identify the routes that people use; and
- Considering the needs of all users to improve mobility for everyone.

### **2.2.3 Cycling Action Plan for Scotland 2017-2020 (2017)**

This is the third iteration of the Cycling Action Plan for Scotland (CAPS) and is the most progressive. It represents six years of shared work by partners an unshakeable commitment to the 2020 vision. This new set of actions outlines how the Scottish Government, local and authorities and all key partners will respond to the needs of stakeholders and how the active travel commitments will be achieved. This project contributes to the achievement of this plan by identifying network-wide improvements to enhance cycle update.

### **2.2.4 A Long-term Vision for Active Travel in Scotland 2030 (2014)**

This document outlines the aspirations for how Scotland will look in 2030 if more people are walking and cycling for short, everyday journeys. The anticipated uptake in active travel will be achieved through increased investment in pedestrian and cycle infrastructure, behavioural change and training. This will subsequently result in supporting equality in opportunity, improvements in the environment, healthier life choices to treat and prevent disease and reduce health inequalities. This project contributes to the achievement of this vision by addressing the key problems and opportunities to improved walking and cycling journeys in the study area.

### **2.2.5 Active Travel Task Force Report (2018)**

The Active Travel Task Force report makes recommendations on how to tackle the barriers to delivering new, innovative and popular infrastructure which encourages walking and cycling. The report outlines 18 recommendations which are split into four broad themes, the first three of which are addressed by this project:

- Infrastructure
- Community Engagement
- Behaviour Change and Culture
- Policies, Processes and Resources

### **2.2.6 Active Travel Framework (2019)**

The Active Travel Framework brings together the key policy approaches to improving the uptake of walking and cycling in Scotland for travel. The framework identifies five high level outcomes that will contribute to realising the long-term vision and achieving the strategic objectives for policy at local and national level. The framework incorporates the aims of the National Walking Strategy and Cycling Action Plan as well as their related indicators, contributing to the national outcomes which form part of the National Performance Network.

### **2.2.7 Infrastructure Commission for Scotland – Key Findings Report (2020)**

The Key Findings Report states that acceleration of the decarbonisation of heat and transport must be a key priority in reaching net zero carbon over the next 30 years. It recommends that the Scottish Government should ensure that NTS2 and the second Strategic Transport Projects Review (STPR2), which are due to be published during 2020, fully reflect the need to deliver an inclusive net zero carbon economy and consider the infrastructure and the use of it as a holistic system. The report states that "this should include:

- Aligning strategic investment decisions to address fully the requirement for demand management, a substantial increase in the proportion of journeys made by active travel, and opportunities for shared mobility as well as a much greater role for public transport.
- For such roads investment that is made as part of the above, a presumption in favour of investment to future proof existing road infrastructure and to make it safer, resilient and more reliable rather than increase road capacity."



## 2.3 Regional Policy

### 2.3.1 Regional Transport Strategy Refresh (2013)

Nestrans Regional Transport Strategy (RTS) was initially published in 2008 and was subsequently refreshed in 2013 following a number of changes to the policy and economic context within which the RTS sits. The Strategy has four strategic objectives based around Economy; Accessibility, Safety and Social Inclusion; Environment; and Spatial Planning.

Strategic Objective 2: Accessibility, Safety and Social Inclusion highlights the need to enhance choice, accessibility and safety of transport for all in the north east, particularly for disadvantaged and vulnerable members of society and those living in areas where transport options are limited. This also includes the aspiration to achieve increased use of active travel and improve air quality as part of wider strategies to improve the health of north east residents. This project contributes specifically to these aims.

### 2.3.2 Active Travel Action Plan (2014)

A commitment to develop an Active Travel Action Plan was included in the 2013 refresh of the Regional Transport Strategy with the aim of encouraging increased levels of active travel across the region. The action plan contains a long-term vision for active travel in the north east, in line with the overarching vision of the RTS, and covers the period to 2035. This project will build on the ATAP by identifying future improvements to the network in the north of the city.

## 2.4 Local Policy

### 2.4.1 City Centre Masterplan (2015)

The City Centre Masterplan (CCMP) report outlines a 20-year development strategy for Aberdeen City Centre. The masterplan, comprises of multiple documents, provides a framework for managing the city centre development up to 2035. The masterplan provides policy makers, landowners, employers, residents, investors and developers with a clear direction for future development, highlighting key physical development projects and non-physical initiatives related to city centre regeneration.

Within the plan, the Public Realm Strategy highlights the importance of improving connections and movements around the city. It states connectivity will be improved to facilitate a constant flow of pedestrians and cyclists around the city centre. This project will address the key challenges of accessing the city centre from the north of the city.

### 2.4.2 Aberdeen City Council Local Transport Strategy (2016)

The Local Transport Strategy (LTS) sets out the policies and interventions adopted by Aberdeen City Council to guide the planning and improvement of the local transport network over a five-year span. Following the previous LTS published in 2008, an analysis of the current transport trends and problems, a wide policy review and two rounds of consultation was undertaken. This review led to a refresh of the LTS vision, which now looks to develop:

*"a sustainable transport system that is fit for the 21<sup>st</sup> Century, accessible to all, supports a vibrant economy, facilitates healthy living and minimises the impact on our environment"*

### 2.4.3 Aberdeen Active Travel Action Plan (2017)

The Aberdeen Active Travel Action Plan identifies the policies and design principles that Aberdeen City Council will abide by from 2017 to 2021. It identifies several actions and interventions that will be pursued in order to increase the number of journeys undertaken by active travel, while working towards meeting the vision set out in the Nestrans regional Active Travel Action Plan discussed in Section 2.3.2. This project will build on the ATAP by identifying future improvements to the network in the north of the city.

#### **2.4.4 Cross City Connections (STAG Part 1 Appraisal) (2017)**

In 2013, Aberdeen City Council published its Strategic Infrastructure Plan (SIP). It focusses on the delivery of the Strategic and Local Development Plans, identifying five key infrastructure goals. With regards to one of the key goals of transport, the Cross City Connections was identified as a new project. It focusses on:

- The transport connections between new areas of development on the outskirts of Aberdeen and in areas of Aberdeenshire close to the Aberdeen City boundary
- Providing attractive alternatives to the private car.

#### **2.4.5 Roads Hierarchy (2019)**

The Roads Hierarchy report helps to provide a policy context for future transport planning and forms the basis of identifying future projects now the Aberdeen Western Peripheral Route (AWPR) has been completed.

Ensuring access is maintained to the city centre, while aiming to prioritise people movement over motorised vehicle congestion is a key focus of the report. It suggests it will be necessary to ensure the whole transport network is modified and managed to prioritise and support active and sustainable travel. This forms the context of future road network improvements underlying the development of active travel improvements.

### **2.5 Ongoing Projects**

#### **2.5.1 Berryden Corridor Improvements**

The Berryden Corridor Improvements (BCI) aims to tackle the pinch point in the network, as the route facilitates journeys between the city centre, the north of Aberdeen and beyond. Currently significant congestion exists, and the route is operating beyond its capacity. Plans to mitigate this include widening the existing road and junction improvements between Skene Square and Ashgrove Road. Furthermore, there is the construction of a new section of road between Ashgrove Road and Kittybrewster roundabout. The project will offer opportunity for further active travel improvements and connections to the north-west of the city centre.

#### **2.5.2 City Region Deal Strategic Transport Appraisal (2019)**

The Aberdeen City Region Deal Strategic Transport Appraisal is a STAG-based options appraisal which aims to take a long-term view of key transport requirements of the region. Having progressed through the Pre-Appraisal and Options Generation stage between 2017 and 2019, the study is currently at the STAG Part 1 initial appraisal, where the developed options will undergo an initial qualitative appraisal.

### **2.6 Sustrans – Key Publications**

#### **2.6.1 Paths for Everyone - National Cycle Network Review**

Paths for Everyone is a review of the National Cycle Network (NCN) and an outline plan for improving and managing the network. The report is based on an audit of the NCN, carried out by independent surveyors in 2015-16, along with the views of a wide range of stakeholders, including users, partners, volunteers and supporters. The report defines two key strategic priorities: to make the NCN safer and more accessible for everyone. It also sets out a number of goals for a transformation of the network by 2040 which include:

- Ensuring that the whole network is categorised as being in 'very good' or 'good condition (currently 54%);
- Replacing existing on-road sections (currently 16,900 km) with new traffic-free paths or by creating quiet-way sections; and
- Increasing the number of users by 90% (compared to 2017) and more than doubling the number of journeys made on the NCN.

These goals are supported by 15 recommendations, which includes the delivery by 2023 of over 50 'activation projects', selected to improve accessibility on the network and demonstrate the level of change required.

### 2.6.2 Places for Everyone

1. Places for Everyone is a Transport Scotland funded programme, administered by Sustrans, that offers funding and support to local authorities and other applicants for the delivery of infrastructure to support everyday walking and cycling trips. The latest guidance was published in January 2020. To ensure that all projects which receive funding make the largest possible impact, applications for funding are assessed against their potential to meet the programme's Design Principles: Develop ideas collaboratively and in partnership with communities.
2. Facilitate independent walking, cycling and wheeling for everyone, including an unaccompanied 12 year old.
3. Design places that provide enjoyment, comfort and protection.
4. Ensure access for all and equality of opportunity in public space.
5. Ensure all proposals are developed in a way that is context-specific and evidence-led.
6. Reallocate road space, and restrict motor traffic permeability to prioritise people walking, cycling and wheeling over private motor vehicles.\*

\* In exceptional circumstances, Places for Everyone may consider projects where it is not technically feasible to achieve this specific criterion if all others are met and the impact of the proposal is deemed significant by Sustrans.

All Places for Everyone projects must meet these design principles. Further information is outlined in Appendix A to clarify what some of these design principles might mean in terms of practical delivery.

### 3. Existing Conditions / Context / Travel Trends

#### 3.1 Overview

To understand how a transport network operates, it is necessary to assess existing and past data trends for transport and travel within the area, as well as connections to and from areas nearby. This section provides an exploration of the information available, which has been extracted from relevant data sources. The data analysis undertaken validates and adds to the problems and opportunities which inform the objective setting.

The data analysis was complimented by observations taken from a site visit conducted on 12<sup>th</sup> September 2019, which provided an important source of information regarding the existing conditions in the local area.

#### 3.2 Data

##### 3.2.1 Mode share

In order to understand the level of active travel use in the city, census data for method of travel to work or study has been reviewed. A comparison between the 2011 census results and 2001 census results was also reviewed in order to understand the trends in the local area. The data is summarised in Table 1:

Table 1 - Travel to work and study (Census 2011)

Transport Mode	Scotland	Aberdeen City		
	2011	2011	2001	% change between 2001 and 2011
Works or studies mainly at or from home	11.3%	9.4%	4.7%	4.7%
Underground tube metro or light rail	0.3%	0.0%	0.0%	0.0%
Train	3.5%	0.5%	0.3%	0.1%
Bus minibus or coach	13.4%	14.1%	14.9%	-0.8%
Taxi or minicab	0.7%	0.8%	0.9%	-0.1%
Driving a car or van	40.9%	38.4%	38.8%	-0.3%
Passenger in a car or van	9.0%	7.3%	9.6%	-2.3%
Motorcycle scooter or moped	0.2%	0.3%	0.5%	-0.2%
Bicycle	1.3%	1.7%	1.5%	0.2%
On foot	18.5%	25.6%	26.7%	-1.1%
Other	0.9%	1.9%	2.1%	-0.2%

The data highlights that residents travelling to work or study by foot in Aberdeen are significantly higher than the national average (7.1% higher), which follows the expected trend when comparing the national average to an urban environment. Further to this, there has been a 1.1% decrease in people travelling by foot between 2001 and 2011 in Aberdeen City. The levels of residents cycling to work is significantly lower than those travelling by foot and is similar to the national average. Census data indicates a 0.2% increase in people cycling to work between 2001 and 2011.

Travelling to work or study by car still has the highest mode share in the city, accounting for 38.4% of all trips. This level is slightly lower than the national average (40.9%) and is a decrease on the amount of people

travelling by car in Aberdeen since 2001. However, the proportional mode share of residents driving to work or study has in fact slightly decreased since 2011, where the figure was 39%.

Table 2 outlines the travel to work data for the Study Area and Wider Study Area, utilising Census 2011 data at Data Zone level, compared to the wider city mode share. This highlights that a larger proportion of residents in the Study Area and Wider Study Area travel to work on foot and by bicycle, 8.2% and 0.2% greater respectively. Further to this, significantly less residents drive a car or van than in Aberdeen city overall (8.4% less).

Table 2 - Study Area and Wider Study Area travel to work and study (Census 2011)

Transport Mode	Study Area and Wider Study Area (Census 2011)	Aberdeen City (Census 2011)
Works or studies mainly at or from home	11.1%	9.4%
Underground tube metro or light rail	0.0%	0.0%
Train	0.3%	0.5%
Bus minibus or coach	15.3%	14.1%
Taxi or minicab	0.7%	0.8%
Driving a car or van	30.0%	38.4%
Passenger in a car or van	5.4%	7.3%
Motorcycle scooter or moped	0.2%	0.3%
Bicycle	1.9%	1.7%
On foot	33.8%	25.6%
Other	1.4%	1.9%

### 3.2.2 Trip Generators

There are a range of trip attractors within and around the study area which dictate movements, these include education centres, transport hubs, health centres and retail and leisure parks. Figure 2 illustrates the key trip generators and Figure 3 demonstrates the origin /destination trips that Bridge of Don residents make to work.

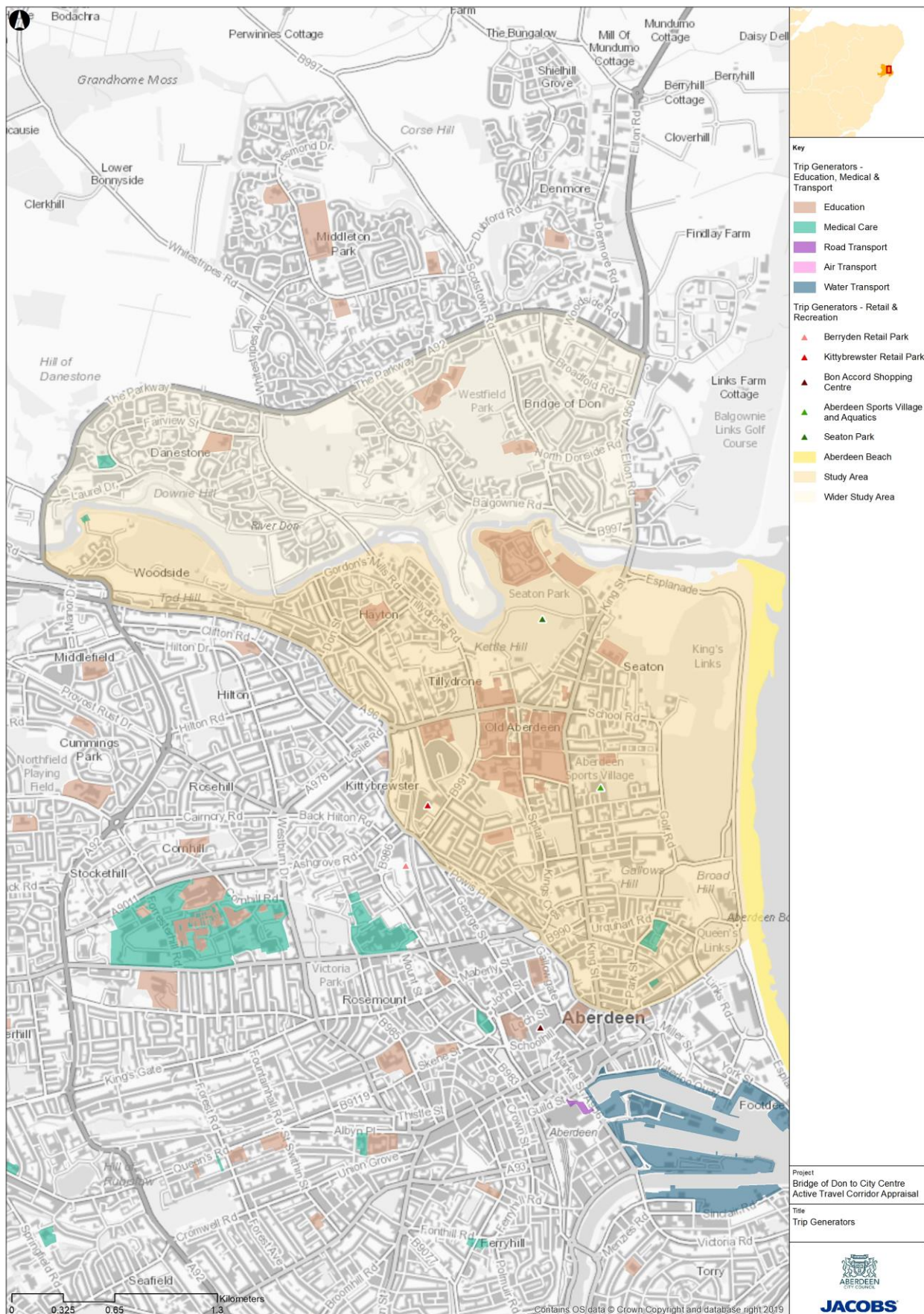


Figure 2 - Key Trip Generators

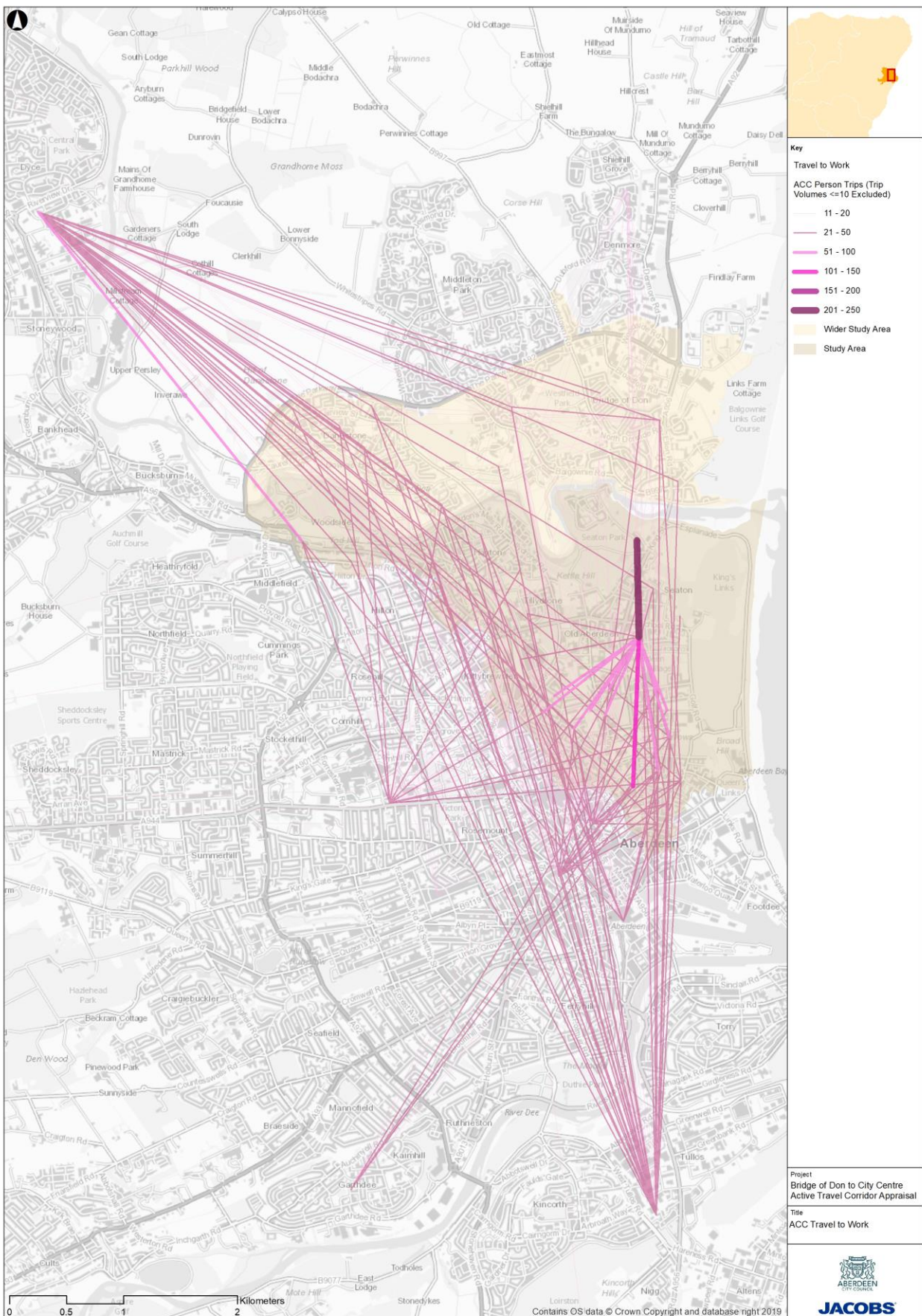


Figure 3 - Travel to work (Bridge of Don Residents only)

The main education centre trip generator in the area is the University of Aberdeen campus, situated in Old Aberdeen, south of the River Don. There are currently over 15,000 students attending the University, with the students split mainly between the Old Aberdeen Campus and Aberdeen Royal Infirmary Campus. Figure 3 demonstrates that as well as generating trips for the student population, the University is also a key trip generator for employment.

Figure 3 shows that there are a large number of residents in the Study Area who also work within the Study Area, mainly in Old Aberdeen, near the main University of Aberdeen Campus. A significant number of residents from the Study Area and Wider Study Area work in Dyce and the city centre / harbour area.

The main employment trip generators for Bridge of Don residents include Stoneywood Business Park, Aberdeen Royal Infirmary, Union Street (including Union Square), Bon Accord Centre and Tullos Industrial Estate. Figure 4 illustrates the key employment locations for Bridge of Don residents, taken from Census 2011 travel to work data.

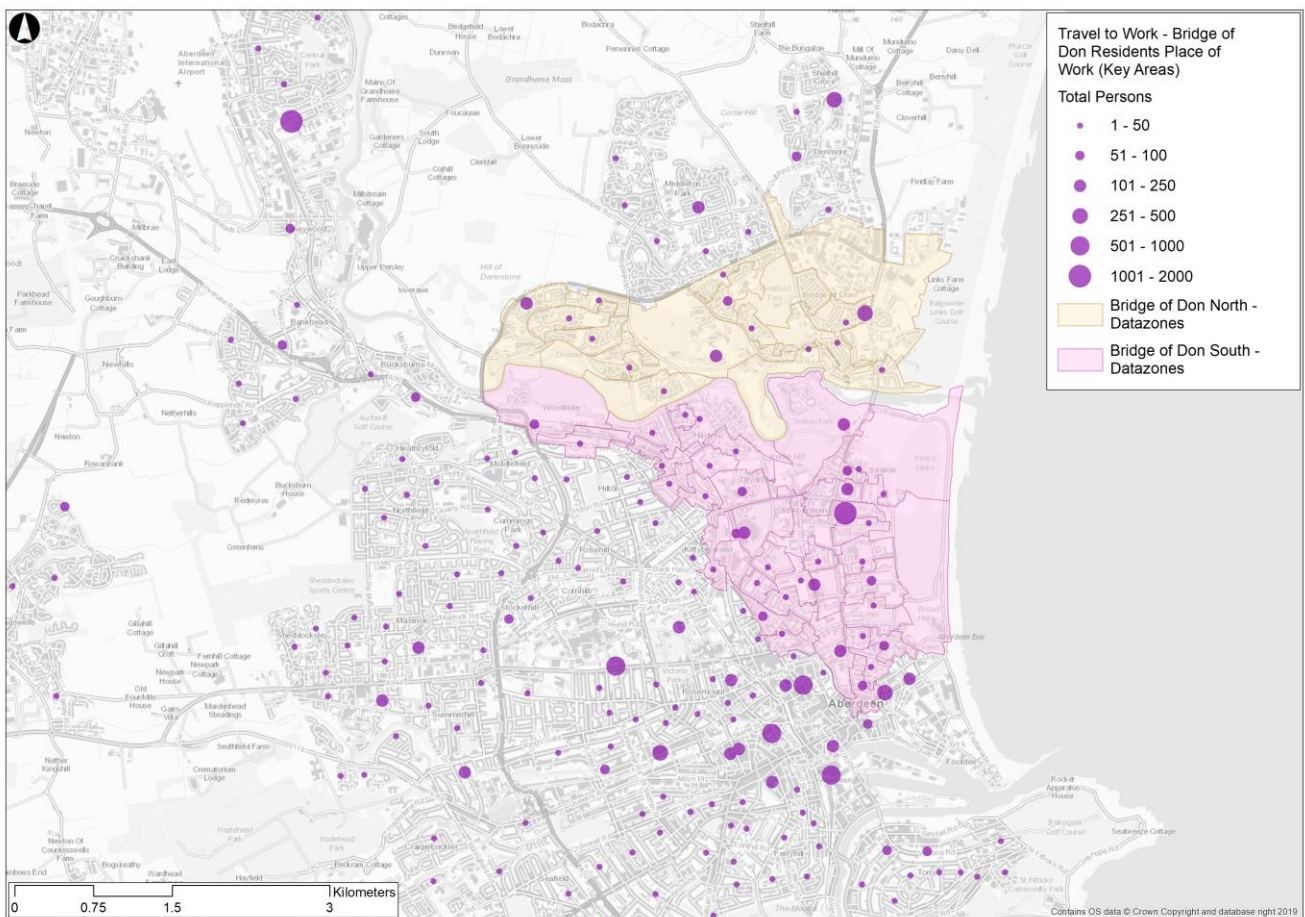


Figure 4 - Place of work for Bridge of Don Residents

High schools which have a catchment area within, or in close proximity to the study area include Oldmachar Academy, Bridge of Don Academy, St Machar Academy, Aberdeen Grammar and Harlaw Academy. Table 3 demonstrates the current number of pupils attending each school, as well as the forecasts for the future.



Table 3 - High School Total Pupils (*2017 Based Aberdeen City School Roll Forecasts*)

School Name	Pupils		
	2017 Actual	2020 Forecast	2025 Forecast
Oldmachar Academy	757	847	1179
Bridge of Don Academy	579	667	806
St Machar Academy	817	882	1165
Aberdeen Grammar	1120	1094	1058
Harlaw Academy	903	946	1171

It is evident from the above figures that there will be considerable rise in the number of students attending the high schools which have part of their catchment within the Bridge of Don area.

### 3.2.3 Active Travel Accessibility

In order to understand the overall accessibility of the study area by walking and cycling, an accessibility analysis was undertaken for this study. This was based on estimated journey times for walking and cycling from both study areas, as well as journey times from some of the key trip generators in the area. Pedestrian trips were assessed using suitable footpath and footway provision and cycle trips on suitable cycleways, shared-use paths and road provision. The established active travel network which is currently promoted to the public (including the Core Paths, NCN and local links) is illustrated below in Figure 5.

The analysis that follows highlights the strong accessibility potential of the existing walking and cycling network. In practice, this potential is undermined by physical barriers and other limiting factors (which are described further in this section of the report) but analysis underlines the accessibility that can be achieved if these barriers are overcome.

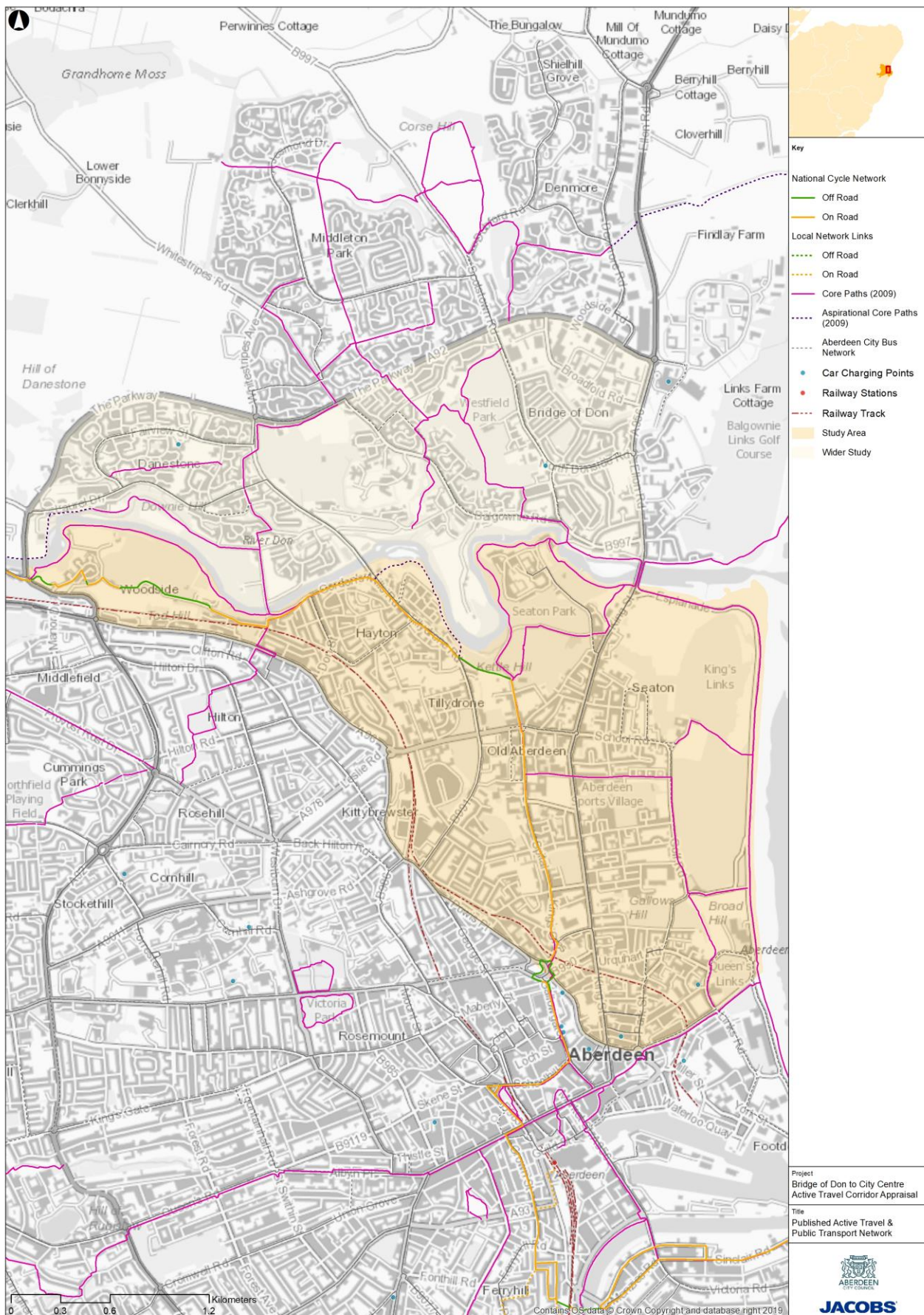


Figure 5 - Active Travel Network

TRACC multimodal accessibility analysis software was used to estimate these travel times. TRACC creates a dataset of all journeys and routes possible within a specified journey time, using the road network, core path network and cycle network. For this study only journey times up to a 60 minutes for pedestrians and 30 minutes for cyclists were considered.

### Bridge of Don Accessibility

The accessibility plots in Figure 6 and Figure 7 for the Bridge of Don area demonstrate the estimated journey time extent for cycling and walking respectively. Within a 30-minute cycle journey time it would be possible to reach as far as Aberdeen Airport to the northwest and south of Aberdeen city centre. Within a 30-minute walking journey time it is possible to reach just south of the River Don and within 60 minutes it is possible to reach the northern extents of the city centre.

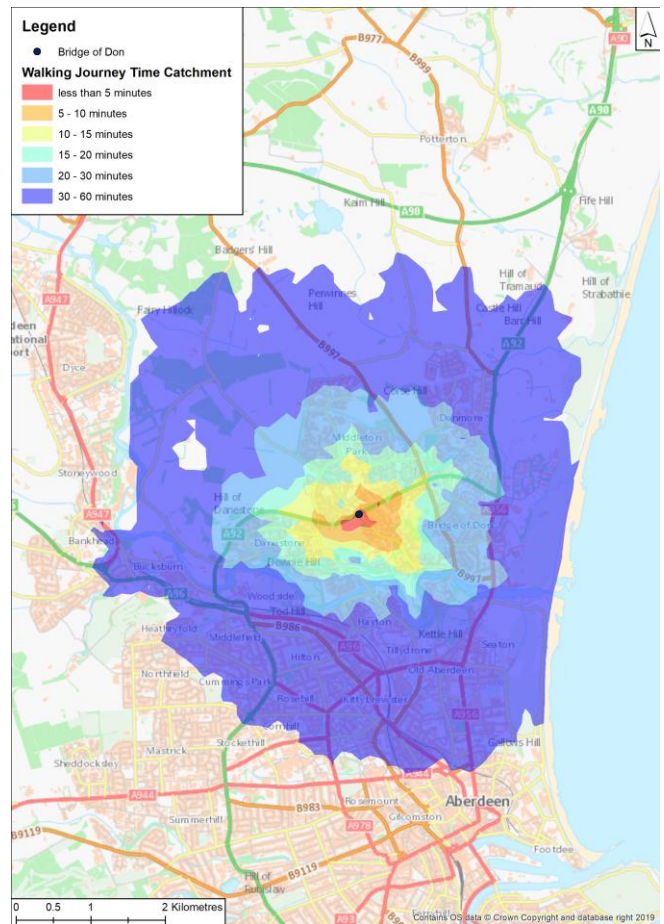
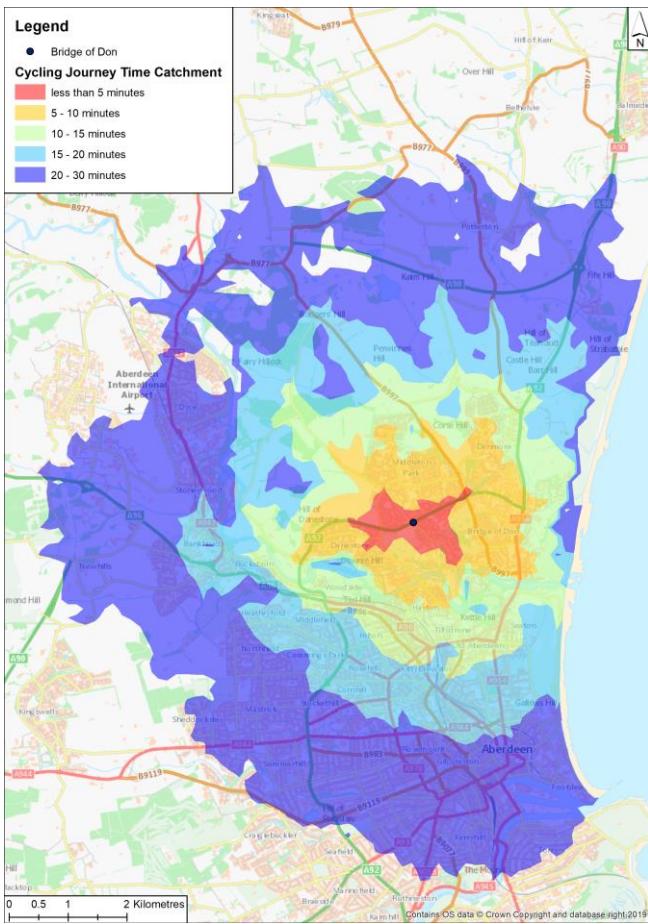


Figure 6 - Cycling catchment for Bridge of Don

Figure 7 - Walking Catchment for Bridge of Don

### City Centre Accessibility

The accessibility plots in Figure 8 and Figure 9 for the city centre Masterplan area demonstrate the estimated journey time extent for cycling and walking respectively. Within a 20-minute cycle journey time it would be possible to reach most of the Bridge of Don area and Middleton Park. Denmore to the north is within a 30 minutes cycle. Within a walking journey time of 60 minutes the majority of the wider Bridge of Don study area, i.e. within the A92 and A90, is accessible from the city centre masterplan extents.

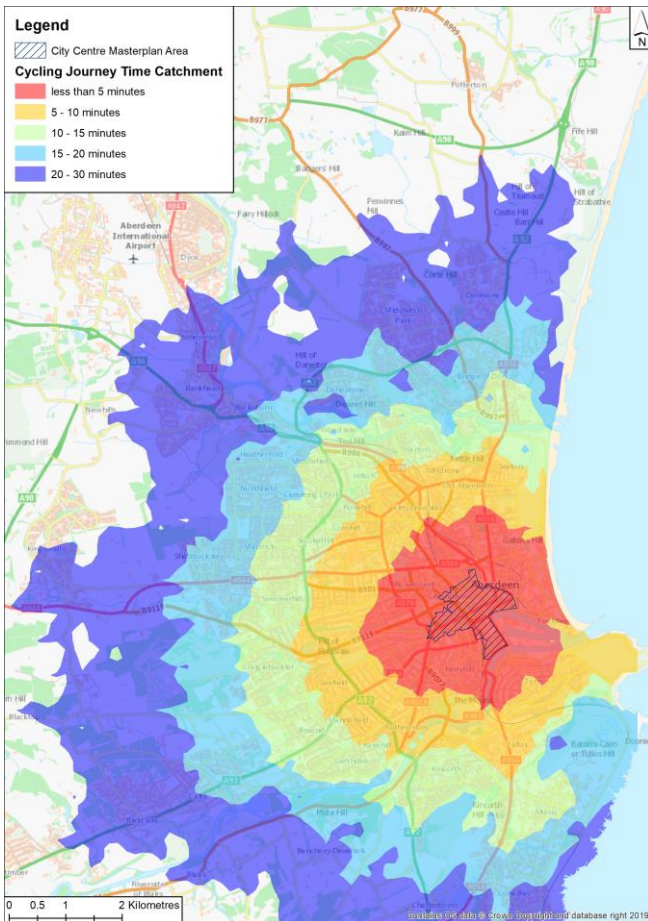


Figure 8 - Cycling catchment for the City Centre Masterplan area

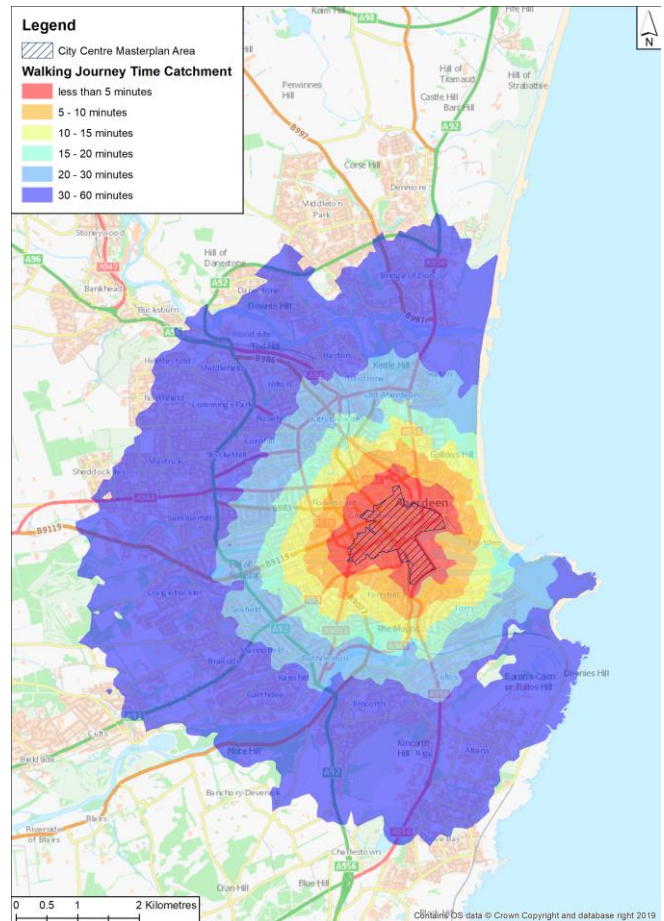


Figure 9 - Walking catchment for the City Centre Masterplan area

### University of Aberdeen Accessibility

The accessibility plots in Figure 10 and Figure 11 for the University of Aberdeen demonstrate the estimated journey time extent for cycling and walking respectively. The wider Bridge of Don study area can be reached within 15 minutes, and in its entirety within 20 minutes by bicycle. It is possible to reach the wider Bridge of Don area within a walking time of 60 minutes; some locations to the south are within 30 minutes.

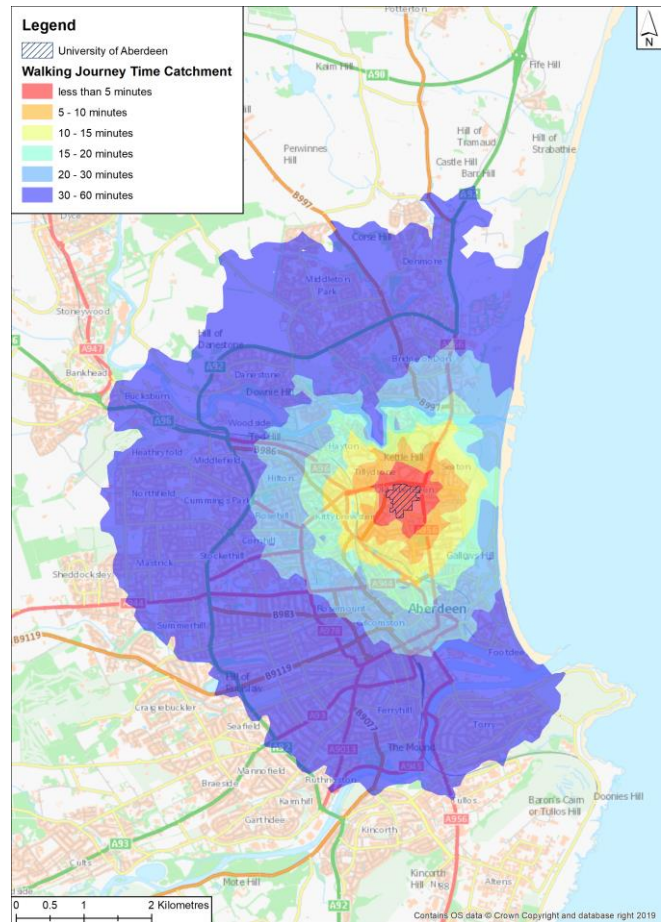
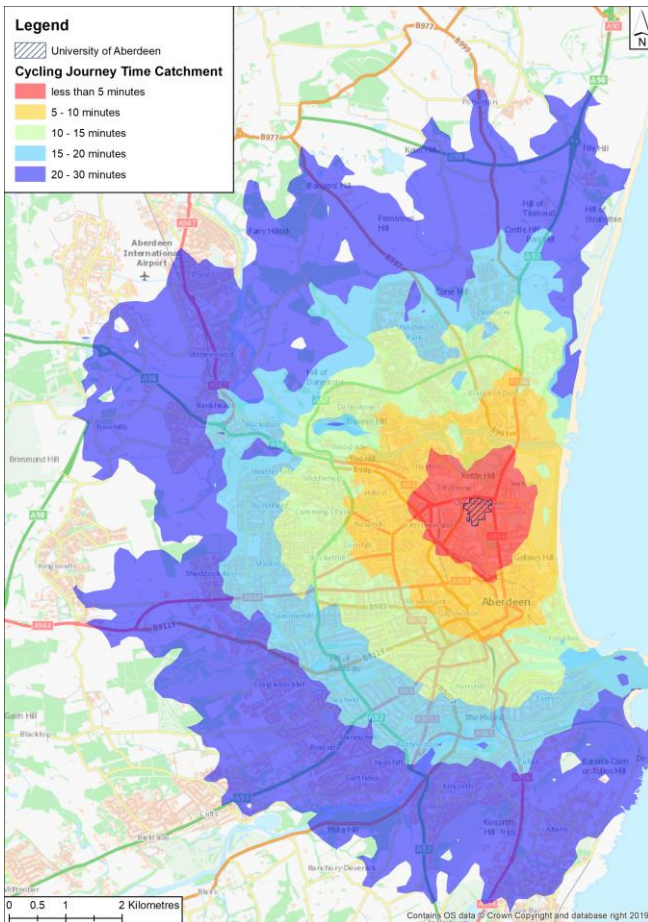


Figure 10 - Cycling catchment for University of Aberdeen

Figure 11 - Walking catchment of University of Aberdeen

### Aberdeen Royal Infirmary Accessibility

Figure 12 and Figure 13 shows accessibility plots for the Aberdeen Royal Infirmary, demonstrating the estimated journey time extent for cycling and walking respectively. The wider Bridge of Don study area is accessible within 30 minutes by bicycle. It is however only possible to access around half of the wider Bridge of Don study area within a walking time of 60 minutes.

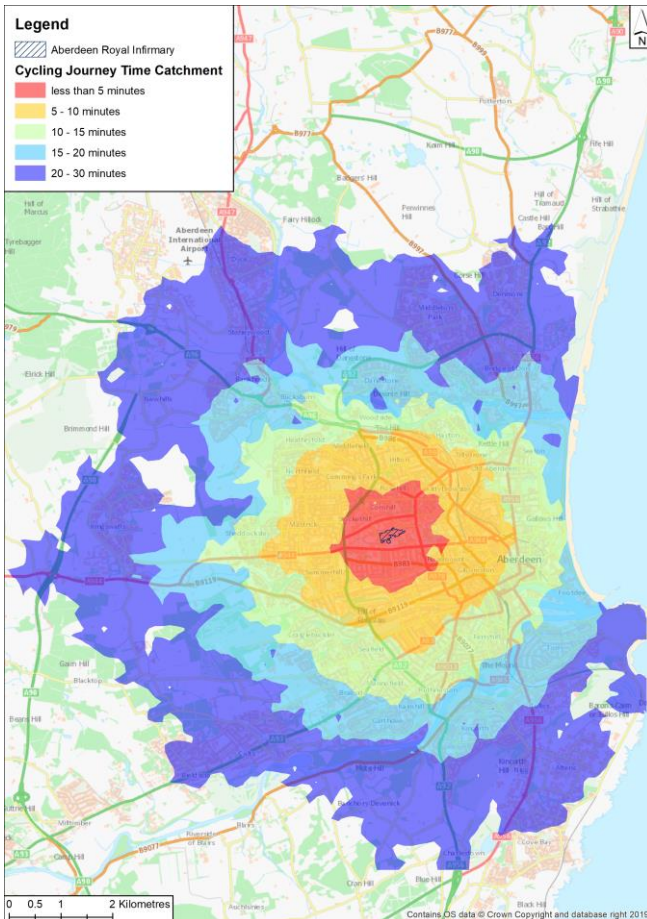


Figure 12 - Cycling catchment for Aberdeen Royal Infirmary

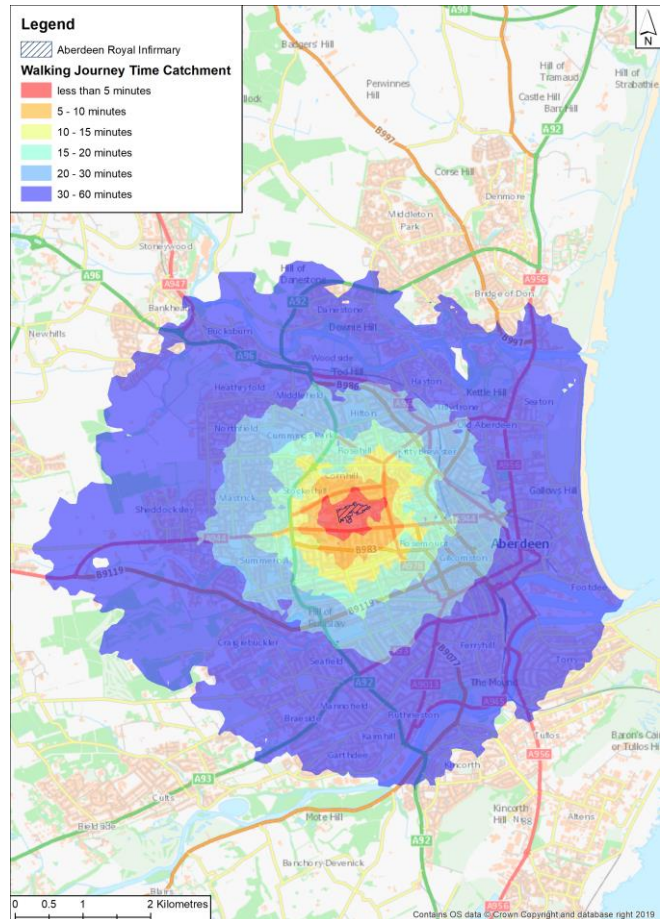


Figure 13 - Walking catchment for Aberdeen Royal Infirmary

## Beach Area Accessibility

The accessibility plots in Figure 14 and Figure 15 for the Beach Leisure Centre/Ballroom demonstrate the estimated journey time extent for cycling and walking respectively. The wider Bridge of Don study area can be reached within a 30-minute cycle time. It is only possible to reach the south-eastern portion of the wider Bridge of Don study area within a walking time of 60 minutes.

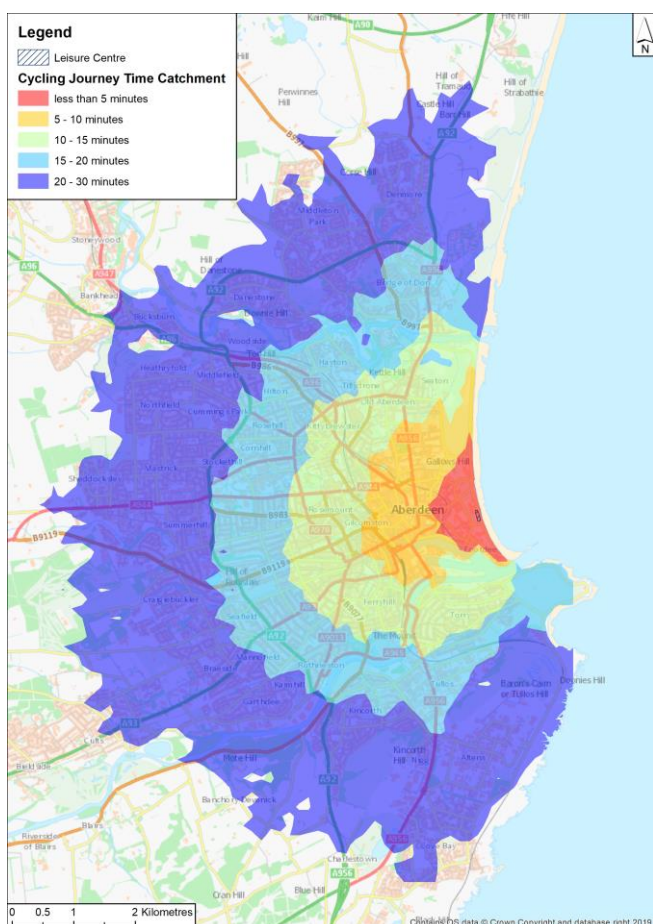


Figure 14 - Cycling catchment for beach area

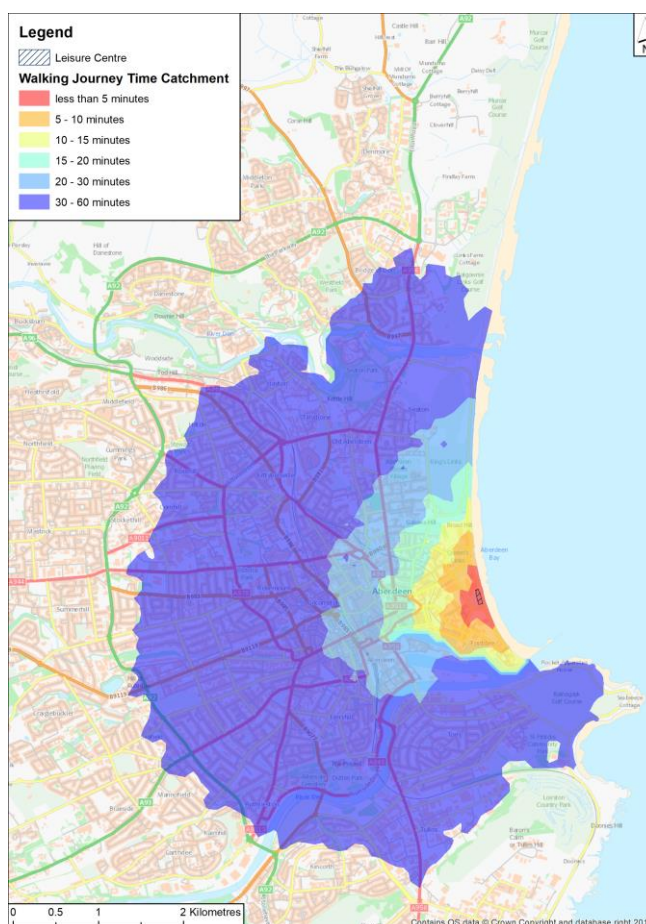


Figure 15 - Walking catchment for beach area

## 3.3 Existing network

### 3.3.1 Overview

A review of the existing active travel network was undertaken in order to assess the travel facilities and quality of infrastructure in place within the local area. This allows for a better understanding of the needs and facilities for all active travel users across the local area. To inform this assessment, a desktop analysis was undertaken and a site visit was conducted on 12<sup>th</sup> September 2019 and the routes surveyed are displayed in Figure 16.

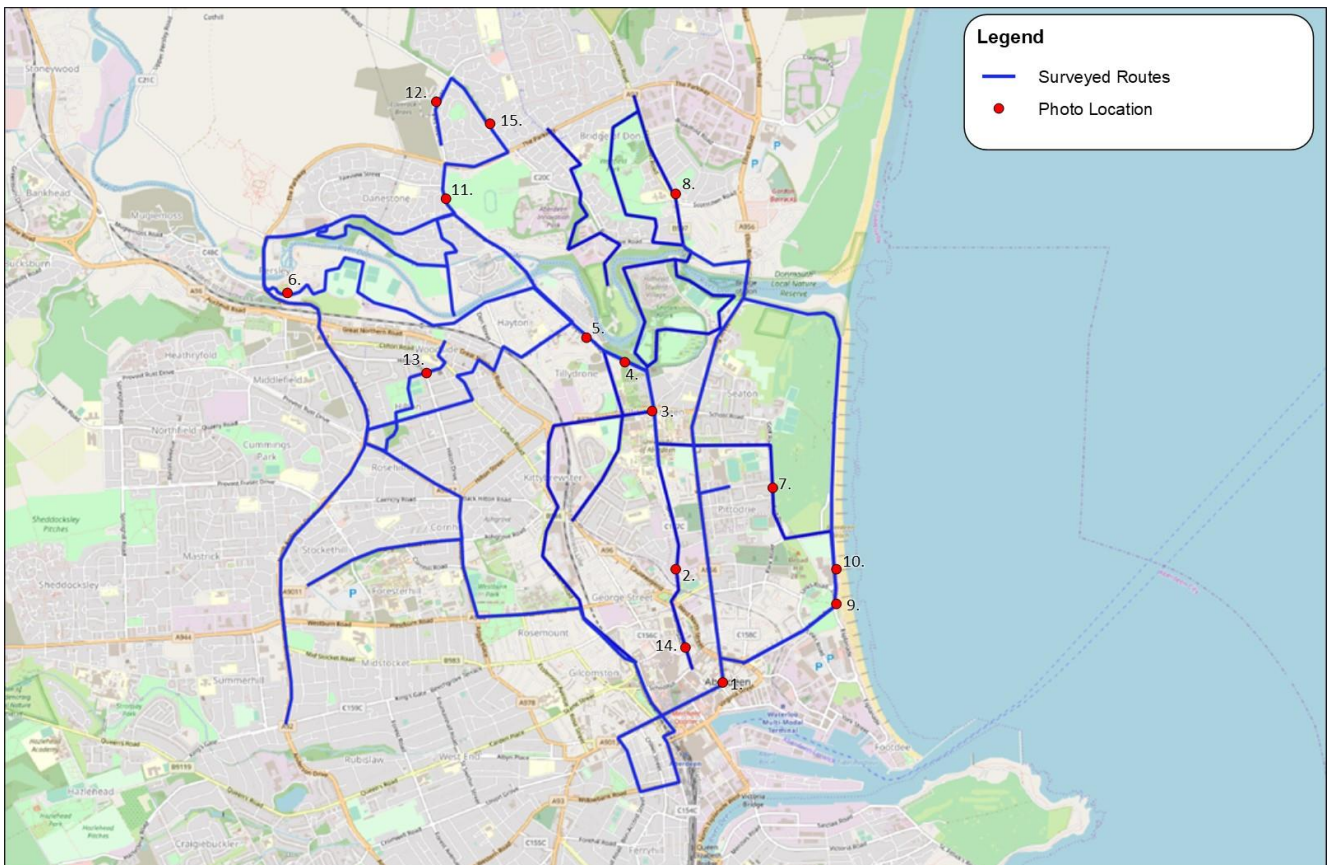


Figure 16 - Routes surveyed during site visit

### 3.3.2 Cycle Facilities

Beyond the capacity for cyclists to utilise the road, the cycling network in the Study Area, Wider Study Area and the wider Aberdeen City area consists of a mixture of on-road advisory cycle lanes, off-carriageway cycleways and cycle paths.

There is a mixture of designated national and local level cycle routes in the area, including the NCN Route 1 which routes north / south. The NCN 1 stretches for 2,728 km from Dover to the Shetland Islands and the segment that runs through the study area is the Aberdeen to Inverness Section. In Sustrans survey of the NCN in 2017-18, off-road segments typically scored well in the review, whereas on-road sections achieved lower scores. As noted in paragraph 2.6.1, Sustrans have a long-term goal to convert all existing on-road sections of the NCN to traffic-free routes.

The NCN routes north to south from the city centre are primarily an on-road section on Gallowgate and Spital until the St Machar Cathedral. From here the route goes east to west in a mixture of on-road and off-road sections. Photo 1 to Photo 6 below show the facilities along the NCN1 in the Study Area and Wider Study Area.





Photo 1 - NCN1 Signage near Marischal College



Photo 2 - NCN1 on-road section on King's Crescent



Photo 3 - NCN1 semi-segregated section on High St



Photo 4 - Off-carriageway section near Kettle Hill



Photo 5 - Segregated section on Tillydrone Road



Photo 6 - Off-carriageway section near Mugiemooss Road

The local cycling network is defined by Aberdeen City Council and Aberdeen Cycle Forum through a number of maps which illustrate the suggested cycle routes. The maps also show existing cycle facilities such as cycle Lanes, cycle shops, cycle parking and recommended quiet and recreational routes. The following images demonstrate some of the local cycle facilities in the Study Area and Wider Study Area:



Photo 7 - On-road advisory cycle lanes on Golf Road



Photo 8 - On-road advisory cycle lanes on Scotstown Road



Photo 9 - On-road advisory cycle lanes on Esplanade

### 3.3.3 Pedestrian Facilities

There is a range of pedestrian facilities in the Study Area and Wider Study Area. Within the study area there is a mix of modern pedestrian facilities including segregated footways, crossings and tactile paving, as well as some historical infrastructure. Photo 10 to Photo 15 demonstrate some of the pedestrian features within and around the study area.

<p>Photo 10 - Crossing on Esplanade</p>	<p>Photo 11 - Segregated Footway on Gordon Brae</p>	<p>Photo 12 - Signalised Crossing on The Parkway</p>
<p>Photo 13 - Uncontrolled crossing on Hilton Drive</p>	<p>Photo 14 - Footway on Gallowgate near NE Scotland College</p>	<p>Photo 15 - Footpath between the Parkway and Whitestripes Avenue</p>

### 3.3.4 Existing Conditions - Problems & Opportunities

Following the site visit and desktop study, an analysis was undertaken where problem and opportunity themes were developed; the defined themes are displayed in Table 4 and Table 5.

Table 4 - Site Visit Problem Themes

Problem Theme	Description
<p>Poor Accessibility / Connectivity</p>	<p>Limited permeability for pedestrians and cyclists due to restricted path width (e.g. prevalence of pavement parking), limited pedestrian crossings, and lack of dropped kerb provision</p>
	<p>Discontinuous path provision and linkages</p>
	<p>Challenging topography (steep gradient) limiting accessibility of active travel network for the elderly, users with impaired mobility, and users with limited fitness levels.</p>

Problem Theme	Description
Limited and Constrained Infrastructure	Poor signage and lighting along core paths and shared-use paths with unclear road markings creates confusion for pedestrians, cyclists and motorists alike, with the potential for accidents
	Limited visual amenity reduces attractiveness/appeal of network (e.g. lack of greenery)
	Poor surface conditions of paths (e.g. overgrown vegetation, loose gravel and cracked paving)
Real and Perceived Safety	Anecdotal evidence of vehicles not observing speed limits and performing unsafe overtaking manoeuvres
	Lack of lighting and unclear signage exacerbates real and perceived unsafe environment for pedestrians and cyclists.

Table 5 - Site Visit Opportunity Themes

Opportunity Theme	Description
Improved Accessibility / Connectivity	Scope to improve pedestrian access via wider footpaths and increased provision of pedestrian crossings
	Potential to enhance connectivity to services via foot and bike, e.g. enhance active travel links to/from west of Beach Leisure Centre (Esplanade)
High Quality Infrastructure	Low cost fixes to encourage walking (e.g. clearer signage on approach to Gallowgate roundabout and underpass)
	High quality pedestrian crossing points at new junctions serve as exemplars for future infrastructure
	NCN is generally well signposted and of good quality
Route Development	<p>Opportunity to fill the gaps and develop a linked active travel network</p> <ul style="list-style-type: none"> <li>- Direct core path links that cut through cul-de-sacs can be built upon</li> <li>- Wide footways and roads have potential for high quality active travel infrastructure incorporated into them</li> </ul>

### 3.4 Accident Data

#### 3.4.1 Overview

An analysis of accident data highlights the levels of fatal, serious and slight classified accidents by year. Over a 5-year period, 1169 accidents were recorded in the Aberdeen City Council area, 208 of which occurred in the defined Bridge of Don Study area. There is a general trend in the region of a decreasing number of reported accidents; from 2013 to 2017 there has been a 56% decrease in the number of reported accidents in the Aberdeen City Council area. In the Bridge of Don study area there has been a 66% decrease in reported accidents in the same time period.

Within the Bridge of Don study area, the majority of accidents tended to cluster along King Street, at key junctions on the A96 and A92. Figure 17 illustrates the location of road accidents recorded between 2013-2017 in the study area and the wider local Aberdeen area.

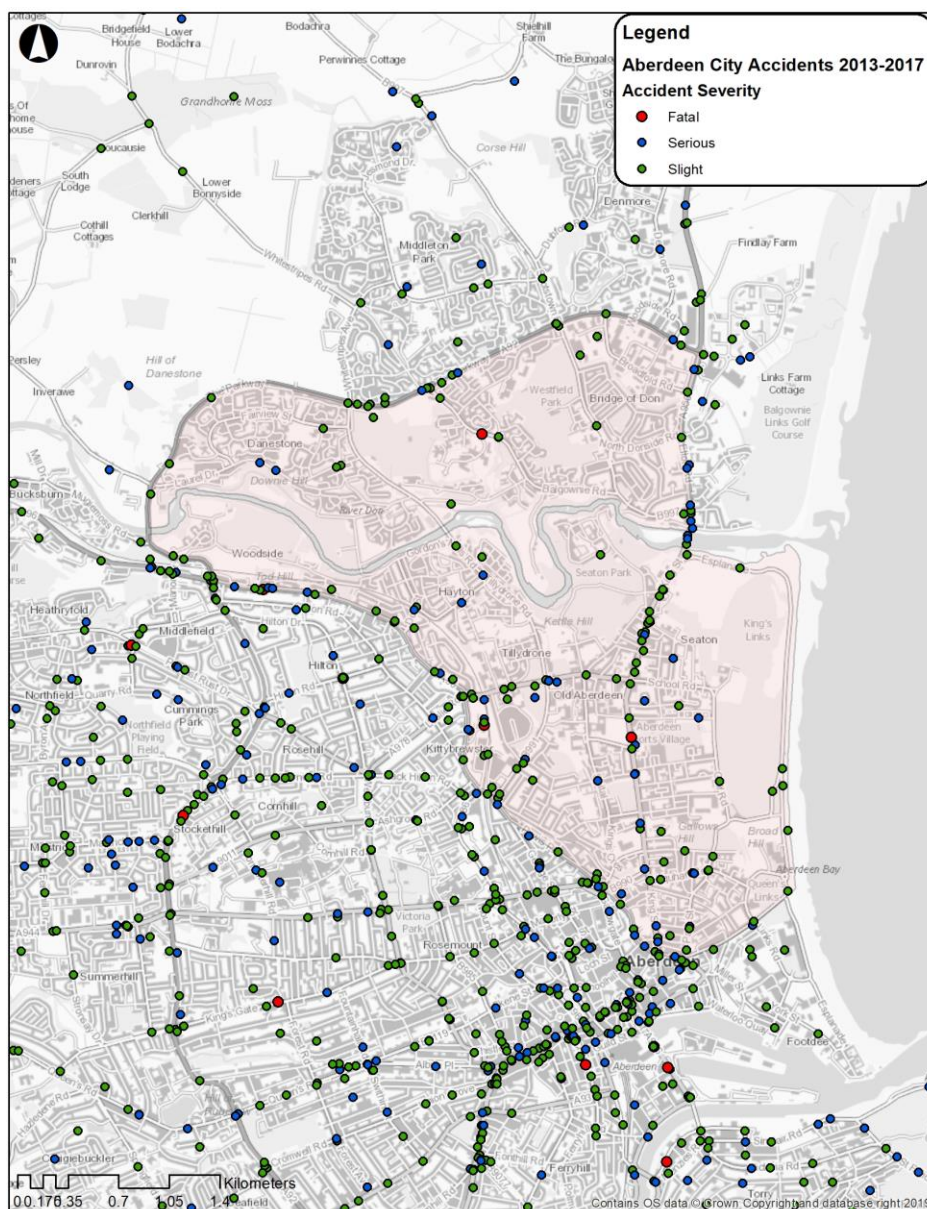


Figure 17 - Road Accidents by Severity (2013-2017) *STATS19*

Of the 208 recorded accidents in the Bridge of Don study area between 2013 and 2017, four accidents were fatal, 55 were serious and 149 were slight. The severity proportion of accidents is similar to that of the wider council area. Table 6 outlines the severity of accidents in the study area and the Aberdeen City Council area.

Table 6 - Road Accidents by Severity (2013-2017) *STATS19*

Accident Severity	Area	
	Aberdeen City Council	Bridge of Don Study Area
Fatal	20	4
Serious	327	55
Slight	822	149

### 3.4.2 Pedestrian and Cycling Casualties

An analysis of casualty data demonstrates the amount of accidents which involved either pedestrians and cyclists. This demonstrates that clusters of accidents involving pedestrians and cyclists tend to cluster around major junctions, specifically along the A96 and King Street. Figure 18 illustrates the spread of accidents involving pedestrians or cyclists between 2013 and 2017.

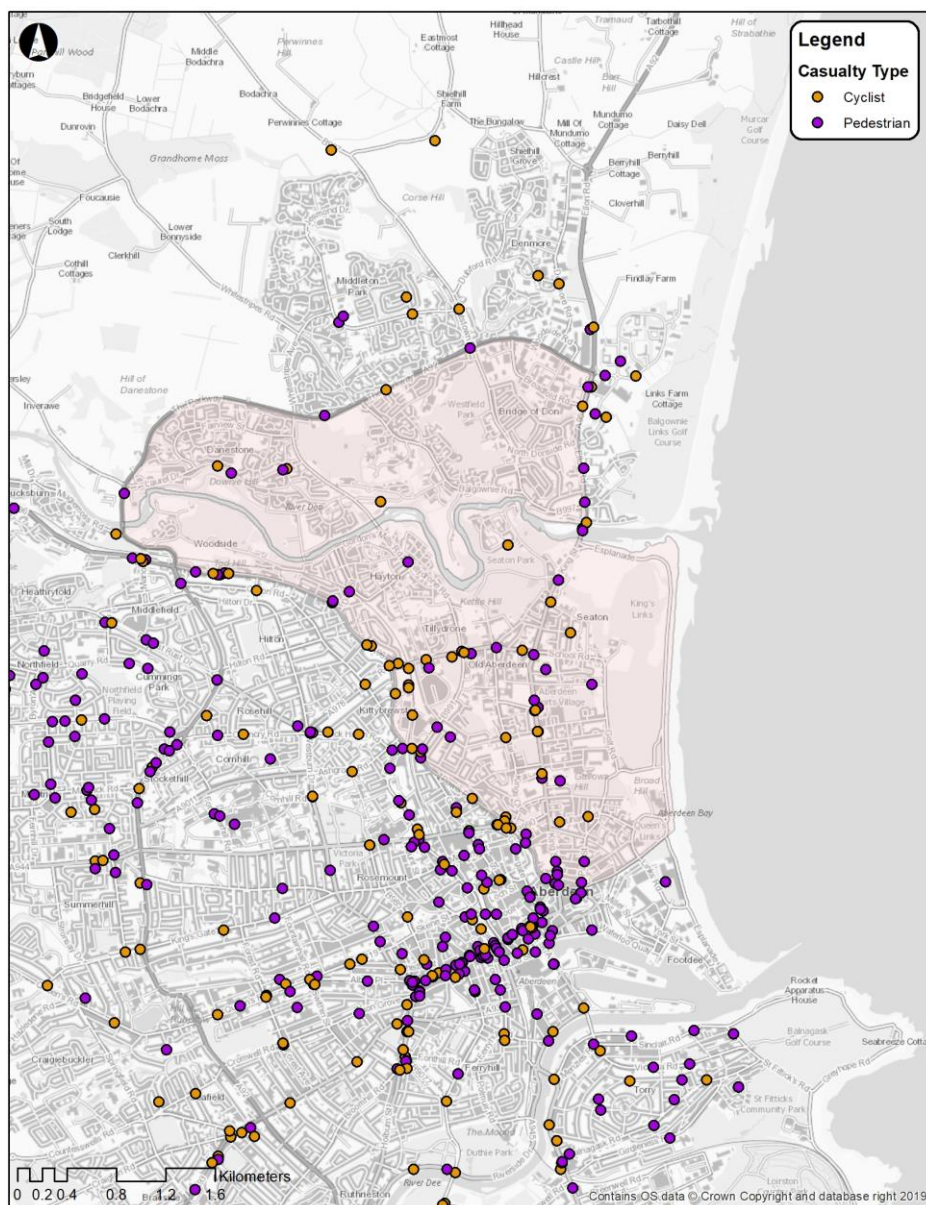


Figure 18 - Accidents Recorded Involving Pedestrians and/or Cyclists (2013-2017) *STATS19*

There are two main clusters of casualties involving cyclists, these are located at the A96 / Hutcheon St/Mounthooly roundabout and in the general vicinity of the A96 / St Machar Drive Roundabout. There is one clear cluster of pedestrian casualties, which is located in close proximity of the King Street / A96 junction. There was a total of 85 accidents involving a cyclist or pedestrian in the Bridge of Don study area between 2013 and 2017, amounting to 41% of total accidents recorded in this area. This proportion of accidents involving active travel users is similar to the Aberdeen City Council area.

## 4. Stakeholder Engagement

### 4.1 Consultation overview

Stakeholder Engagement is an essential element of the STAG process to ensure that specific knowledge and views of key users of the transport network are captured. It forms a key part of identifying the problems and opportunities in the local area, as well as potential interventions. Identifying key stakeholders who are affected by the local transport network, and engaging with through the appropriate means was considered essential in gathering a robust list of problems and opportunities

A communication strategy was developed by ACC and a wider stakeholder engagement plan was developed by Jacobs to facilitate the highest quality engagement, ensuring that delivery of the project is successful and effective. The aim of the stakeholder engagement process is to provide a means to share information, gather views and information which may affect a decision or activity and develop trusting long-term relationships with stakeholders.

The client team initially identified key stakeholders who would attend the stakeholder workshop as well as community groups who would be engaged with through surveys. Table 7 outlines the stakeholders who were invited to express their views on the Bridge of Don to City Centre Active Travel Corridor study:

Table 7 - List of Stakeholder Organisations who were contacted for engagement

Category	Organisation
Local Authorities	Aberdeen City Council
	Aberdeenshire Council
Aberdeen City Council	ACC Council Leaders
National / Regional Authorities	Nestrans
	Aberdeen City & Shire Strategic Development Partnership
Elected Members of Study Area	Bridge of Don Elected Members
	Dyce/Bucksburn/Danestone Elected Members
	Tillydrone/Seaton/Old Aberdeen Elected Members
	George Street/Harbour Elected Members
	Hilton/Woodside/Stockethill Elected Members
Local Active Travel Groups	Aberdeen Cycle Forum
	Grampian Cycle Partnership
	Aberdeen Outdoor Access Forum
	Cyclists' Touring Club Grampian
	Walk Aberdeen
National / Regional Active Travel Organisations	Cycling Scotland
	Sustrans
	CTC Grampian
	Aberdeen Outdoor Access Forum

Category	Organisation
	Living Streets
	Paths for All
<b>Health &amp; Emergency Services</b>	NHS Grampian
	NHS Grampian Public Health
	Police Scotland
	Ambulance Service
	Fire Brigade
	Integrated Joint Board Aberdeen
	Health and Transport Action Plan rep
	Aberdeen Health and Social Care Partnership
	Integrated Joint Board Aberdeenshire
<b>Local Community Councils (in project area) &amp; Residents</b>	Aberdeen City Community Council Liaison
	Old Aberdeen Community Council
	Froghall, Powis and Sunnybank Community Council
	Bridge of Don Community Council
	Dyce and Stoneywood Community Council
	Bucksburn and Newhills Community Council
	Danestone Community Council
	Tillydrone Community Council
	George Street Community Council
	Woodside and Hilton Community Council
<b>Equality Groups</b>	Disability Equity Partnership
	Bon Accord Access Panel
	Aberdeenshire North Access Panel
	Aberdeenshire South Access Panel
	Central Aberdeenshire Access Panel
	West Aberdeenshire Access Panel
	North East Sensory Services
	Grampian Regional Equalities Council
<b>Road Transport Operators</b>	North East Scotland Freight Forum
	Freight Transport Association
	Road Haulage Association
<b>Trunk Road Operation / Maintenance</b>	Bear Scotland
	Aberdeen Roads Ltd



Category	Organisation
<b>Rail Transport Operators</b>	Network Rail
	Abellio Scotrail
	Rail Freight Group
<b>Marine Public Transport Operators</b>	Northlink Ferries
<b>Bus Operators</b>	First Aberdeen
	Stagecoach Bluebird
	Community Transport Organisations
	Bains
	Deveron Coaches
	MW Nicoll
<b>Air Transport Organisations</b>	Aberdeen International Airport
<b>Business Organisations</b>	Visit Scotland
	Visit Aberdeenshire
	Aberdeen Inspired
	Institute of Directors
	Aberdeen Council of Voluntary Organisations
	Energetica
	Invest Aberdeen
	Aberdeen Harbour Board
	Peterhead Harbour
	Fraserburgh Harbour
	Opportunity North East
	Federation of Small Businesses
	Aberdeen & Grampian Chamber of Commerce
	Scottish Council of Development and Industry
Scottish Enterprise Grampian	
<b>Educational Organisations</b>	The University of Aberdeen
	Aberdeen's Robert Gordon University
	North East Scotland College
<b>Environment</b>	Scottish Environment Protection Agency
	Historic Environment Scotland
<b>Other</b>	Aberdeen Civic Forum
	Aberdeen Climate Action
	Aberdeen Play Forum
	Aberdeen City Voice

## **4.2 Stakeholder workshop**

### **4.2.1 Workshop attendees and format**

The stakeholder workshop was held on 9<sup>th</sup> October 2019 at Aberdeen City Council HQ (Townhouse) and was attended by a range of stakeholders with considerable knowledge using and operating transport in the local area.

The stakeholder workshop was attended by the following organisations:

- Aberdeen City Council
- Nestrans
- University of Aberdeen
- Aberdeen Cycle Forum
- CTC Grampian
- Disability Equity Partnership
- First Aberdeen

The workshop was facilitated by Jacobs employees with assistance from client group representatives. The running order and format, below, was adopted to encourage group discussions and allow attendees to express a wide range of views where appropriate:

- Presentation on study background, context and the purpose of the workshop
- Breakout session on problems and opportunities, including feedback
- Discussion of themes for Transport Planning Objectives
- Breakout session on potential interventions, including feedback
- Next steps

The presentation outlined the project approach, aims and how stakeholder engagement is a key component for achieving a successful outcome. Key facts, data trends and the local policy framework was summarised, painting a picture of current conditions in the wider study area. This was followed by the breakout session where attendees were split into groups, each facilitated by a Jacobs employee, where they were tasked with listing their top three problems and top three opportunities. Where possible, each group had a mix of representatives from organisations to ensure a variety of responses and prompt topical discussion. Each group reported back the findings to all attendees from their respective discussions and the results of the top three lists. These sessions were aimed at capturing attendees' views on problems relating to current active travel provision and identifying potential opportunities.

The afternoon session comprised of a short presentation on themes for Transport Planning Objectives. This highlighted the need to take cognisance of the Aberdeen City Region Transport Pre-Appraisal Objectives. Following this, the second breakout session took place, where attendees were tasked with discussing proposed interventions. Similarly to the morning breakout session, each group delivered a short presentation on the findings and key discussion points which took place during the session.

### **4.2.2 Workshop Problem and Opportunity Responses**

Following the conclusion of the stakeholder workshop, the results of the problems and opportunities breakout session were collated and categorised into main themes. The main problem themes identified were:

- Design Guidance & Standards
- Access;

- Connectivity & Integration;
- Trip-end Facilities;
- Constrained Infrastructure;
- Safety;
- Transport Governance & Policy;
- Public Perception & Behaviour Change; and
- Funding & Resources.

The main opportunities themes identified were:

- Access;
- Infrastructure Investment;
- Asset Management;
- Connected Network;
- Behaviour Change & Public Environmental Awareness;
- Design Guidance & Planning;
- Economic Growth;
- Funding; and
- Other.

The detailed responses regarding the problems affecting active travel in the local area are detailed below in Table 8 and responses regarding the potential opportunities for increasing active travel uptake are detailed in Table 9.

Table 8 - Problems Identified by Stakeholders During the Stakeholder Workshop

Problem Theme	Description
Design Guidance / Standards	King Street: a main cycle corridor route but limited road space/allocation for cyclists as high incidence of heavy goods vehicles (HGVs) and cars driving within hatched lanes resulting in cyclists being blocked, and narrow bus lanes meaning buses drive close to/behind cyclists – issue compounded by high traffic volumes
	Pinch points: Incoherent network for cyclists from Haudagain Roundabout through to the city centre (i.e. A92/A96 from dual use lanes to single with potential to cause conflict/accidents) and Ellon Rd bridge as buses stop at north-side of the bridge
	Infrastructure needs to be inclusive to needs of present and future: King Street (and other busy corridors) contain high traffic volumes – intimidating for inexperienced cyclists (especially children)
	Shared-use paths causes potential for conflict with pedestrians
	Retrofitting infrastructure, such as cycle lane widths, is very expensive undertaking
Access	Low bike ownership levels in Aberdeen
	Low density / suburban sprawl makes active travel less viable/attractive – particularly for those with limited mobility and/or fitness
	Topography / Gradient: Ground level changes and gradients are a significant disincentive to cycling, especially northwest of Middleton Park towards Dyce (e.g. Whitestripes Rd) – particularly for those with limited mobility and/or fitness

Problem Theme	Description
	<p>Unsuitable path conditions: 'old Aberdeen' style cobbled path of NCN route is problematic/difficult for off-road cycling option, and insufficient road gritting during winter problematic for on-road cyclists</p> <p>Poor path condition: prevalence of potholes and bumpy roads reduces attractiveness/viability of on-road cycling (e.g. King St)</p> <p>Limited equitable access throughout active travel network for those with mobility issues and wheelchair users, and insufficient available paths for those with visual impairment issues.</p> <p>Ellon Road: narrow pavement (shared-use path) combined with bus stop makes access problematic along path</p>
Connectivity / Integration	<p>Traffic signal phasing causes long delays/inconvenience for pedestrians and cyclists resulting in disrupted journeys</p> <p>General disjointed cycle infrastructure: kerbs &amp; crossings requiring cyclists to dismount</p> <p>Discontinuous cycling routes: incomplete River Don path; shared-use paths require cyclists to stop/give way at all sides of the road; diversionary off-road cycle routes are time inefficient (down back street), and with broken links between key areas: Murcar – Blackdog; Balgownie Road – Gordon Brae; Bridge of Don (generally)</p> <p>Poor pedestrian permeability due to absence of controlled crossing points in convenient locations, e.g. Ellon Road</p> <p>Lack of coherent direct line of travel from the north onwards to the city centre, especially across the bridge</p> <p>Bridge of Don is a barrier to North-South movement due to limited safe pedestrian crossing opportunities</p>
Trip-end Facilities	<p>In-demand University of Aberdeen – Hospital route not catered for in active travel provisions</p>
Constrained infrastructure (incl. investment and maintenance)	<p>ACC have not unlocked the benefits of Aberdeen Western Peripheral Route (AWPR); e.g. potential for less queuing, congestion and increase in traffic speed</p> <p>Limited road space and car park space for bike shelters; most cyclists use the railings</p>
Safety	<p>KSIs: e.g. St Machar Drive/ Roundabout lack of crossings: 1 fatality in September 2019, with potential for further conflict/accidents</p> <p>Perceived unsafe environment: Seaton Park: poor/lack of overhead lighting and advisory signage to deter usage of some paths at night, especially impacts vulnerable users – wheelchair users, pram users and women/children; and Stockethill – Danestone: limited bus and cycle prioritisation, resulting in perceived opportunity for conflict/accidents</p> <p>Soft measures to improve safety are often neglected/dismissed, e.g. shifting driver attitudes, bikeability in schools etc. – bikability especially is relying on volunteer time/efforts due to constrained local authority resources</p> <p>Traffic congestion: Large vehicles travelling at relatively high speeds during peak hours within Kittybrewster and along King St / Bridge of Don</p> <p>Limited off-road cycling routes available; e.g. King St-City Centre route is primarily on-road</p>

Problem Theme	Description
	Limited safe crossings: Northbound beach has no crossing to walk over to other side of the road
Transport Governance & Policy	Lack of political will to create action; schemes and funding suggestions don't translate into action on the ground (i.e. risk-adverse governance)
	Planning for/catering to car users is prioritised above all modes
	Little financial incentive not to drive into Aberdeen city and park – e.g. University of Aberdeen parking costs are £1/day (must buy in block of 5) – this price has not risen since 2009.
	Over-emphasis on Glasgow and Edinburgh active travel potential/opportunities/benefits – policy and governance disconnect with other areas
Public Perception / Behaviour Change	Car dependency culture compounded by convenience of driving within and between Bridge of Don rather than cycling and walking
	People perceive alternative to car as negative; culture of wanting to display overt affluence
	Vehicle pollution reduces appeal of active travel (e.g. Ellon Road/King St)
	Limited promotion / public awareness of active travel links
Funding / Resources	Local authorities have limited budgets; Sustrans' increase in budget puts strain on LAs as they need to match fund but also must prioritise resources (i.e. local authorities responsibility extends beyond Active Travel)

Table 9 - Opportunities Identified by Stakeholders During the Stakeholder Workshop

Opportunity Theme	Description
Access	Compact and relatively flat city, meaning distances for walking/cycling are short and routes are not strenuous - accessible for most users
	AWPR opening – alleviate volume of vehicles (especially diversionary route for HGVs) currently passing through Bridge of Don/Aberdeen city centre roads – opportunity to improve permeability and efficient access to key city areas for cyclists
	Improve consideration for cyclists, pedestrians and disabled persons on shared facilities
	Bedford Street: Bus gate operating currently, but constant battle to keep it open despite is stopping through-traffic – creating good environment for active travel
Infrastructure Investment	Regeneration in Tillydrone creates potential for infrastructure changes/upgrading/investment
	Improve cycling/walking network with new safe routes and improve sub-standard sections of existing sections
Asset Management	Don't attempt to construct entirely new network / prioritise interconnection between new and old cycling routes – i.e. new direct and easy routes around developments linked with existing well-developed routes
Connected Network	Create connected strategic active travel links between city centre, new housing developments, and key services (e.g. Aberdeen airport)
	Join up the existing cycle routes/core path connections

Opportunity Theme	Description
Behaviour Change / Public Environmental Awareness	Normalise cycling in Aberdeen through 'great climate' and heightened environmental awareness to establish a cycling culture – stems partially from increased cycle uptake improving image and safety perception of cycling
	Greater appetite for, and recognition of, need for changing status quo (by public and LAs) regarding transport due to climate change/climate emergency, obesity/public health strain, air pollution/quality
	Climate emergency is an opportunity for government and public to rethink car dependency
	Currently 24 cycle-friendly workplaces in Aberdeen, but these are approaching the 10-year plan end
Design Guidance and Planning	Bridge of Don is currently well-served for traffic-free roads/core paths
	Scope for car management/road reallocation for segregated cycle routes – a statement of intent/commitment to AT by ACC
	Increased political will for vehicle access regulation and speed restrictions, especially within residential areas and Aberdeen city centre: ACC considering banning HGVs along Park Road, opportunity to cater for active travel here; and Golf Road)
	Increasingly cyclists' safety and route improvements (AT schemes) are being prioritised / funded
	Scope to involve active travel stakeholders in decisions / planning, including interest groups designing/evaluating projects alongside ACC and partners (e.g. platforms like aberdeencycleforum.org.uk are useful to liaise with ACC, NESTrans etc at an early planning stage)
Economic Growth	Tourism: attractive and scenic active travel routes (e.g. between Esplanade and city centre) can increase footfall/cycling numbers and improve access to shops and services.
Funding	Tap into Sustrans' funding
Other	Potential to pilot projects

#### 4.2.3 Workshop Intervention Responses

Following the problem and opportunity breakout session and the presentation on key themes and Transport Planning Objectives, stakeholders were tasked with proposing interventions which would address the key themes and objectives.

Following the work shop the themes were analysed and grouped into broader intervention themes. The themes identified were:

- Infrastructure investment & upgrading;
- Infrastructure Maintenance;
- Local Route Development;
- Strategic Route Development;
- Behaviour Change & Public Awareness;
- Design Guidance and Planning;
- Safety; and
- Other.

The full results from this exercise are outlined below in Table 10.

Table 10 - Interventions Identified by Stakeholders During the Stakeholder Workshop

Intervention Theme	Description
Infrastructure investment / upgrading	New shared-use crossings: River Don area, Donmouth & Dyce, and redesign Bedford Road to allow cyclists & pedestrians to cross and link into other routes
	Increased pedestrian crossings and priority at signalised junctions, e.g. King St / Ellon Rd
	Increased traffic signalling for cyclists
	Convert roundabouts to signalised junctions for improved safety for pedestrians crossing, e.g. St Machar Roundabout
	Bike hire scheme roll-out (ACC said to be looking into this – location TBC); with concessionary fares for those in low employment and those unemployed
	Cycling facilities: cycle parking, cycle hire, cycle hub (e.g. information, repairs etc.), and e-bike scheme
	King St: evaluate possibilities – e.g. segregated path and traffic lights at junctions (especially north st junction), and continuous footways over certain King St sideroads (see south of Diamond Bridge for examples) - to prioritise sustainable modes of transport along corridor
	Improve University of Aberdeen – Hospital route
	Continuation of King St northbound cycle lane to the southbound of King St combined with resurfacing of the road
	New cycle bridge over River Don
	Improve provision of dropped kerbs throughout network: northbound of Bedford Road (east side) and along/around the Parkway/B997
	Bridge linking Bridge of Don and Dyce – aspirations are there, but costly and topography is difficult
	Ellon St: floating bus stops to remove conflicts between bus passengers and cyclists
Construct pedestrian only bridge close to BoD – noting that BoD bridge is a listed bridge (and environmental considerations of Nature Reserve must be acknowledged)	
Infrastructure Maintenance	Grit cycle paths and pavements in winter
Route Development - Local	New cycle routes: On southbound side of Ellon Road
	Reassign lane on Ellon Road / Bridge of Don to segregated cycle lane and footway
	Bus and cycle lane only routes: University of Aberdeen – Bedford Road & Dubford Road
	More one-way streets (except cyclists)
	Direct cycle route from Kittybrewster to Aberdeen city centre; making this one-way, except for cyclists
	New segregated paths: Aberdeen beach/Esplanade linking to the city centre has the potential to be a very attractive active travel route for residents and tourists alike – an under-used north-south link
	Bedford road: provide an active link between the 2 university campuses

Intervention Theme	Description
Route Development - Strategic	New cycle route: Implement more routes feeding into NCN1 (a through route) to encourage more people onto the routes – enhanced if bike hire scheme is tied into routes to provide visitors with direct access
	Implement cycle link along Whitestripes Avenue and Parkway (A92), to provide continuous cycle north-south movement from Tillydrone (Tillydrone Avenue) to Middleton Park and Bridge of Don
	New shared-use routes: potential for increased linkages between Bridge of Don and Bucksburn/Dyce and Aberdeen Airport
	New cycle route: Implement a new cycle route from Murcar to Blackdog, linking to wider active travel network
	Create new active travel purpose-built routes connecting new developments to key shops/services/areas
	Tourist routes: Aberdeen train station - University of Aberdeen – Bridge of Don – North Aberdeen
	Strategic planning - Core path connections
Behaviour Change / Public Awareness	New housing developments north of Bridge of Don to be provided with sufficient cycling infrastructure to secure active travel commuter journeys from the start – an easy journey and long-term modal shift away from car dependency
	“Cycling championing”: Promote awareness of active travel public and environmental health benefits via <a href="http://Aberdeencycleforum.org.uk">Aberdeencycleforum.org.uk</a> , local schools and community councils
	Roll-out beginner adult cycling lessons (e.g. “Get About” cycling programme) to encourage confidence in cycling ability/proficiency
Design Guidance and Planning	Road reallocation for segregated cycle routes: e.g. potential to reallocate road space along A956, e.g. remove HGV use along strategic King St corridor, e.g. city centre road space reallocation to cycle routes
	Travel planning – residential travel packs for new homeowners
	Re-prioritisation and rethinking routes, e.g. along/around The Parkway – North Anderson Drive: give priority to cyclists at sideroads and minor road crossings
	BoD: 3 lane contraflow system during peak hours
	Integrate cycle parking and cycle hire locations
Safety	Speed limit reduction to 20mph on all residential roads, except main corridors
	Restricting/removing vehicle access in city centre and residential areas via road closures
Other	Investment Plan (rather than reactionary projects)
	ACC to promote plans and advice on active travel, targeting specific neighbourhoods and undertake detailed surveys and audits
	Multimodal travel: Space allocation on buses for bike storage
	Regulate driver behaviour within and across Bridge of Don – similar to ‘Operation Close Pass’
	Low Emission Zones (LEZs) implemented; currently focus is primarily on buses and HGVs only
	Strategic programme of improvements to infrastructure



### 4.3 Additional Stakeholder Feedback

#### 4.3.1 Additional Stakeholders

Stakeholders also provided feedback via email and telephone where they could not attend the workshop or when stakeholders specifically wanted to feedback directly to the project team. Additional stakeholder feedback was provided by the following organisations:

- NHS Grampian
- ScotRail
- Old Aberdeen Community Council
- Shopmobility Aberdeen
- University of Aberdeen
- Aberdeen Cycle Forum

#### 4.3.2 Additional Stakeholder Problem and Opportunity Responses

The responses provided were combined, analysed and collated into themes. The main problem themes identified were:

- Congestion;
- Affordability;
- Connectivity;
- Permeability & Access;
- Route Condition & Suitability;
- Real & Perceived Safety; and
- Political Will.

The main opportunities themes identified were:

- Access.

The detailed responses regarding the problems affecting active travel in the local area are detailed below in Table 11 and responses regarding the potential opportunities for increasing active travel uptake are detailed in Table 12.

Table 11 - Problems Identified by Additional Stakeholders

Problem Theme	Description
Congestion	Too many cars in and around Bridge of Don.
Affordability	Public transport is too expensive / unaffordable for many.
Connectivity	Cycle lanes are ineffective (too many roads intersect and break it up). Bikes have to give way, but it should be the other way around.
	Inconsistent and intermittent cycle routes.
	Cycle lanes not well segregated and usually shared-use.
	Cycling access to the station is challenging, especially: When cycling from the north to the railway station, Shiprow only takes you part of the way to the station before cyclists

Problem Theme	Description
	<p>have to mix with traffic. The large number of HGVs that are in the area around the docks can make this intimidating.</p> <p>For cyclists from the railway station heading towards Bridge of Don, the one-way system takes them away from the obvious route up Shiprow to Broad Street, and instead they have to walk across the junction at Guild Street and Carmelite Street; or instead follow the NCN Route 1 signage via Union Terrace and Schoolhill, which has no cycle lanes other than advance stops.</p> <p>A major issue is that cycle routes around Aberdeen are marked by inconsistency and lack of continuity, e.g.</p> <p>A cycle lane can change from on-road to on-pavement and back again within a few hundred yards</p> <p>A cycle lane can appear and disappear within a few hundred yards</p>
<p>Permeability / Access</p>	<p>Bridge of Don has a number of busy roads with either no footpaths, one-sided footpaths or footpaths in a state of disrepair.</p> <p>Bridge of Don has very limited dropped kerbs at the end of footpaths and there is no dropped kerb at the other side of the road when they cross.</p> <p>Don St / St Machar Drive: Drivers ignoring the yellow 'keep clear box' meaning it is difficult to go down the High Street if approaching from the west or from Don Street.</p> <p>Parking creates an especially hazardous situation as the cyclist has to cycle in and out of the traffic flow to pass parked vehicles.</p> <p>Walking access hindered by a number of obstacles, e.g. Refuse bins left on pavements.</p>
<p>Route condition / suitability</p>	<p>North of Lord Hay's Grove Junction: Road condition is very poor with a reasonably steep hill; some people don't cycle all of it but dismount and continue on foot. As there is no immediate pavement, they walk up the cycle lane against the wall.</p> <p>Poor condition of many road surfaces within/around Old Aberdeen and beyond.</p> <p>Setts; horrible to cycle on and this encourages cyclists to use the pavement along the High Street, Don Street, Dunbar Street, College Bounds and elsewhere.</p> <p>Lack of clarity: the introduction of 'cycleways' has surely created a situation where cycling on pavements would appear, to some cyclists, to now be legal and even encouraged by Aberdeen City Council - this is exacerbated by a lack of consistent signage.</p> <p>Physical state of cycle lanes: First metre of roadway is often the worst surface so on-road cycle lanes offer a low-quality cycling experience, while a cyclist seeking to avoid the worst elements are likely to risk the ire of motorists who see the cyclist 'hogging the road'. A cyclist swerving around potholes is also more at risk from passing traffic.</p> <p>Bridge of Don has narrow footpaths that are unsuitable as shared-use paths; it is difficult to make sure that vulnerable disabled pedestrians, children or elderly people are given right of way over vehicular forms of transport, cycles, push scooters etc.</p> <p>Complete lack of toilet facilities for tourists.</p>
<p>Real / Perceived safety</p>	<p>All of Aberdeen is a 'very very very dangerous place to cycle' (e.g. Market Street).</p> <p>City cycling is unsuitable for those without cycling experience.</p> <p>Cycling on pavement is prevalent and is hazardous.</p>

Problem Theme	Description
	Cycling on pavement may occur due to other cultures; Old Aberdeen hosts quite a lot of people from outside the UK who may well be complying with the norms of their country.
	Confusion and inconvenience around shared use paths and where these end as the signage is not consistent, but neither are the routes; may result in cyclists choosing to cycle on the pavement between two sections of shared use path.
	Cycling on pavements is prolific in certain areas in Aberdeen, e.g. King Street and North East Scotland College. Although there have been incidences of cyclists passing along the small lanes and places between the streets in Old Aberdeen, they are typically considerate of pedestrians, e.g. pushing their bike through small lanes.
	Appeal of walking hindered by Concerns regarding adequacy of street lighting and lack of visible police and warden patrols.
Political Will	Frustration with ACC for proactively paying for cycling tour series events (incl. road closures) without allowing the public to experience the city without cars too.

Table 12 - Opportunities Identified by Additional Stakeholders

Opportunity Theme	Description
Access	Active travel can only be achieved if the footpaths, kerbs, crossings etc are suitable for all and are going to places people want to be.

#### 4.3.3 Additional Stakeholder Intervention Responses

Additional Stakeholders also provided feedback on potential interventions in the study area. The responses have been analysed and collated into key intervention themes, which are:

- Infrastructure Investments;
- Policy Changes;
- Design Standards & Guidance; and
- Access & Connectivity.

Table 13 outlines the detailed responses regarding interventions.

Table 13 - Interventions Identified by Additional Stakeholders

Intervention Theme	Description
Infrastructure Investments	Do not continue with the Berryden Corridor Improvement.
	Build fit-for-purpose segregated cycleways, to connect the city and ensure bikes are completely separated from vehicles.
	Need for public benches in the key tourist areas: Identification suitable locations and funding needed.
Policy Changes	Implement Congestion Charge
Design Standards & Guidance	Footpaths need to be in good condition & wide enough that a distinct section can be set aside for vehicles to keep them away from pedestrians, who should be given priority.
	Dropped kerbs must be in place at every crossing point, with tactile paving to alert visually impaired people to their presence.

Intervention Theme	Description
	For controlled crossings, sounders should be in place so that they know when it is safe to cross, and the green man should be at a high level to ensure that people with profound hearing loss can see it and know when it is safe to cross.
	Many more crossing points should be created at suitable locations so that people have the opportunity to pop along to their local shop/ retail area as well as going all the way into the city.
	Address cycle route confusion/legality: The introduction of the blue road signs on Core Paths alongside roadways would create clarity as to where cycling was permitted, and that the lack of signage on a pavement should be considered as a sure sign that cycling was still illegal.
Access & Connectivity	Don Street to Hillhead cycle route: a lane for south bound cyclists would be a useful addition.
	North of Lord Hay's Grove Junction: Due to steep hill, some people dismount. As there is no immediate pavement, cyclists walk up the cycle lane against the wall. If the cycle lane was coloured, this might make vehicles more aware of it and make sure they stay clear, thus making it a safer place for the people who do push their bikes.
	Don St / St Machar Drive: Drivers ignoring the yellow 'keep clear box'; access to High St would be improved if keep clear box was re-painted.

#### 4.4 Public drop-in

A public drop-in session was held on 17<sup>th</sup> October 2019 at Lidl (King Street) which ran from 13.00 to 19.00. Members of the public were informed about the project aims and intended outcomes and were subsequently given feedback forms to complete. The questions posed to public at the drop-in event were:

1. *What do you think the key problems relating to walking and cycling provisions in Bridge of Don and between Bridge of Don and Aberdeen City Centre?*
2. *What are the key opportunities for improving walking and cycling provisions in Bridge of Don and between Bridge of Don and Aberdeen City Centre?*
3. *What interventions could be implemented to address the problems and opportunities you have outlined above.?*

Members of the public were asked to either complete the questionnaire during the public drop-in event or take the form away and either email or post their response. Further to this, a map of the study area was on display where members of the public could annotate the issues geographically. Approximately 50 members of the public were spoken to throughout the event, and approximately 100 forms were given out to the public.

##### 4.4.1 Public Drop-in Themes

Following the public drop-in session, the responses were analysed and categorised into key themes. Table 14 and Table 15 outline the key problems and opportunities identified.

Table 14 - Public Drop-in Session Problem Themes

Problem Themes	Description
Design Guidance & Standards	Pedestrian refuges limit space for cyclists on road as cars attempt to squeeze past or speed up to overtake cyclists before reaching the refuge. Golf Road is bad for this as road becomes narrow while being a popular route for cyclists from King Street to the Beach.
	Where Scotstown Road meets the Parkway (A92) and where Balgownie Road meets the Parkway, cycle lanes stop at zebra crossings leaving confusion for drivers and cyclists as cyclists are not allowed to cross on their bike.
	Speed bumps in Seaton Park make it difficult for disabled users to navigate
Access	Poor path condition along Gordon Mills Road running parallel to River Don. Similarly, Don Street (towards Hillhead Student Village) is very bumpy and cyclists/pedestrians must dodge pot holes
	Steep gradients and inclines make it difficult for all abilities/ages to walk or cycle
Connectivity & Integration	No clear path to Asda from Newburgh Drive forces pedestrians and cyclists onto Jesmond Drive
	'Cyclists please dismount' sign on Ellon Road (at Esso Garage) disrupts flow and connectivity as there is no signage directing where to go afterwards
	Poor connectivity on the south side of Bridge of Don towards Esplanade due to lack of signalised crossings
	No crossing on King Street at the 'Bobbin' pub/restaurant which is popular with students
Constrained Infrastructure	Difficult to widen paths in built up areas so need to be clever with road space
	Lack of secure areas to leave bicycles/equipment once destination is reached
Safety	Lack of segregated provision for cyclists
	Owens a bike but is afraid to use it due to personal safety fears
	Lighting at Seaton Park at night is not good – if there is any light then it is minimal and surrounding areas (bushes etc.) remain dark
	During the winter visibility is poor in Seaton Park
	Lighting at the Esplanade is not consistent - safety fears when running/walking alone
	Stepping off the bus and cyclists 'whizzing' past with little consideration
	Lorries and HGVs parking/driving in cycle lanes
	King Street is a horrible environment for pedestrians and cyclists despite being the direct route into town
	St Machar roundabout has no cycle lanes
Conflict, Behaviour Change & Public Perception	Issues regarding priority when there are cyclists on the road and vehicles turning left e.g. Regent Walk and Linksfield Road
	Problems priority will still exist if cyclists are segregated so there is a real need for clarity
	Difficulty travelling from King Street to the bus station as it is very confusing for car drivers so also confusing for cyclists resulting in conflict due to hesitant drivers

Problem Themes	Description
	Issue of cyclists and vehicles clashing due to both thinking they have right of way – 'own the road'
	At the Esplanade there is a segregated cycle and pedestrian path but people do not stick to the segregation.
	Cyclists on footways cause pedestrians to have limited space or are often unaware of cyclists coming behind them
	Cyclists on footpath down King Street
	Paths are too narrow at Seaton Park resulting in conflict between cyclists and pedestrians
	The bus shelter on Ellon Road (north side of Bridge of Don) causes conflict due to the path being narrow at that section on a core path
	Vehicles travelling around St Machar roundabout at high speeds with no regard to cyclists
Funding & Resources	Cost of implementing active travel infrastructure is high
	Constraints from conservation areas and private land
	Lack of advertisement/education for cycling and active travel in general
	Lack of cycle hire opportunity

Table 15 - Public Drop-in Session Opportunity Themes

Opportunities Themes	Description
Connectivity & Integration	Improve student connectivity to the rest of the University buildings and key social areas/trip generators
	Improve signage so active travel is easier for all abilities
Safety	Safety improvements at Seaton Park as it is attractive during the day but not at night
	Factors surrounding feeling safe
Design Guidance & Planning	Consideration in design for elderly and children
Other	Incentives to encourage active travel for at least one direction

## 4.5 Public Survey

The general public were invited to take part in an online survey in order to capture the views of local residents, businesses and key stakeholders who were unable to attend the facilitated workshop. The survey was launched on Citizen Space on 9<sup>th</sup> October 2019 and closed on 30<sup>th</sup> October 2019, allowing the public a total of three weeks to complete the survey. The online survey was promoted by Aberdeen City Council's Internal Communications team through various social media and media channels.

The survey comprised of 19 questions, detailed within Appendix B, which were developed and agreed upon by the project and client team prior to publication. The questions were designed to capture the travel patterns, as well as associated problems and opportunities faced by active travel users in the area. The questions were also designed to identify the barriers to residents using active travel as a regular travel mode and potential interventions needed to make more people walk and cycle.

In total, 130 people completed the survey, with the majority of respondents aged between 25 and 64.

#### 4.5.1 Key Survey Results

Key responses from the survey were analysed and the findings are shown below in Figure 19 to Figure 23.

The pie chart below shows the majority of participants typical walking distance is between 1.5-3 km (54.5%) with the least amount of people walking over 3 km (17.8%).

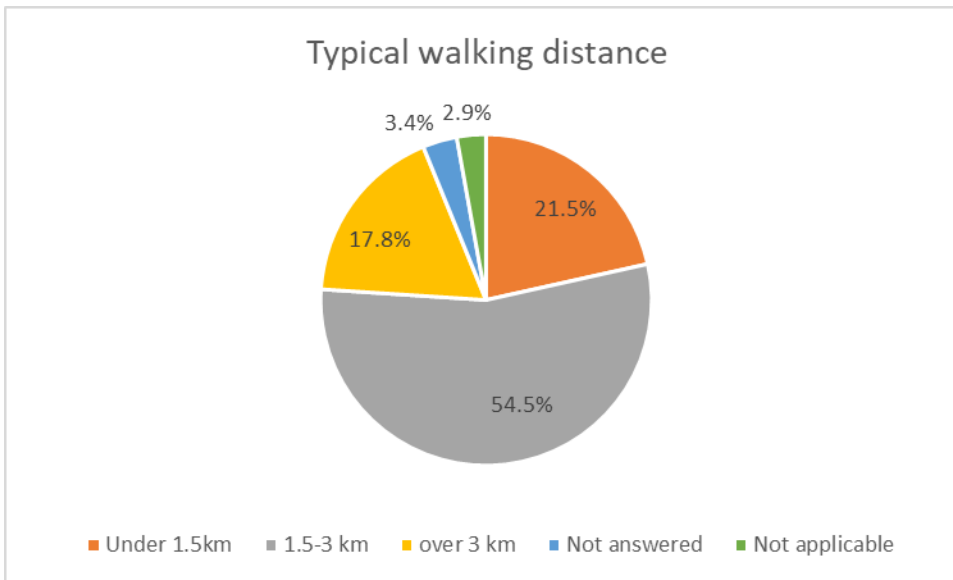


Figure 19 - Respondents Typical Walking Distance

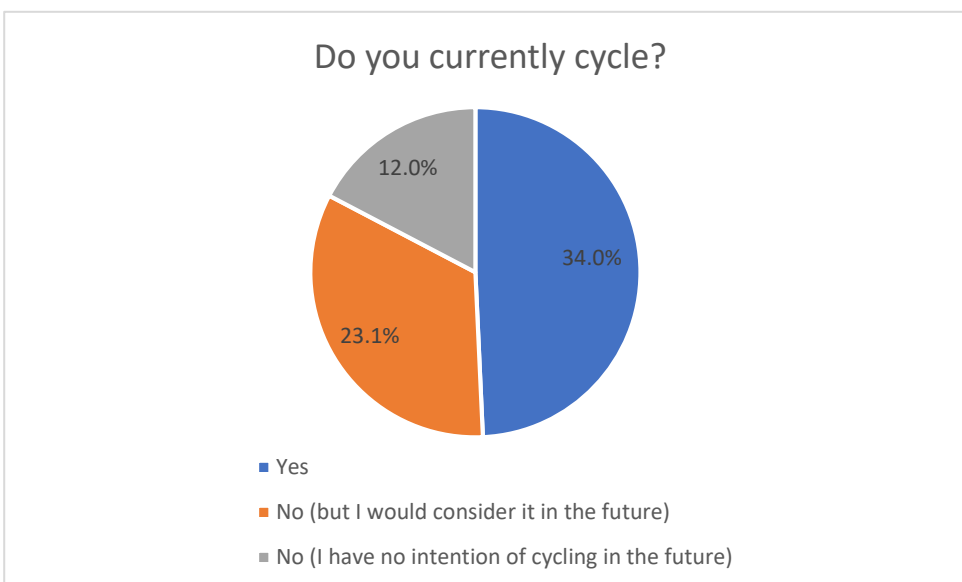


Figure 20 - Respondents Current Levels of Cycling

The results show 34% of people do cycle while 23.1% of people do not currently but would consider it in the future.

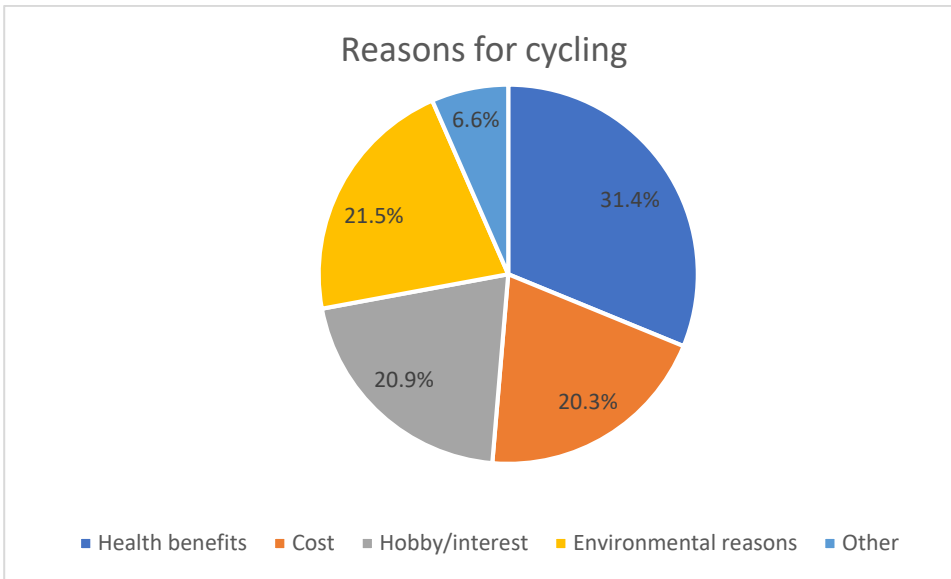


Figure 21 - Respondents reasons for cycling

The majority of participants said health benefits are their main reason for cycling (31.4%). However, cost (20.3%), environmental reasons (21.5%) and hobby/interest (20.9%) all showed close results.

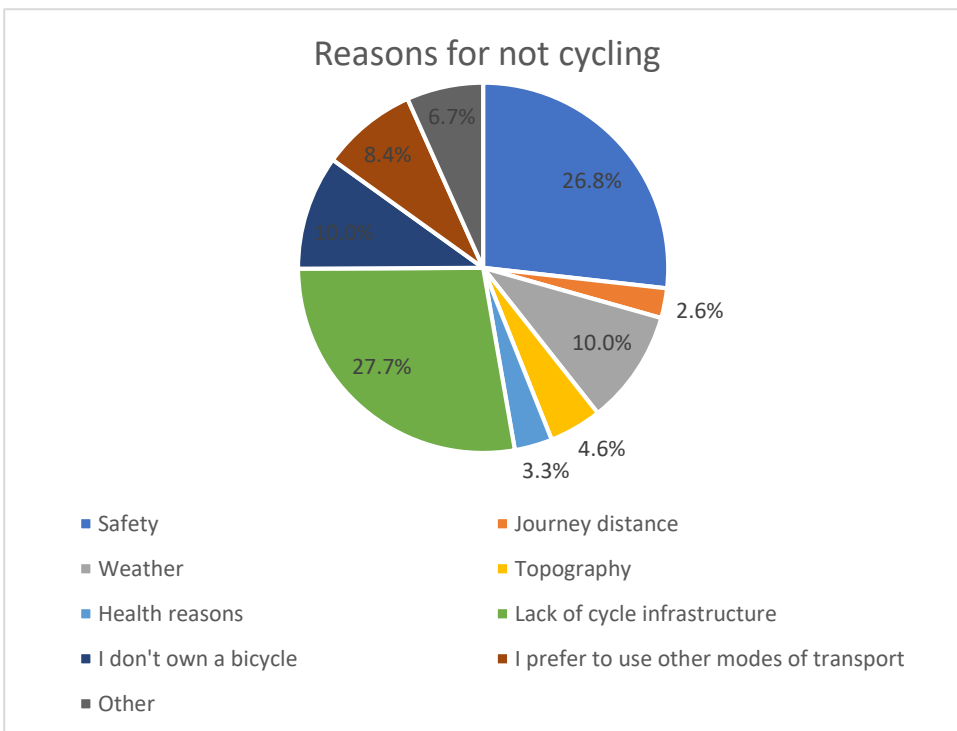


Figure 22 - Respondents Reasons for not Cycling

When asked reasons for not currently cycling, two of the main reasons were safety (26.8%) and lack of cycle infrastructure (27.7%). Journey distance was the least answered option (2.6%).



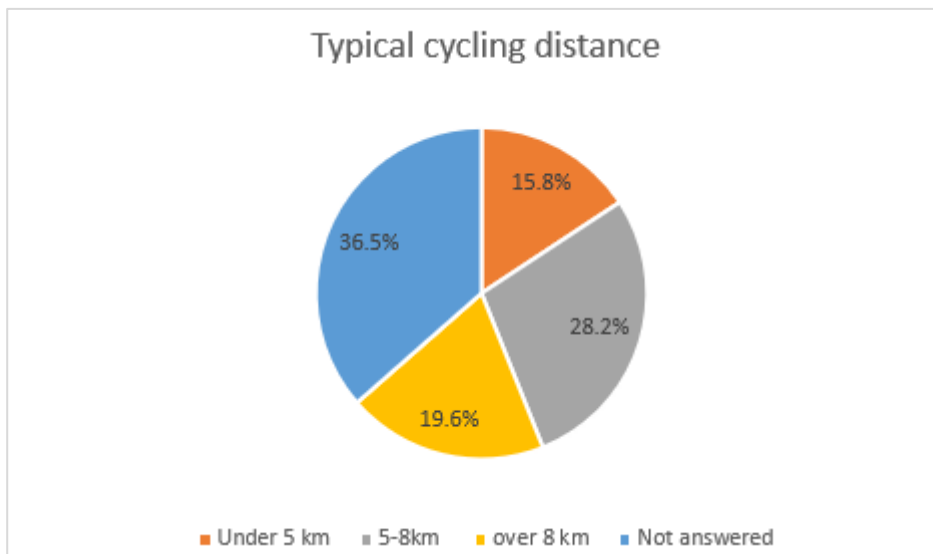


Figure 23 - Respondents Total Cycling Distance

The most common cycling distance travelled is between 5-8 km (28.2%), followed by over 8 km (19.6%) with the least number of people travelling under 5 km (15.8%).

#### 4.5.2 Key Themes

Following the survey period, the individual responses to the following questions were analysed and grouped into specific themes:

- Thinking about locations between Bridge of Don and the City Centre, are there any specific routes or locations which are problematic for pedestrians?
- Thinking about locations between Bridge of Don and the City Centre, are there any specific routes or locations which are problematic for people with disabilities?
- Thinking about locations between Bridge of Don and the City Centre, are there any specific routes or locations which are problematic for cyclists?

Table 16 outlines the collated problem themes from the public survey, as well as the what active travel mode they relate to. Full analysis of the survey data is presented in Appendix C.

Table 16 - Key Themes from Public Survey

Survey Theme	Description
Signalling & Position	Specifically highlighted as an issue for pedestrians and the ease of crossing at junctions (signalised, priority and roundabout)
Narrow, Uneven Surfaces & Lanes	Issues highlighted for both cyclists and pedestrians regarding lack of space, cobbles and general uneven footways and road surfaces
Speeding and Volume of Traffic	Concerns regarding the safety of cyclists and pedestrians throughout their journey with particular focus on driver behaviour and vehicle congestion
Safety	Problems highlighted for both pedestrians and cyclists with regards to personal safety due to factors such as poor lighting

Survey Theme	Description
Crossing & Connectivity	Highlighted as an issue for both pedestrians and cyclists and the lack of a continuous network due to broken links
Drainage	Specifically highlighted as an issue for pedestrians and the problems created by flooding
Topography & Distance	Affecting both pedestrians and cyclists, issues regarding distance of journeys and steep gradients are outlined
Public Transport	The inadequate provision and frequency of public transport is highlighted.

## 5. Problems and Opportunities

### 5.1 Overview

Following the conclusion of the stakeholder engagement programme, site visit and data and policy analysis, the problems and opportunities identified were collated to effectively inform the Transport Planning Objectives. This chapter outlines the final problem and opportunity categories.

### 5.2 Problems

The combined problems identified for the Bridge of Don to City Centre Active Travel Corridor study are outlined in Table 17.

Table 17 - Problems identified

Problem Theme
<b>Design Guidance &amp; Standards</b> - Poor street design for pedestrians and cyclists, including limited space allocation
<b>Poor Accessibility</b> - Multiple factors and barriers causing poor accessibility and permeability for all residents
<b>Connectivity &amp; Integration</b> - Lack of connected active travel network and little integration with other modes
<b>Lack of Trip-end Facilities</b> - In-demand routes do not have adequate end-to-end facilities
<b>Limited &amp; Constrained Infrastructure</b> - Car is dominant mode, resulting in limited space for active travel infrastructure
<b>Real &amp; Perceived Safety</b> - Perception that the current network is an unsafe environment for vulnerable road users
<b>Transport Governance &amp; Policy</b> - Car is still prioritised above other modes, lack of political will to shift to active travel
<b>Public Perception &amp; Behaviour Change</b> - Car dependant culture is prominent in the local area, compounded by lack of public awareness of active travel links
<b>Funding &amp; Resources</b> - Constrained local authority budgets

### 5.3 Opportunities

The combined opportunities identified for the Bridge of Don to City Centre Active Travel Corridor study are outlined in Table 18.

Table 18 - Opportunities identified

Opportunity Theme
<b>Improved Accessibility</b> - Improved access in a relatively compact city
<b>Infrastructure Investment</b> - Updating ageing and building new infrastructure
<b>Asset Management</b> - prioritise interconnection between new and old routes
<b>Connected Network</b> - Development of a strategic and joined up active travel network
<b>Behaviour Change &amp; Public Environmental Awareness</b> - Utilise greater appetite for addressing climate emergency by normalising cycling and walking as essential modes of transport

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Opportunity Theme
<b>Design Guidance &amp; Planning</b> - Higher quality design and planning of new routes and wider network development
<b>Economic Growth</b> - Develop attractive and scenic routes to harness tourism potential
<b>Funding</b> - Utilise potential funding streams, such as Sustrans

## 6. Transport Planning Objectives

### 6.1 Overview

This chapter sets out the Transport Planning Objectives (TPOs) which have been developed through an objective mapping exercise, forming a key part of delivering the key project outcomes. The development of the TPOs fully reflect the specific problems and opportunities which were identified through a comprehensive stakeholder engagement programme, detailed data analysis and site visits during the initial stages of the appraisal and align with wider policy objectives identified earlier in the report.

The TPOs have been developed with SMART principles in mind and in cognisance of national, regional and local policy directives, as well as relevant plans and strategies which affect the wider study area. The draft TPOs were presented to the client team for comment in advance of finalising their development.

### 6.2 Transport Planning Objectives

The Transport Planning Objectives (TPOs) developed for the Bridge of Don to City Centre Active Travel Corridor study are outlined in Table 19:

Table 19 - Transport Planning Objectives

TPO	Description
TPO1	Improve quality of pedestrian and cycle provision on the transport network within the northern area of Aberdeen (to allow improved journey experience by users: direct, comfortable, attractive, safe, cohesive)
TPO2	Increase access to safe and integrated active travel network between Bridge of Don and Aberdeen City Centre (to maximise the number of people with direct access to the network)
TPO3	Improve the level of safety, comfort and personal security on the active travel network in the northern area of Aberdeen, to benefit travel experience of all users (to remove real and perceived safety and security issues that act as barriers to travel)
TPO4	Increase the number of trips made by foot or bike to contribute towards the aim of improved health and reduce impact of travel on the environment (to maximise the impact of walking and cycling uptake and modal shift on health and environment outcomes)
TPO5	Improve connectivity by foot or bike to key centres of employment, education and health facilities (to improve active travel's contribution to economic and social objectives)

### 6.3 Pathway from Problems and Opportunities to Objectives

The TPOs have been set to reflect the key themes emerging from the identified problems and opportunities. This ensures clear alignment from the stakeholder and public engagement activities to the setting of relevant and applicable TPOs, which have then guided our identification and development of intervention options.

The agreed TPOs therefore provide a clear link back to the underlying problems and opportunities of the current network and offer suitable guidance for the appraisal of options for the scale and stage of this appraisal.

## 7. Intervention Options

### 7.1 Overview

Following the analysis of data, consideration of the views of key stakeholders and the public, and also the development of transport planning objectives for the active travel network, a list of potential intervention options was established. The long list of intervention options was derived from within the project team, the wider client group and from public and stakeholder consultation. Options were then sifted against their relevance to the agreed TPOs. Remaining options were grouped into packages that would provide a deliverable and complementary set of interventions on specific parts of the network.

An outline of the process is shown below in Figure 24.

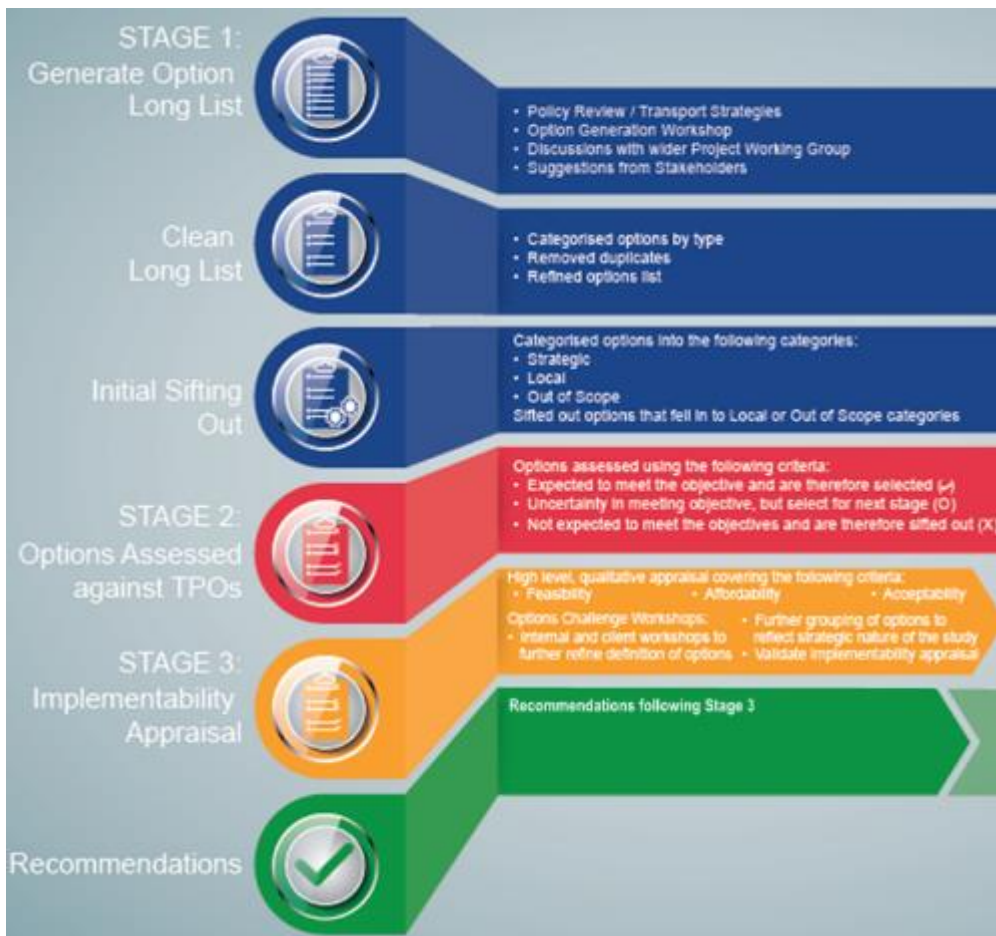


Figure 24 - Process for developing options

### 7.2 Initial Option Generation

An initial long list of potential improvement measures was prepared including options that would improve active travel on a number of identified routes in the study area and beyond e.g. to and from trip attractors outwith the study area. These comprised of behavioural change and trip end interventions as well as physical street and junction infrastructure measures. The options were based on the results of the data gathering described in previous chapters which comprised of: desktop review and route audits, consultation with stakeholders at workshops, engagement with the public through drop-in sessions and an online active travel survey.

The long list of measures is illustrated in Appendix D and includes a wide variety of measures ranging from new active travel bridges across the River Don, off-road cycleways, establishing routes through quieter residential areas and zebra crossings to replace refuge islands.

### 7.3 Option Development and Sifting

The development of interventions comprised of technical analysis and consideration of practical and feasible improvements that can be implemented to form suitable continuous routes that meet the TPOs.

As anticipated a number of the emerging options were similar, therefore the long list was subject to an initial sift based on categories of options, with duplicates removed along with any options that would likely fail to meet any of the study objectives. Measures that were deemed to be outwith the scope of the study e.g. geographically were also sifted out.

An important element in sifting is the identification of interventions that in isolation may fail to make it through but provide opportunity to act as enhancements and complementary components to a main intervention or package of interventions. This is particularly important for smaller scale interventions within an active travel commission of this nature which would require a package of measures to deliver the objectives set. For instance, the behavioural interventions will be applicable in tandem with any of the physical route interventions to provide an overall package of measures.

Following sifting, the route options, each with a number of interventions, were developed for the purposes of appraising against the identified criteria. A total of eleven routes have been developed as detailed in Table 20.

Table 20 - Route Options for Appraisal

Route Number	Route Name	Description and Key Features
1	Kittybrewster to City Centre	New active travel route from Powis Terrace to the city centre using existing alignments with increased on-road and segregated cycle lanes. A possible alternative alignment to Option 2, for the section south of Powis Terrace. This route utilises the width on Powis Terrace albeit this route is still identified by ACC as a Primary Route in the Roads Hierarchy.
2	Clifton Road to City Centre	New active travel route from Woodside area (and NCN Route 1) to the city centre using existing alignments with increased on-road cycle lanes, crossing and junction improvements, incorporating elements of the BCI Project. This route uses quieter streets to route southwards from the existing interface with the NCN 1 and crossing facilities on the A96 Great Northern Road.
3	Danestone to Hospital	New active travel route between Danestone and the major hospitals, using a mix of existing carriageway and a new segregated route, with a new river bridge in the northern section. The route makes use of an existing pylon corridor from the residential area of Danestone to the existing NCN 1. This was viewed as a ready-made route which provide links into the adjacent residential areas.
4	Golf Road / Park Road	New active travel route east of King St, using a mix of existing carriageway and new segregated routes, with new river bridge at northern extent. Park Road has been identified as a route that ACC are considering for an HGV ban and was therefore identified as being suitable for a cycle route.
5	Industrial Estate to city centre via Esplanade	New active travel route from the A92 Parkway roundabout to the city centre via the Esplanade, using existing alignments with increased segregation, shared-use paths and footway improvements. This route makes use of the considerable road and footway space

Route Number	Route Name	Description and Key Features
		available on the Esplanade and aims to serve the leisure facilities from both the city centre and from Bridge of Don.
6	King Street	New active travel route along King Street from just south of the Bridge of Don to Castle Street, with significant segregation, junction upgrades and full resurfacing. This route looks to improve upon the main corridor from the city centre to Bridge of Don while considering that King Street will remain as a Primary Route in terms of the Roads Hierarchy and will be the main HGV route north from the city centre.
7	Parkway to Balgownie Bridge	New active travel route from the A92 Parkway to Balgownie Bridge using existing alignments with increased segregation and improvements to two crossings and a flight of steps. This route is through the centre of the wider study area and utilises a wide verge on the west side of Balgownie Road to access Balgownie Bridge. Onward routing to the city centre would be provided by connecting with route 8 southwards from Balgownie Bridge.
8	Parkway to Hospital	New active travel route from the A92 Parkway to Westburn Drive via Seaton Park using existing alignments with increased segregation and improvements to crossings and junctions. . This route follows quieter streets in Bridge of Don, a number of which have been signed as a preferred route by Aberdeen Cycle Forum. The route will cater for student trips between the Hillhead campus and the Hospital with linkages into NCN1 and the University of Aberdeen buildings located off High Street.
9	Tillydrone to Hospital	New active travel route from Tillydrone to Ashgrove Road (near the Royal Infirmary), via the University of Aberdeen, incorporating elements of the BCI Project. This route will tie-in to the existing active travel facilities on Tillydrone Road and Gordon Brae to provide a continuous route from the wider study area linking into the University and continuing west to the Hospital.  An alternative route option would use St Machar Road between Tillydrone Road and Great Northern Road where it would follow the BCI Project south to Ashgrove Road. This would be in lieu of routing along Bedford Road and Powis Terrace.
10	Whitestripes to city centre	New active travel route from Whitestripes Road (by Grandhome development) to the city centre via Tillydrone and Old Aberdeen, incorporating existing segregated and off-road active travel paths, including the NCN 1 and the Tillydrone Road and Gordon Brae facilities. The route also identifies improvements on the NCN 1 within the city centre.
11	Haudagain to city centre	New active travel route from Haudagain roundabout to the city centre using new and existing alignments with significant segregated and shared paths, on-road cycle lanes, along with crossing and junction improvements, incorporating the full extent of the BCI Project. The route links into existing shared use facilities on Great Northern Road.

The routes in the context of Aberdeen city and the study area are illustrated in Figure 25 below. The interventions on the routes are annotated in Figure 26 to Figure 36.



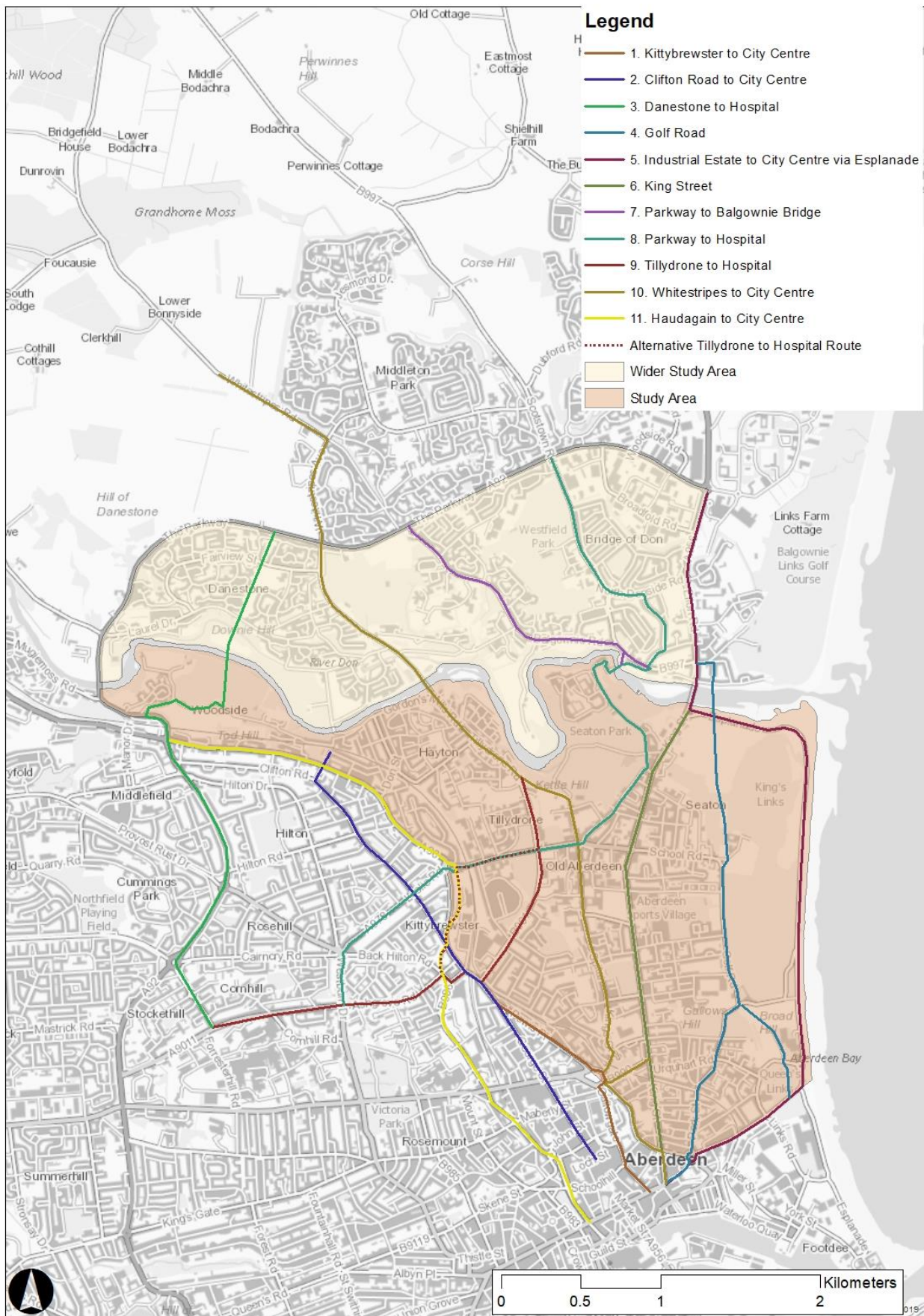


Figure 25 - Option route map

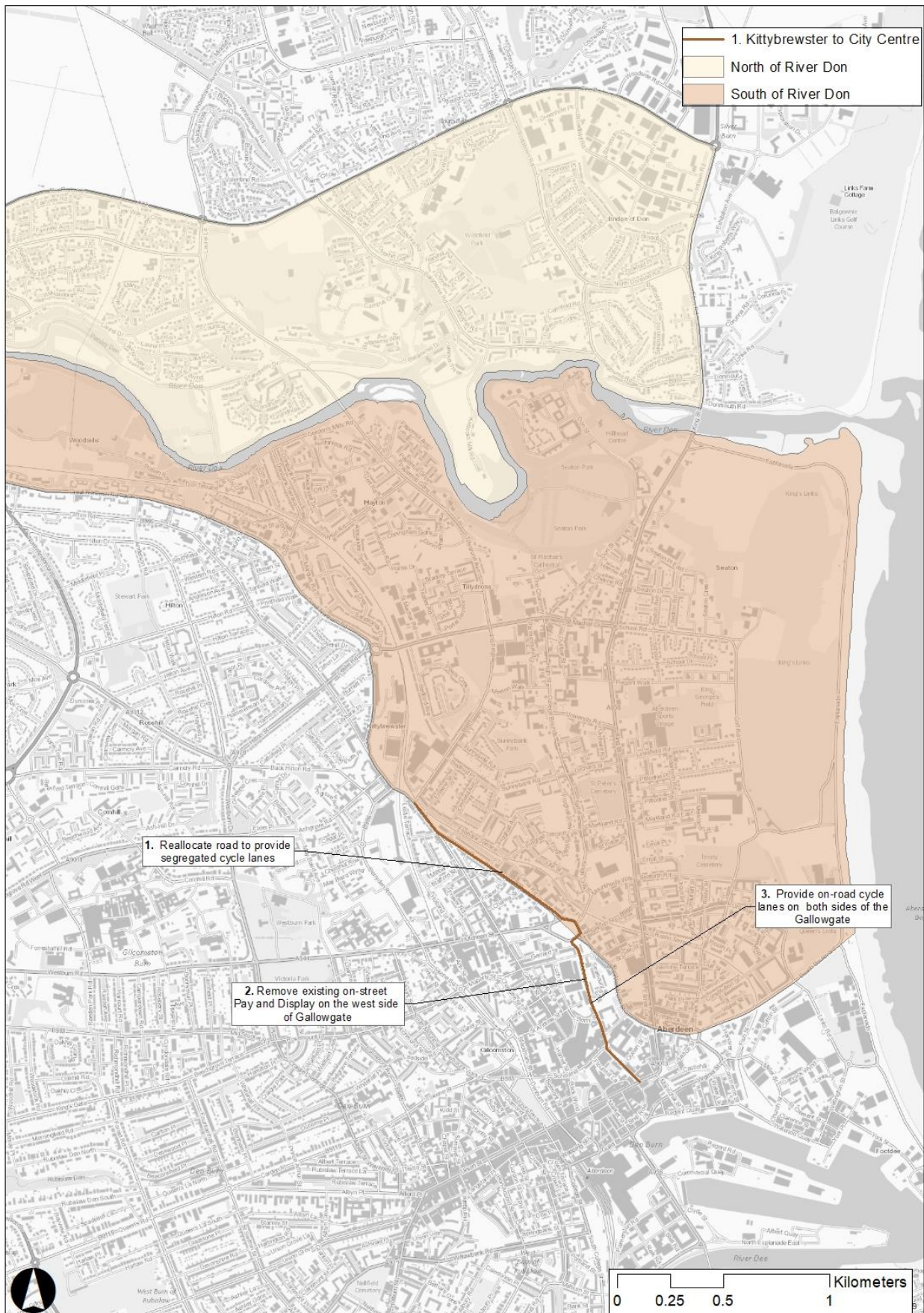


Figure 26 - Route 1: Kittybrewster to City Centre

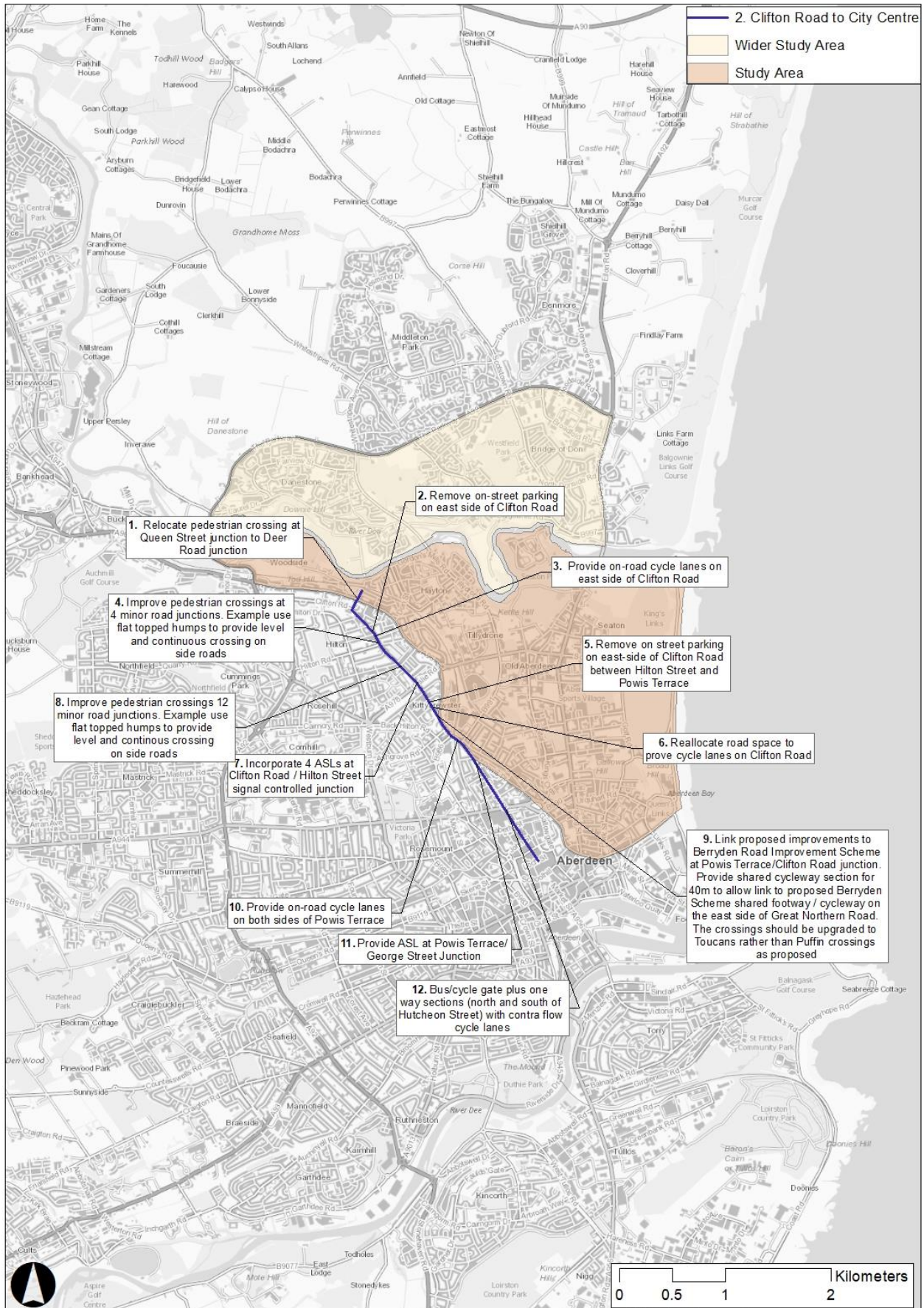


Figure 27 - Route 2: Clifton Road to City Centre

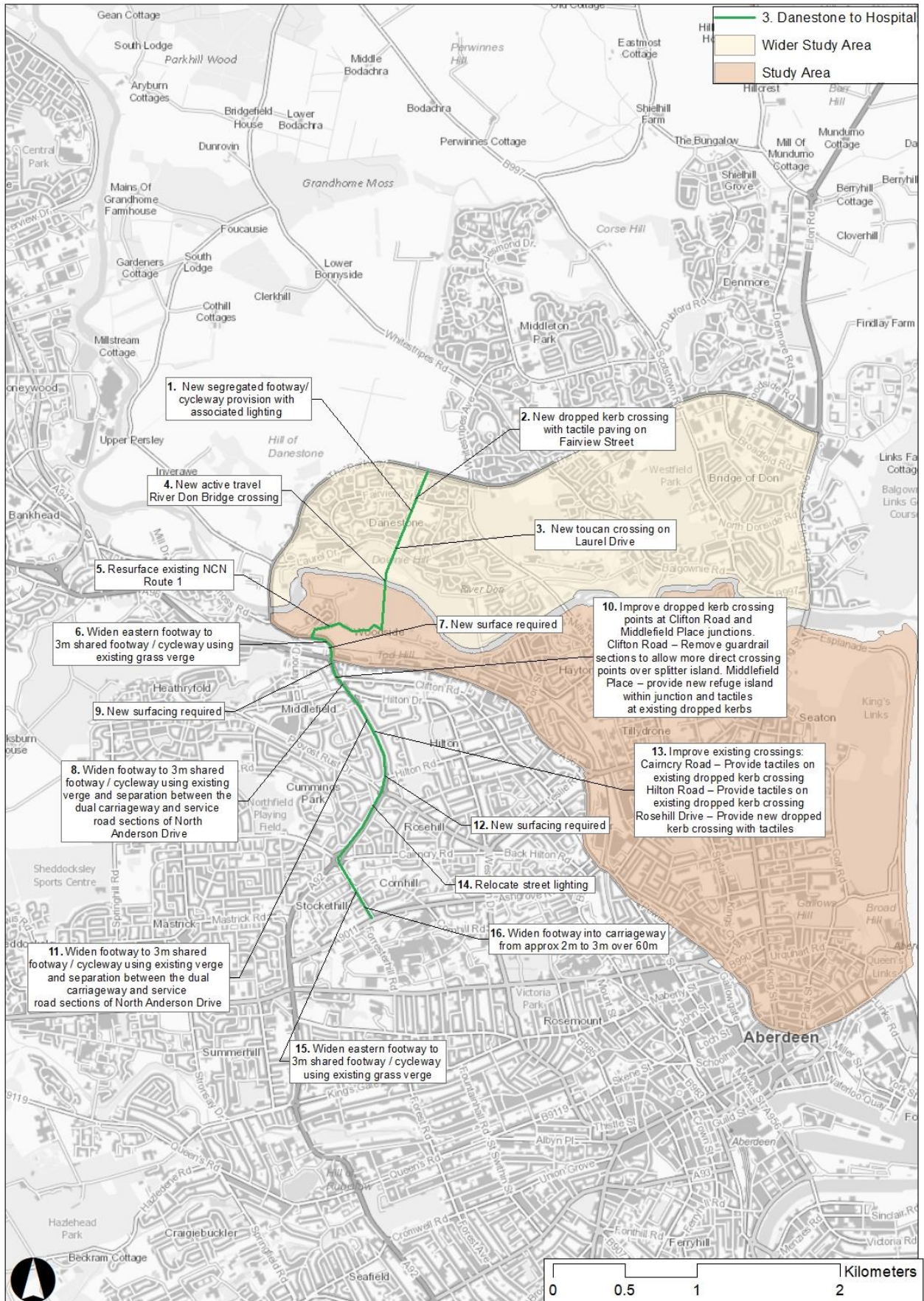


Figure 28 - Route 3: Danestone to Hospital

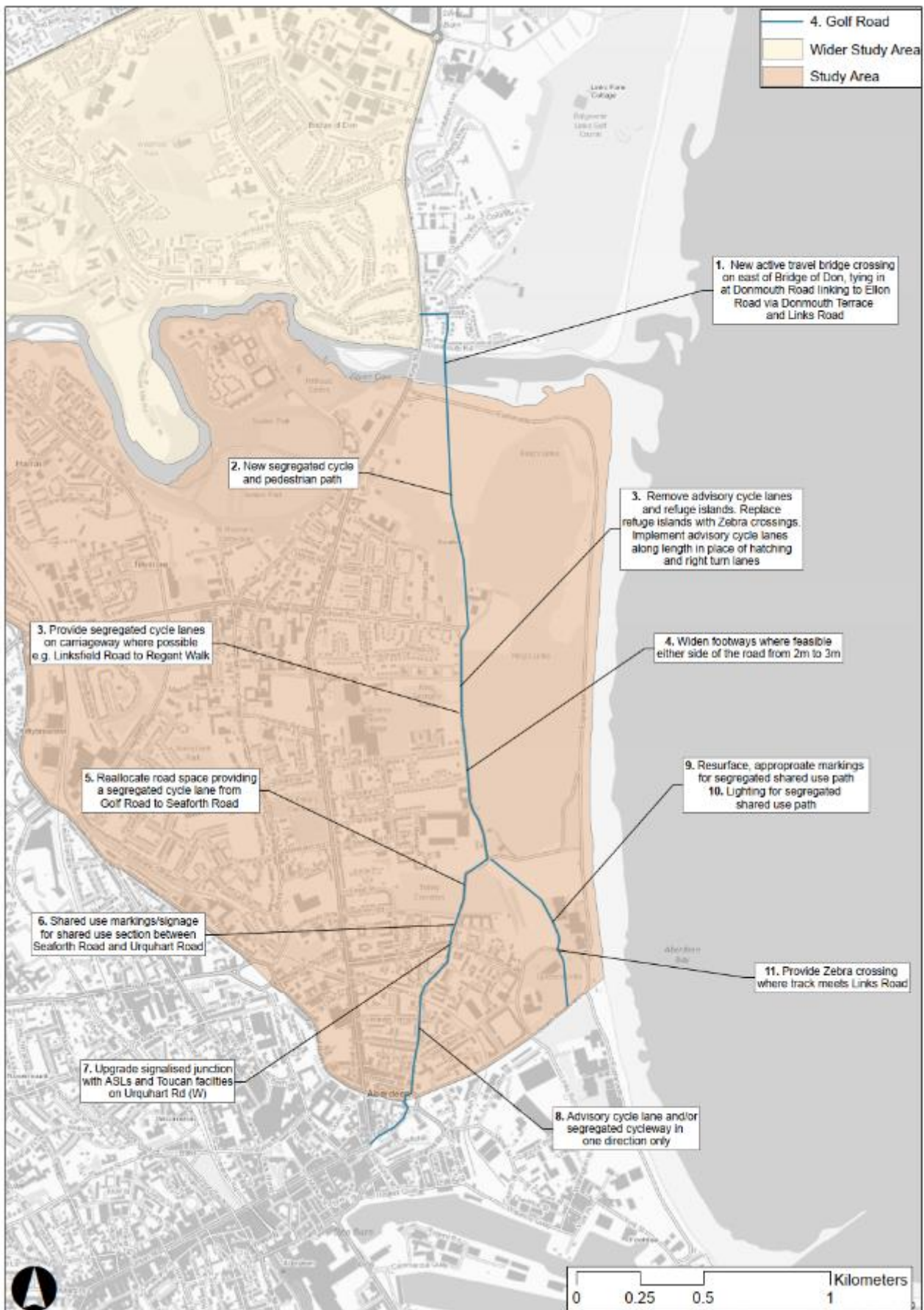


Figure 29 - Route 4: Golf Road / Park Road

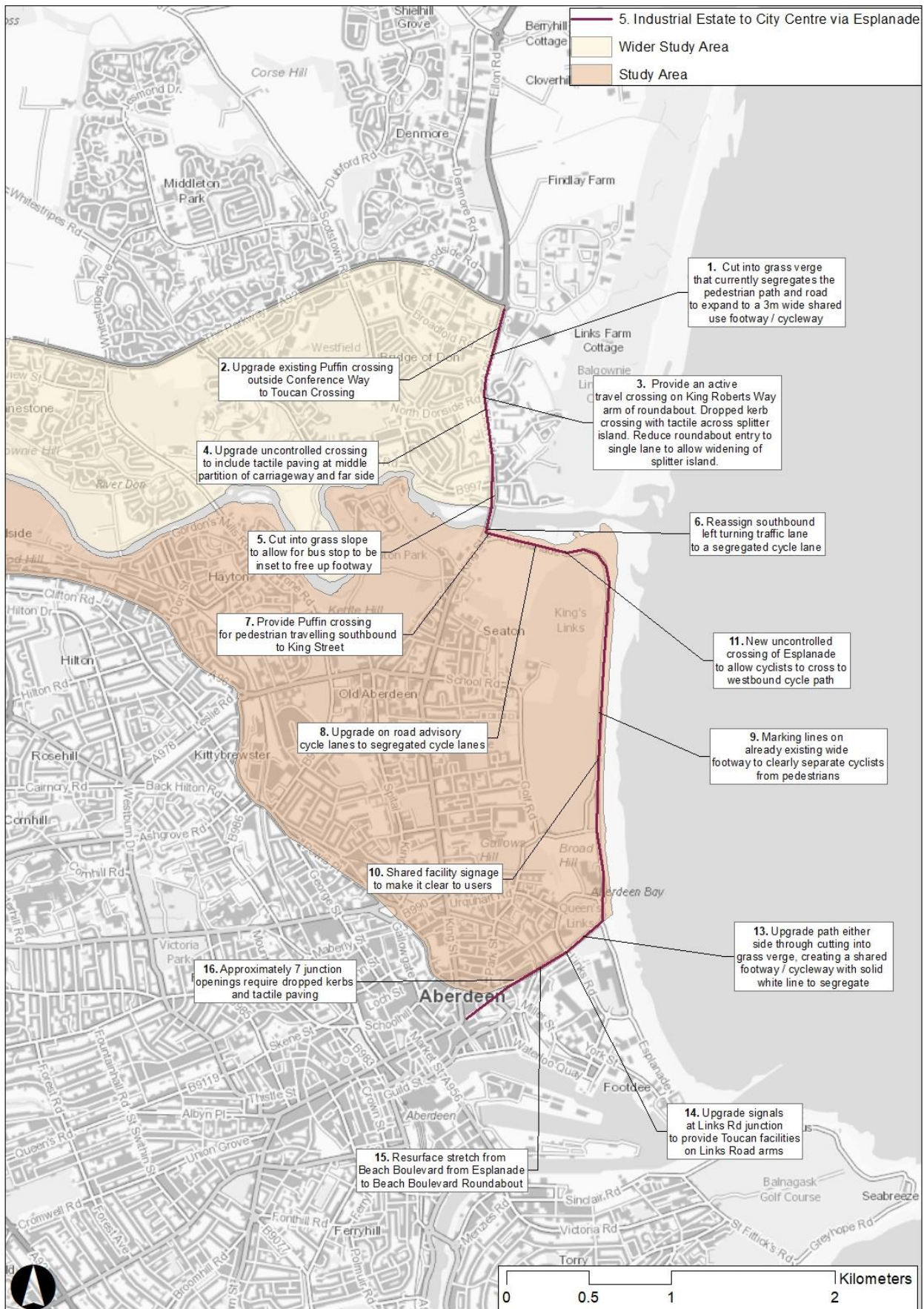


Figure 30 - Route 5: Industrial Estate to city centre via Esplanade

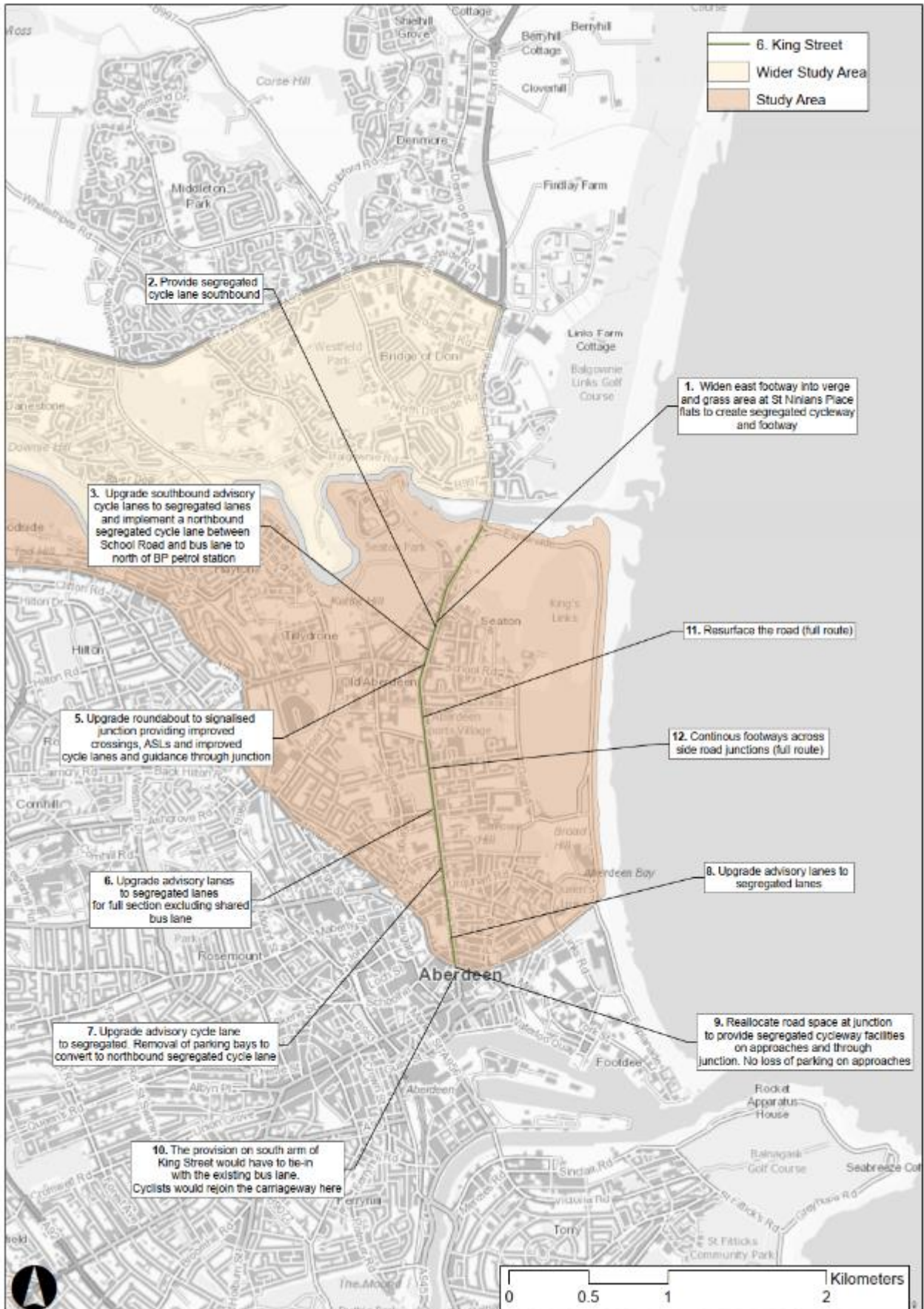


Figure 31 - Route 6: King Street

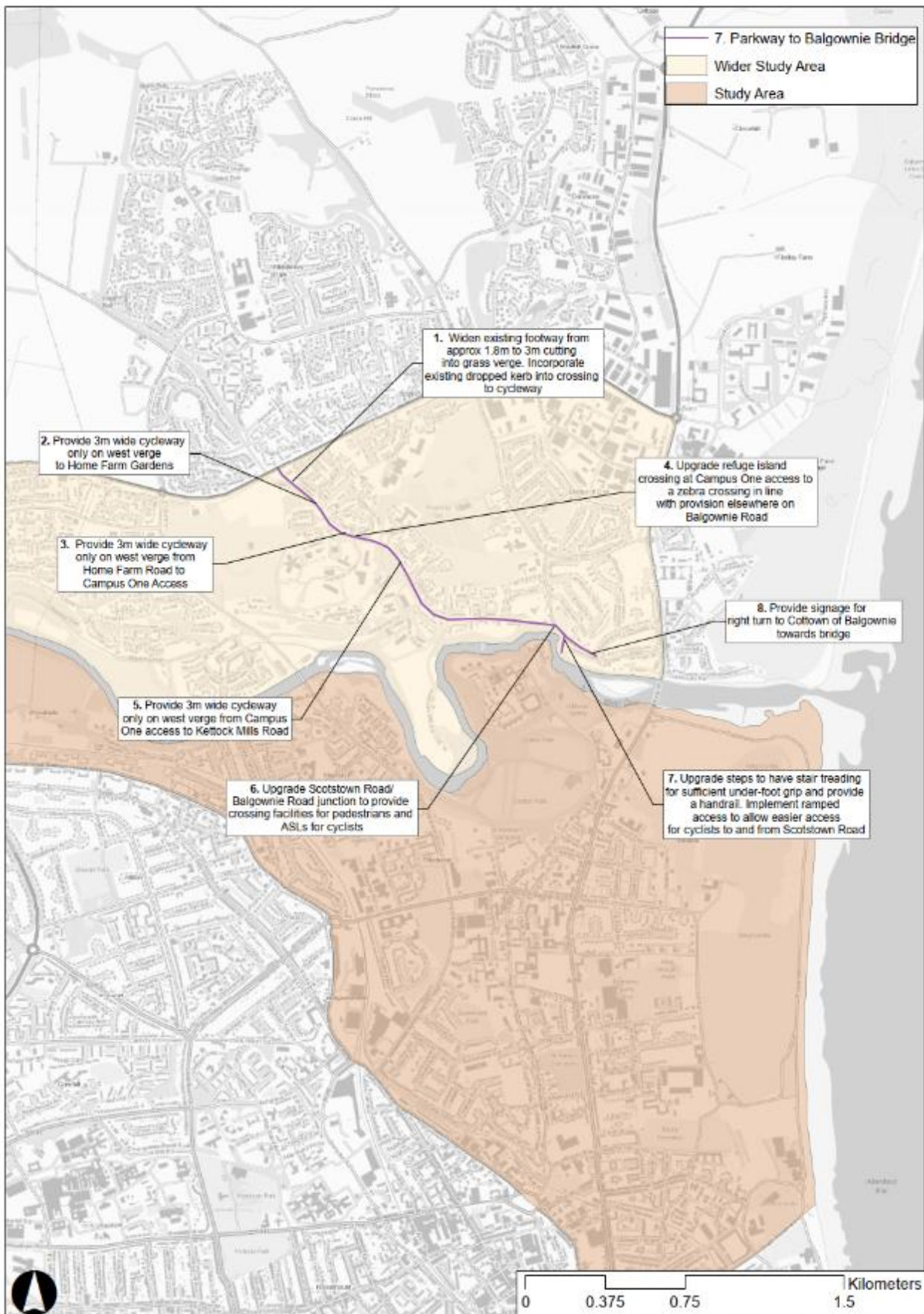


Figure 32 - Route 7: Parkway to Balgownie Bridge



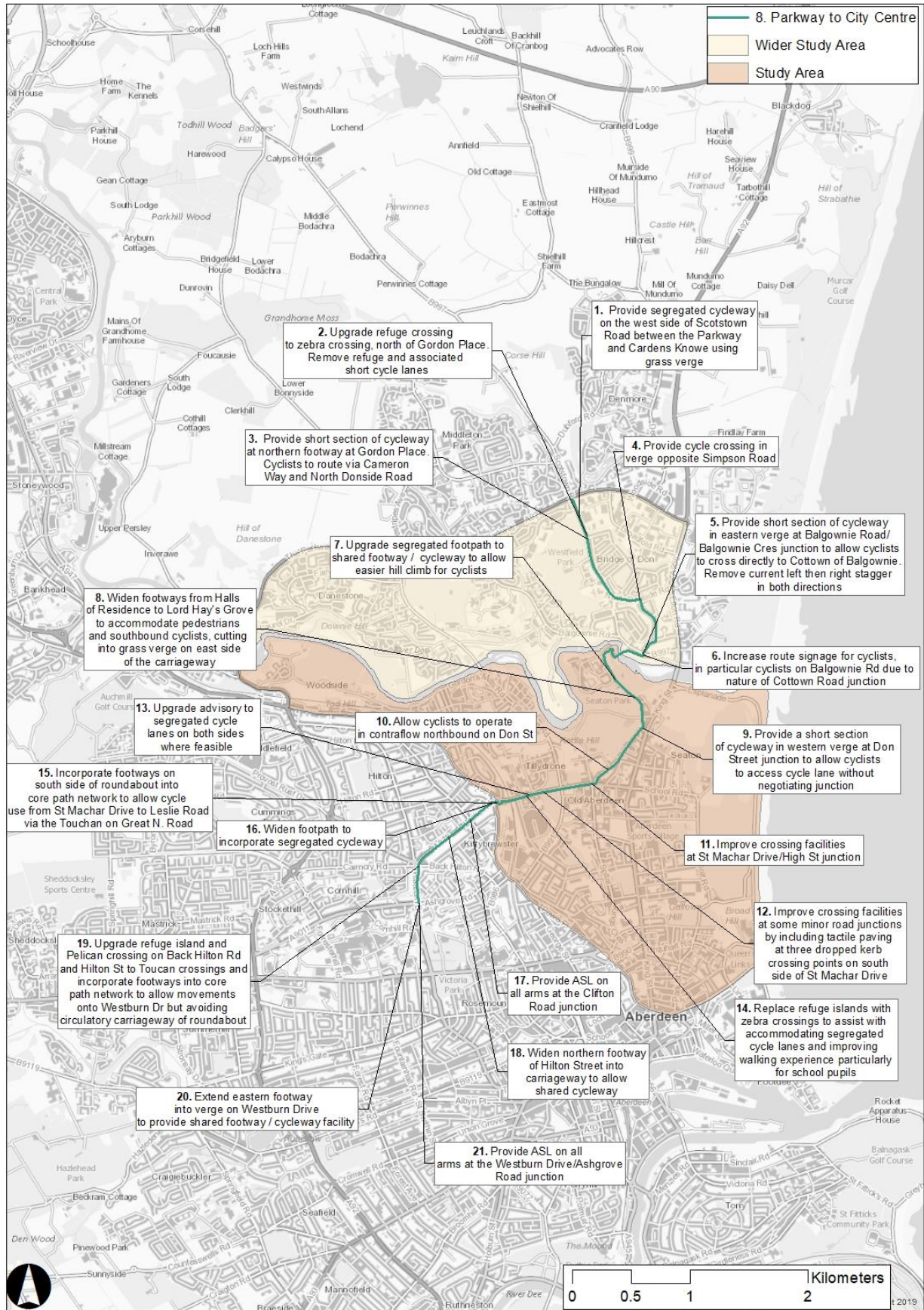


Figure 33 - Route 8: Parkway to Hospital

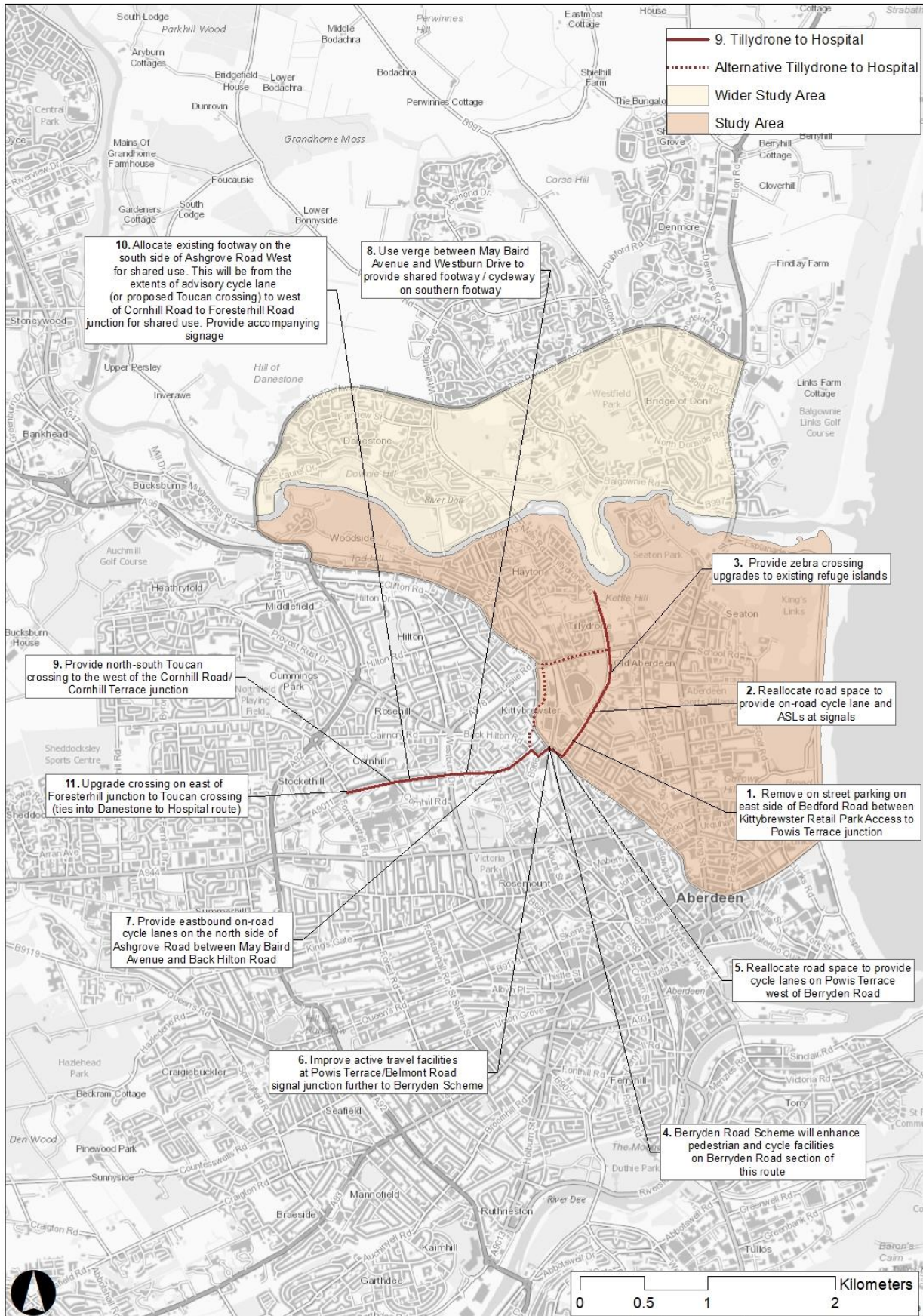


Figure 34 - Route 9: Tillydrone to Hospital

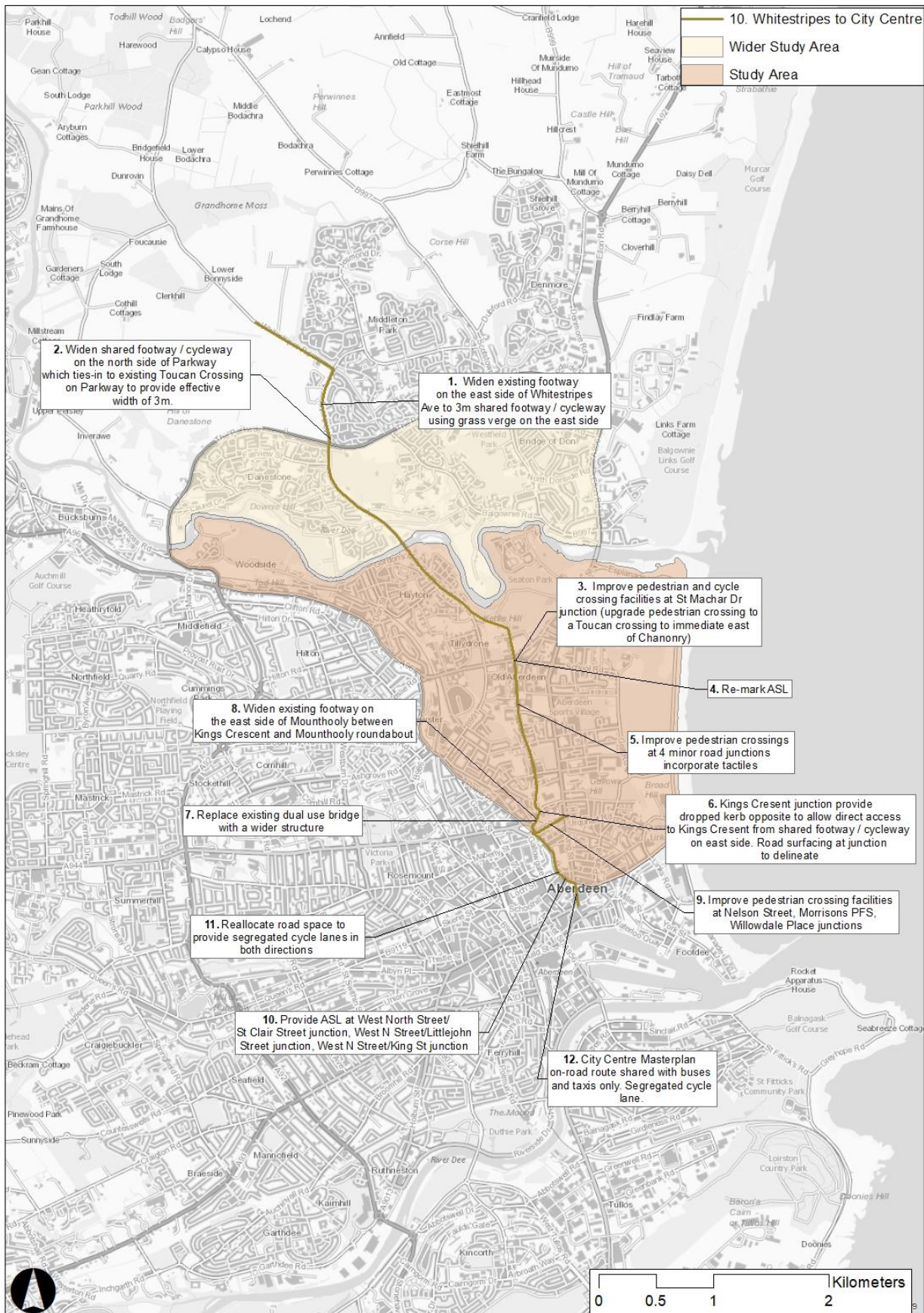


Figure 35 - Route 10: Whitestripes to City Centre

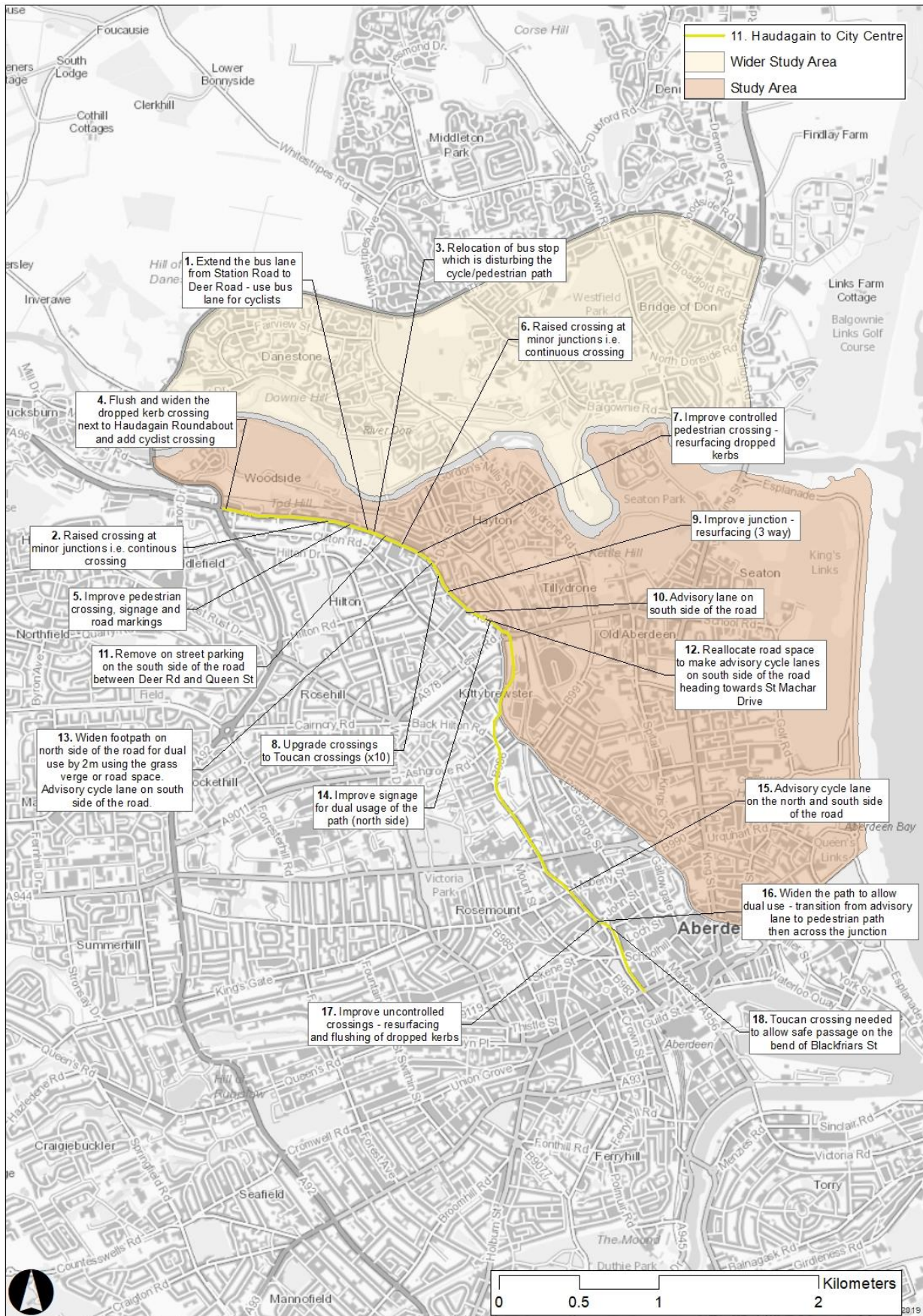


Figure 36 - Route 11: Haudagain to City Centre

## 7.4 Cost Estimates

Table 21 sets out high-level delivery cost estimates for each package of options. These cost estimates are based on the following high-level assumptions and caveats, and should be refined as each package is developed further.

- Costs have been estimated for the assumed level of intervention within each package, for on-road and off-road cycle links, crossings, junction improvements and structures
- Additional allowances have been made for design development (10%), preliminaries (20%), site supervision (5%) and traffic management (10%) as general allowances across each package
- Optimism bias has been assumed at 44%
- Costs have then been rounded to reflect the early stage of feasibility and appraisal and to provide a basis for broad comparison rather than detailed examination of the build-up of each package cost prior to design work
- No allowance was made for any additional risk or inflation to these cost estimates

This approach ensures that the main components of the delivery costs are accounted for, but it should be recognised that the intervention proposals within each package (and therefore their design and delivery costs) are subject to challenge, modification and development. These costs should therefore be read as a means to inform the appraisal only, and can be examined further as design work commences.

Table 21 – Delivery cost estimates

Package	Description	Delivery Cost Estimate
1	Kittybrewster to City Centre	£800,000
2	Clifton Road to City Centre	£1,000,000
3	Danestone to Hospital	£3,400,000
4	Golf Road / Park Road	£3,800,000
5	Industrial Estate to City Centre via Esplanade	£1,500,000
6	King Street	£3,500,000
7	Parkway to Balgownie Bridge	£1,000,000
8	Parkway to Hospital	£1,900,000
9	Tillydrone to Hospital	£800,000
10	Whitestripes to City Centre	£2,100,000
11	Haudagain to City Centre	£2,000,000

## 8. Appraisal

### 8.1 Approach to Appraisal

Given the scale of the packages of options, our approach to appraisal has been:

- TPO Appraisal - An initial, high level qualitative assessment of each package and the interventions that comprise that package against each of the agreed TPOs, considering the relative size and scale of the likely impacts;
- Implementability Appraisal - An initial, high level assessment of each package and the interventions that comprise that package against STAG Implementability criteria (feasibility of implementation, affordability to the public purse and any associated risks, the likely public response to implementation); and
- STAG Criteria Appraisal - A more detailed qualitative appraisal of each package and the interventions that comprise that package against the STAG Criteria (environment, safety, economy, integration, accessibility & social inclusion), considering the relative size and scale of the likely impacts.

For those packages of options which were considered to be worthy of further consideration, a separate assessment was carried out against Sustrans' Places for Everyone Design Principles to understand the potential funding suitability of the packages.

### 8.2 Appraisal Methodology

#### 8.2.1 STAG Assessment Scale

As set out in STAG guidance, each package of options has been assessed against the TPOs and STAG criteria using a seven-point scale. This considers the relative size and scale of the likely impacts, in qualitative terms.

Table 22 – STAG seven point scale

Contribution towards TPO / STAG Criterion	Score Awarded
Major benefit	+3
Moderate benefit	+2
Minor benefit	+1
Neutral	0
Minor cost or negative impact	-1
Moderate cost or negative impact	-2
Major cost or negative impact	-3

#### 8.2.2 TPO Appraisal

The STAG scoring criteria was applied to each of the TPOs as described below.

##### TPO 1

Improve quality of pedestrian and cycle provision on the transport network within the northern area of Aberdeen.

This is an assessment of the quality of active travel provision, so considers the proportion of each route which can be achieved on segregated and shared use paths or on-road cycle lanes. It also takes into account the amount of resurfacing and lighting provision, as well as improvements to signage and surface marking, new crossings or crossing upgrades and new infrastructure such as bridges, ramps, cycle gates and contraflow cycle lanes.

### TPO 2

Increase access to safe and integrated active travel network between Bridge of Don and Aberdeen City Centre.

The assessment of TPO 2 considers many of the elements appraised for TPO 1, except for on-road cycle lanes and resurfacing. It also takes into account connectivity with other proposed routes, as contributing to improvements in access to a safe and integrated active travel network.

### TPO 3

Improve the level of safety, comfort and personal security on the active travel network in the northern area of Aberdeen, to benefit travel experience of all users.

The assessment of TPO 3 considers many of the elements appraised for TPO 1, except for on-road cycle lanes and contraflow cycle lanes. It also takes into account surface quality (e.g. significant cobbled sections), whether the route is all in public areas or includes isolated sections and the proportion of the route which is not on Class A roads.

### TPO 4

Increase the number of trips made by foot or bike to contribute towards the aim of improved health and reduce impact of travel on the environment.

This combined 2011 Census data with an assessment of the number of dwellings within 5 minutes cycle journey time of each route, using TRACC transport accessibility software, to estimate the residential population which could easily access each route by foot or by bicycle.

### TPO 5

Improve connectivity by foot or bike to key centres of employment, education and health facilities.

An assessment was made of the accessibility of key centres of employment, education and health and wellbeing from each route, producing an aggregate score for each route.

## 8.2.3 Implementability Appraisal

An appraisal of the feasibility, affordability and likely public acceptability of each package of options was also undertaken, using the criteria are set out in Table 23.

Table 23 – STAG Feasibility, Affordability and Acceptability Criteria

Criterion	Description
Feasibility	A preliminary assessment of the feasibility of construction or implementation of an option and the status of its technology as well as any cost, timescale or deliverability risks associated with the construction.
Affordability	The scale of the financing burden on the promoting authority and other possible funding organisations and the risks associated with these.
Public Acceptability	The likely public response to implementation of the option.

## 8.2.4 STAG Criteria

Each of the option packages was appraised against the five STAG criteria:

- Environment;
- Safety;
- Economy;
- Integration; and
- Accessibility and Social Inclusion

The environmental appraisal considered the impact of each option package for the following sub-disciplines:

- Global and Local Air Quality;
- Cultural Heritage;
- Noise & Vibration;
- Habitats and Biodiversity;
- Agriculture and Soils;
- Landscape & Visual Amenity;
- Water, Drainage and Flood Defence;
- Water Quality; and
- Geology.

The outputs from the appraisal process are collated in a set of Appraisal Summary Tables (ASTs) that present the score for each option against the TPOs and STAG criteria and a commentary on the option's performance or impact (see Appendix E). The ASTs include a recommendation as to whether the option should be taken forward for further assessment or sifted out, along with the rationale behind the recommendation.

## 8.2.5 Sustrans 'Places for Everyone' Design Criteria

As detailed in paragraph 2.6.2, Sustrans have developed a set of design principles to guide the development of projects which will seek funding from the 'Places for Everyone' programme. Each of the packages of options has been assessed against the following principles. This assessment does not directly inform the overall STAG appraisal, but has been undertaken to provide guidance to ACC on the alignment of the packages to future funding considerations.

1. Develop ideas collaboratively and in partnership with communities.
2. Facilitate independent walking, cycling and wheeling for everyone, including an unaccompanied 12 year old.
3. Design places that provide enjoyment, comfort and protection.
4. Ensure access for all and equality of opportunity in public space.
5. Ensure all proposals are developed in a way that is context-specific and evidence-led.
6. Reallocate road space, and restrict motor traffic permeability to prioritise people walking, cycling and wheeling over private motor vehicles.



### 8.3 Summary of Appraisal Findings by Package

The key appraisal outcomes for each package of options are summarised below. Further details are contained in the ASTs in Appendix E.

#### 8.3.1 Package 1: Kittybrewster to City Centre

A 1.7 km route from Powis Terrace to the city centre using existing alignments with increased on-road and segregated cycle lanes. The package would be simple to implement at a relatively low cost, delivering a moderate benefit for TPO 4 and a minor benefit for the other TPOs. A proposed lane reallocation on Powis Place and the removal of on-street parking bays could meet some public opposition, but public consultation indicates support for segregated cycle lanes in this location. This option would have negligible environmental impact and deliver minor safety benefits, due to the increase in segregated and on-road cycle lanes. Cycle access to the North East Scotland college campus would be significantly improved, contributing to moderate wellbeing benefits for students and minor integration benefits. Together with improved vehicle flows from the removal of on-street parking bays, this would also deliver moderate economic benefits. This option is a possible alternative alignment to Option 2, for the section south of Powis Terrace.

#### 8.3.2 Package 2: Clifton Road to City Centre

A 3 km route from the Woodside area on the A96 Northern Road to the city centre using existing alignments with increased on-road cycle lanes, incorporating elements of the BCI project. It would deliver a major benefit for TPO 4, a moderate benefit for TPOs 1, 3 and 5 and a minor benefit for TPO 2. Intervention costs would be relatively low, but land acquisition would add to cost and timescales. Road space reallocation, parking space removal and the loss of mature trees could meet some public opposition, but public consultation indicates support from users. It would have negligible environmental impact, and deliver minor safety benefits, due to the increase in on-road cycle lanes and crossing improvements at minor road junctions. It would significantly improve pedestrian access to the Powis Terrace high frequency bus corridor and would improve active travel connectivity to a range of local services, and for residents in areas of multiple deprivation. It also connects with NCN Route 1. These all contribute to moderate integration and comparative accessibility benefits.

#### 8.3.3 Package 3: Danestone to Hospital

A 4.3 km route from the Danestone area to the Royal Infirmary, using a mix of existing alignments with a new segregated section and river bridge. It would deliver a major benefit for TPOs 1 and 2, with a moderate benefit for TPOs 3, 4 and 5. Intervention costs would be relatively high and land acquisition would add to cost and timescales. Building new infrastructure in current green space would have a moderate environmental impact and could also meet some public opposition. However, public consultation indicates strong support for a new river crossing. Option 3 would significantly improve active travel access to current and future land uses and for residents in areas of multiple deprivation, contributing to moderate land use integration and comparative accessibility benefits. It also connects with NCN Route 1. New segregated and shared-use sections with good surfacing would deliver minor safety benefits. It would tie into designs for new cycleways as part of the Haudagain Improvement Scheme.

#### 8.3.4 Package 4: Golf Road / Park Road

A 3.6 km route east of King St, using a mix of existing alignments with a new segregated section and river bridge. It would deliver a major benefit for TPOs 1, 2 and 3, with a moderate benefit for TPOs 4 and 5. Intervention costs would be relatively high and land acquisition would add to cost and timescales. Building new infrastructure in current green space (crossing a Local Nature Reserve) would have a moderate environmental impact and could also meet some public opposition. However, public consultation also indicates strong support for a new river crossing. Option 4 would have major economic, health and wellbeing benefits for users. It would significantly improve active travel access to current land uses and for residents in areas of multiple deprivation, contributing to moderate land use integration and comparative accessibility benefits. New segregated and off-road sections with good surfacing and lighting would deliver moderate accident reduction benefits.

### 8.3.5 Package 5: Industrial Estate to City Centre via Esplanade

A 5.4 km route from the Parkway / Ellon Road roundabout to the city centre via the Esplanade using existing alignments with increased segregation, shared-use paths and footway improvements. It would deliver a major benefit for TPOs 1, 2 and 3, with a minor benefit for TPOs 4 and 5. Costs would be in the mid-range and the environmental impact would be minor. The proposed lane reallocation south of the River Don bridge could meet some public opposition, but public consultation indicates support for significant levels of segregation. Significant upgrades through a variety of industrial, residential, and leisure areas, with a high level of segregation would deliver moderate economic and accident reduction benefits. It would improve pedestrian access to the Ellon Road bus corridor and would improve active travel connectivity to local services, contributing to minor integration and comparative accessibility benefits.

### 8.3.6 Package 6: King Street

A 2.9 km route from south of the Don Bridge to the city centre, using existing alignments with complete resurfacing. It would deliver a moderate benefit for TPOs 1, 2 and 3, with a major benefit for TPOs 4 and 5. Intervention costs would be relatively high and land acquisition would add to cost and timescales. Removing mature trees to widen footways would have a moderate environmental impact. This could also meet some public opposition, along with removal of parking spaces. However, public consultation indicates support for segregated facilities and good surfacing. Option 6 would deliver major economic, health and wellbeing benefits over a relatively wide area, as King Street is a main north-south access route. It would significantly improve access to high frequency bus services, to local services and for residents in areas of multiple deprivation, delivering moderate integration and comparative accessibility benefits. High levels of segregation coupled with resurfacing of the full route would deliver moderate accident reduction benefits. However, reducing capacity for vehicle flows would go against the existing Roads Hierarchy, as King Street is a primary route for HGVs and general traffic.

### 8.3.7 Package 7: Parkway to Balgownie Bridge

A 2.1 km route from the A92 Parkway to Balgownie Bridge using existing alignments with a new access ramp bypassing the steps down to the bridge. It would deliver a minor benefit for TPOs 1, 4 and 5, with a moderate benefit for TPOs 2 and 3. Intervention costs would be relatively low, but land acquisition would add to cost and timescales. Tree and habitat loss to widen footways and build an access ramp through woodland would have a moderate environmental impact. This could also meet some public opposition, but public consultation indicates support for segregated facilities and upgrades to crossings and the steps to Balgownie Bridge. Option 7 would deliver major economic benefits, enabling safer active travel access to employment locations in an area which currently has poor provision. New cycleways and upgrading the steps resurfacing would deliver moderate accident reduction benefits. Improved active travel access to employment sites and the Ellon Road bus corridor would deliver minor integration and accessibility benefits. This option is a possible alternative alignment to Option 8, for the section north of Balgownie Bridge.

### 8.3.8 Package 8: Parkway to Hospital

A 5.5 km route from the A92 Parkway to the Royal Infirmary, using existing alignments with some increased segregation and shared use facilities. It would deliver a minor benefit for TPOs 1 and 3, with a moderate benefit for TPO 2 and a major benefit for TPOs 4 and 5. Intervention costs would be in the mid-range, with land acquisition adding to cost and timescales. Tree and habitat loss to widen footways and cycleways would have moderate (and possibly major) environmental impacts. This could also meet some public opposition, along with the loss of permit parking on Don Street, but public consultation indicates support for segregated facilities and better cycling connectivity. Option 8 would deliver minor economic benefits, due to improved safety and wellbeing. These would increase to moderate or major benefits if constructed with the section of Option 7 south of the River Don. Increased connectivity to local services and for residents in areas of multiple deprivation would deliver moderate land use integration and comparative accessibility benefits. This option would deliver minor benefits for safety and the other aspects of integration and accessibility.

### 8.3.9 Package 9: Tillydrone to Hospital

A 3.2 km route from Tillydrone to the Royal Infirmary, linking existing active travel provision on Tillydrone Avenue to new provision and incorporating elements of the BCI project. It would deliver a minor benefit for TPO 1, moderate benefits for TPOs 2, 3 and 4, and a major benefit for TPO 5. Intervention costs would be relatively low. Tree removal would have minor environmental impacts. This, along with the removal of on-street parking could meet some public opposition, but public consultation indicates support for the type of measures adopted and for better cycle connectivity to the Royal Infirmary. Option 9 would deliver moderate economic benefits, due to improved safety and accessibility to educational and medical facilities. It would significantly improve pedestrian access to the Powis Terrace high frequency bus corridor and would improve active travel connectivity to a range of local services and for residents in areas of multiple deprivation, resulting in moderate integration and comparative accessibility benefits. It also connects with NCN Route 1. This option would deliver minor benefits for safety and community accessibility.

The alternative route using St Machar Drive and the upper half of the BCI project (9a in the tables below) delivers similar appraisal scores to option 9, with a moderate benefit for TPO 1, due to the greater segregation and 9 new Toucan crossings on the BCI section. It would also deliver moderate accident reduction benefits, for the same reasons, but would deliver only minor transport integration benefits as it does not serve the Powis Terrace high frequency bus corridor. The cost estimate excludes the section on the BCI.

### 8.3.10 Package 10: Whitestripes to City Centre

A 6.1 km route from Whitestripes Road to the city centre, using existing alignments including significant segregated sections. Almost half of the route is on the alignment of NCN Route 1, from the Diamond Bridge to Mounthooly roundabout. It would deliver moderate benefits for TPOs 1, 2, 3 and 5 and a major benefit for TPO 4. Intervention costs would be in the mid-range and land acquisition (if required) would add to cost and timescales. Tree and habitat loss to widen footways and replace a narrow active travel bridge would have a moderate environmental impact. This could also meet some public opposition, along with impacts on property boundaries. However, public consultation indicates strong support for segregated cycle lanes, crossing upgrades and widening the bridge. Option 10 would deliver moderate economic benefits, due to improved safety and cycle access to employment. It would significantly improve access to high frequency bus services, to local services and for residents in areas of multiple deprivation, delivering moderate integration and comparative accessibility benefits. High levels of segregation would deliver moderate accident reduction benefits.

### 8.3.11 Package 11: Haudagain to City Centre

A 4.5 km route from Haudagain roundabout to the city centre, using existing alignments at each end of the BCI. It would deliver major benefits for TPOs 1, 2, 3 and 4, and a moderate benefit for TPO 5. Intervention costs (which exclude the BCI section) would be in the mid-range and land acquisition would add to cost and timescales, but there would be a negligible environmental impact. Road space reallocation and removal of parking spaces could meet some public opposition, but public consultation indicates strong support for segregated cycle lanes and crossing upgrades. Option 11 would serve the Centre Point and Kittybrewster retail parks and is expected to lead to moderate modal shift towards active travel modes, producing a moderate economic benefit. Almost 70% of the route would be on segregated or shared use cycle paths and almost 30% on-road cycle lanes, delivering major safety benefits. It would significantly improve access to high frequency bus services, to local services and for residents in areas of multiple deprivation, delivering moderate integration and comparative accessibility benefits.

## 8.4 Summary of Appraisal Scores

Table 24 below shows the appraisal scores for the five TPOs for each option package, along with a summary of the implementability assessment. As shown in the table, most of the options would require the acquisition of third party land and all except options 1 and 5 would require the felling of mature trees. Both of these issues can lead to public objections, increasing costs, risks and timescales. The two columns on the right hand side record other significant issues which should be considered in the context of feasibility and public acceptability.

Table 25 presents the appraisal scores against the STAG criteria (and sub-criteria) for each option package. See Appendix E for further information.

Table 26 provides an assessment of the strengths and weaknesses of each option, whether the option is self-supporting or dependent on another option to be viable, and an indication whether the option delivers similar benefits to one or more of the other options. The options are then prioritised as high, medium or low, based on the results of the appraisal.

Table 27 presents an assessment of the options against the Sustrans 'Places for Everyone' design principles.

Table 24 – Summary of TPO and Implementability Appraisal<sup>1</sup>

Package	Route	TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	Cost band	Requires land?	Tree removal?	Feasibility issues (+ land and tree removal)	Acceptability - likely objections (+ land and tree removal)
1	Kittybrewster to City Centre	1	1	1	2	1	Low	No	No	Nil	Road space reallocation & removal of parking spaces
2	Clifton Road to City Centre	2	1	2	3	2	Low	Yes	Yes	Nil	Road space reallocation & removal of parking spaces
3	Danestone to Hospital	3	3	2	2	2	High	Yes	Yes	New river bridge	Nil
4	Golf Road / Park Road	3	3	3	2	2	High	Yes	Yes	New river bridge	Loss of sports facilities
5	Industrial Estate to City Centre via Esplanade	3	3	3	1	1	Mid	No	No	Nil	Road space reallocation
6	King Street	2	2	2	3	3	High	Yes	Yes	Nil	Removal of parking spaces
7	Parkway to Balgownie Bridge	1	2	1	1	1	Low	Yes	Yes	Land availability for access ramp	Nil
8	Parkway to Hospital	1	2	1	3	3	Mid	Yes	Yes	Nil	Removal of parking spaces
9	Tillydrone to Hospital	1	2	2	2	3	Low	No	Yes	Nil	Removal of parking spaces
9a	Tillydrone to Hospital via BCI	2	2	2		3	Low	No	No	Nil	Removal of parking spaces
10	Whitestripes to City Centre	2	2	2	3	2	Mid	Yes	Yes	Replacement rail bridge	Impacts on property boundaries
11	Haudagain to City Centre	3	3	3	3	2	Mid	No	No	Nil	Road space reallocation & removal of parking spaces

<sup>1</sup> Scores range from -3 indicating a major cost or negative impact to +3, indicating a major benefit. ±1 indicates a minor cost or benefit; ±2 a moderate cost or benefit

Table 25 – Summary of STAG Criteria Appraisal<sup>2</sup>

Package	Route	Environment	Safety		Economy		Integration			Accessibility & Social Inclusion	
			Accidents	Security	Transport Economic Efficiency	Wider Economic Impacts	Transport Integration	Transport & Land Use Integration	Policy Integration	Community Accessibility	Comparative Accessibility
1	Kittybrewster to City Centre	0	1	1	2	0	0	1	1	0	1
2	Clifton Road to City Centre	0	1	1	1	0	2	2	1	1	2
3	Danestone to Hospital	-2	1	1	1	0	1	2	1	1	2
4	Golf Road / Park Road	-2	2	1	3	0	1	2	1	1	2
5	Industrial Estate to City Centre via Esplanade	-1	2	1	2	1	1	1	1	0	1
6	King Street	-2	2	1	3	1	2	2	1	0	2
7	Parkway to Balgownie Bridge	-2	2	1	2	0	1	1	1	1	1
8	Parkway to Hospital	-2	1	1	2	0	1	2	1	1	2
9	Tillydrone to Hospital	-1	1	1	2	0	2	2	1	1	2
9a	Tillydrone to Hospital via BCI	-1	2	1	2	0	1	2	1	1	2
10	Whitestripes to City Centre	-2	2	1	2	0	1	2	1	0	2
11	Haudagain to City Centre	0	3	2	2	0	2	2	1	1	2

<sup>2</sup> Scores range from -3 indicating a major cost or negative impact to +3, indicating a major benefit. ±1 indicates a minor cost or benefit; ±2 a moderate cost or benefit

Table 26 – Assessment of Complementarity, Strengths, Weaknesses and Priority

Package	Self-contained, or relies on complementary routes?	Delivers similar benefits to another option?	Strengths	Weaknesses	Priority
1	Variant to southern section of Option 2	Option 2	Low cost and easy to implement, 35% segregated cycle lanes, serves North East Scotland college	No provision for pedestrians, road space removal on high frequency bus corridor	Low
2	Could combine with Option 1	Option 11	Low cost, crossing upgrades at 16 minor road junctions, bus/cycle gate on George St with segregated 1 km contraflow cycle lane	Option 11 follows similar alignment and performs better in appraisal	Medium
3	Self-contained	No	New river bridge & 1 km off-road foot & cycleway, 50% shared use paths, 8 new / improved crossings	High cost and moderate environmental impact	Medium
4	Self-contained	Options 5 & 6	New river bridge & 1 km off-road foot & cycleway, 45% of route is segregated, 9 new / improved crossings, major economic benefits	High cost and moderate environmental impact	High (1 route in this corridor)
5	Self-contained	Options 4 & 6	Almost 65% segregation & 25% shared use paths, 7 new / improved crossings, crossing upgrades at 7 minor road junctions	May be too indirect to attract many new users, less connectivity to key centres than options 4 or 6	
6	Self-contained	Options 4 & 5	Almost 50% segregation, 2 major junction improvements, crossing upgrades at 17 minor road junctions, 4 improved crossings, major economic benefits, full route resurfacing	High cost and moderate environmental impact	
7	Variant or complement to northern section of Option 8	Option 8	Low cost, upgrade access to Balgownie bridge	Less than 25% segregation, and moderate environmental impact	Low
8	Self-contained, but could be complement to Option 7	No	Major improvement in connectivity to key centres including University and Royal Infirmary, 6 crossing upgrades	Less than 25% segregation, moderate environmental impact	Low

Package	Self-contained, or relies on complementary routes?	Delivers similar benefits to another option?	Strengths	Weaknesses	Priority
9	Self-contained	Option 9a	Low cost, major improvement in connectivity to key centres including University and Royal Infirmary, 3 crossing upgrades	Less than 20% segregation, slightly lower appraisal scores than option 9a	Medium
9a	Self-contained	Option 9	Low cost, over 40% segregation, major improvement in connectivity to key centres including University and Royal Infirmary, 9 new Toucan crossings	None	Medium
10	Self-contained	No	Replacement rail bridge for active travel, 50% segregation, crossing upgrades at 7 minor road junctions	Moderate environmental impact, road space removal on high frequency bus corridor	High
11	Self-contained	Option 2	Over 40% segregation and over 55% shared use paths or on-road cycle lanes, 9 new signalised crossings, crossing upgrades at over 40 minor road junctions	Cost is higher than option 2	High



Table 27 – Assessment of Sustrans ‘Places for Everyone’ Criteria

Package	Develop ideas collaboratively	Facilitate independent travel for everyone (inc unaccompanied 12 year old)	Enjoyment, comfort & protection	Access for all and equality of opportunity	Context-specific & evidence-led	Reallocate road space for active travel
1	All options have been informed by public and stakeholder consultation	30-40% of route suitable	Segregated cycle lanes for 35% of route, over 45% on minor roads		STAG is an evidence-led process. All options have been developed to suit their particular context and environment	For 35% of route (1.2 km)
2		20-30% of route suitable	Over 20% segregation and crossing upgrades at 16 minor road junctions, over 80% on minor roads			For 17% of route (1 km)
3		20-30% of route suitable	Over 20% segregated and resurfaced, almost 50% shared-use paths and 8 new or improved crossings			Nil
4		40-50% of route suitable	New active travel river bridge, 45% of route segregated and over 15% shared use paths, 100% minor roads			For 4% of route (0.3 km)
5		60-70% of route suitable	Over 60% segregation and 25% shared use, 7 new or improved crossings & 7 junction improvements, over 75% minor roads			Traffic lane at south end of bridge becomes cycle lane
6		40-50% of route suitable	Almost 50% segregation, crossing upgrades at 17 minor road junctions, 2 major junction upgrades			1 lane on each arm of King St / West North St junction
7		20-30% of route suitable	Over 20% segregation, upgrade steep, uneven steps and add access ramp through woodland, over 85% minor roads			Nil
8		10-20% of route suitable	Almost 20% segregation and 15% shared use paths, ASLs at 2 junctions and 9 crossing upgrades, over 60% minor roads			Removal of parking spaces to create cycle lanes
9		10-20% of route suitable	Over 15% segregation and 10% shared use paths, 4 improved crossings, over 70% minor roads			Removal of parking spaces to create cycle lanes
9a		40-50% of route suitable	Over 40% segregation and 10% shared use paths, 9 new crossings, over 30% minor roads			Removal of parking spaces to create cycle lanes
10	40-50% of route suitable	50% segregation, crossing upgrades at 7 minor road junctions, replacement rail bridge for active travel, over 80% minor roads		Nil		

Package	Develop ideas collaboratively	Facilitate independent travel for everyone (inc unaccompanied 12 year old)	Enjoyment, comfort & protection	Access for all and equality of opportunity	Context-specific & evidence-led	Reallocate road space for active travel
11		40-50% of route suitable	Over 40% segregation and 25% shared use, 9 new signalised crossings & 44 crossing upgrades at minor road junctions, over 35% minor roads			For 2% of route (0.2 km)

## 9. Recommendations

### 9.1.1 Introduction

It should be noted that the STAG methodology is not designed to recommend a preferred option. In reality, it provides a multi-criteria assessment framework to assess the relative performance of transport interventions, enabling decision-makers to make an informed choice on the future development of interventions. The appraisal which is described in this report has shown that there are a number of potential interventions which could fulfil the brief; i.e. to improve “active travel connections in a north-south direction from the area north of the river Don, south to the city centre with connections to significant existing and planned trip generators”.

The ultimate aim should therefore be to develop a cohesive network of active travel routes to the north of Aberdeen city centre, that is linked to wider Active Travel Action Plan proposals and can deliver the many benefits identified for each package in this appraisal. To support decision making in the delivery of that, the appraisal has identified which packages should be considered as higher priority than others. These are:

- Packages 4, 5 and 6, which would all provide an active travel route along or parallel to King Street, the main north-south alignment connecting Bridge of Don to the city centre. The appraisal scores for each option are very similar and each brings specific opportunities and constraints.
- Packages 10 and 11, which would provide connectivity between the city centre and areas in the northwest of the study area, with large trip generators at the centre of each route. It is noted that Package 11 scores higher than Package 10 in the appraisal, but this is mainly due to the benefits of incorporating the BCI Project.

### 9.1.2 Packages 4, 5 and 6

Packages 4, 5 and 6 would provide very significant improvements in active travel connectivity within a similar travel corridor. Package 4 would deliver a new river crossing and a new high quality north-south route, upgrading an unclassified road, parallel to King Street and less than 600 metres to the east. It would improve connectivity to a number of significant trip generators as well as an area of multiple deprivation near Seaton Crescent. However, Package 4 has the highest estimated costs of all the routes. It would require significant land acquisition to construct almost 900 metres of segregated route across existing leisure facilities, as well as a new river bridge which would cross a local nature reserve. This would also give rise to moderate environmental impacts.

Package 5 would extend almost 1 km further to the north, serving a residential area to the east of Ellon Road, as well as the Conference Centre and the Science and Energy Park. It would be much cheaper to construct than Packages 4 or 6 and has only a minor environmental impact. This option would generally be perceived as a safer and more comfortable journey than the direct route along King Street, with very few opportunities for conflict with vehicles on the Esplanade. It also performs better than all of the other options in the assessment against the Places for Everyone criteria. However, it follows an indirect route to the city centre, via the Esplanade, which is almost 1 km east of King St. This would add almost 1.5 km to a commuting journey between Ellon Road and the city centre, compared to the direct route. This could be unattractive to many cyclists, who may prefer a more direct route. It also means that Package 5 provides direct connectivity to fewer trip generators than Packages 4 or 6. It also serves only 60% of the population that can access Package 4 and 55% of that served by Package 6<sup>3</sup>.

Package 6 uses the direct King Street route, providing direct connectivity to a range of trip generators in the shortest journey time. Two major junctions would be improved; School Road / St Machar Drive and East / West North Street. The proposed resurfacing of the entire route would improve the comfort and safety of all users, not just those using active travel. However, the reallocation of road space for active travel use at two major junctions would conflict with the classification of King Street as a Priority Route in the Roads Hierarchy. King Street is a high frequency bus corridor, so pedestrians would be able to access bus stops more easily. On the other hand, road space reallocation for cycle users could cause delay to buses, which has the potential to deter users. Also, as

<sup>3</sup> Based on estimates of the residential population in the 2011 Census, living within 5 minutes cycle journey time of each route

King Street is a Priority Route, cyclists would be sharing road space with HGV traffic, which may make it unattractive for some users. The estimated costs of Package 6 are much higher than those of Package 5, approximately 90% of those of Package 4. Widening footways would require the removal of a number of mature trees, giving rise to moderate environmental impacts.

### **9.1.3 Options 10 and 11**

Package 10 is the longest route, which would provide very significant improvements in active travel connectivity. It has the largest existing population of any of the routes within 5 minutes cycle time, and would serve the new Grandhome development, providing a direct connection to the University of Aberdeen and the city centre. It incorporates existing high quality provision north and south of the Diamond Bridge and proposes a number of interventions which would improve facilities on the existing NCN 1 Route. The estimated construction costs are very similar to those of Package 11 and the two routes perform similarly in the Places for Everyone assessment. Road space would be reallocated to create segregated cycle lanes for 550 metres on both sides of West North Street. This is a high frequency bus corridor, so this intervention could delay buses, with the potential to deter users. The amount of habitat and landscape loss would give rise to moderate environmental impacts.

Package 11 scores highest in the appraisal, but the northern extent is on the very edge of the study area until the BCI project and the section south of the A96 is out of the study area. Almost 70% of the route would be on segregated or shared use cycle paths, the route includes a large number of crossing improvements and directly serves the Kittybrewster and Centre Point retail parks, hence it scores very highly against all the TPOs, as well as the STAG criteria. This option would also have a negligible environmental impact, unlike the other options recommended as a priority for further consideration.

### **9.1.4 Next Steps**

The findings of this study suggest that there are several options for improving active travel connectivity to and from the Bridge of Don area which merit further detailed development and assessment. It is recommended that further work is undertaken to develop these proposed high-priority interventions to an appropriate level of design to allow for a further assessment of their deliverability, including technical feasibility. This would also enable further quantification of their likely impacts, both positive and negative.

As set out in this report, there is a considerable level of community and stakeholder interest in active travel improvements. To ensure stakeholders are fully informed of developments, it is recommended that further community engagement is undertaken as the proposals are refined.

## 10. Monitoring and Evaluation

The final stage of the STAG process incorporates monitoring and evaluation, which is carried out following project implementation. This has an important role in determining whether the implemented project has achieved its TPOs and continues to represent value for money.

### 10.1.1 Monitoring

Key elements to include in the monitoring process are

- development of a strategy to outline how monitoring will be undertaken post-implementation and the scope of the process;
- development of challenging but achievable key performance indicators (KPIs) clearly linked to established policy directives;
- collection, analysis and interpretation of data relating to the KPIs, which should be appropriate to the scale and nature of the proposed intervention; and
- development of a Monitoring Report to detail the extent to which a project is delivering value for money and achieving the objectives set.

### 10.1.2 Evaluation

Evaluation forms an essential part of the policy cycle, providing evidence and learning points for future interventions and investments. It should be treated as a specific post-implementation event, designed to identify whether or not a project is performing as originally intended, is contributing to established policy directives and has delivered value for money.

Detailed guidance is available which sets out the various activities required, which should be proportional to the scale of the project. These include

- Process Evaluation, which is often referred to as 'lessons learned';
- Stage 1 Outcome Evaluation, which aims to provide a high level, early indication of project performance against targets; and
- Stage 2 Outcome Evaluation, which is conducted once the project has been in existence for a sufficient period (typically three to five years) to enable a comprehensive examination to be undertaken of actual performance against identified targets.

## 11. Summary and Conclusions

The appraisal has shown that there are a number of potential interventions which could fulfil the brief; i.e. to improve “active travel connections in a north-south direction from the area north of the river Don, south to the city centre with connections to significant existing and planned trip generators”.

Packages 4, 5 and 6 would all provide an active travel route along or parallel to King Street, the main north-south alignment connecting Bridge of Don to the city centre. Packages 10 and 11 would provide connectivity between the city centre and areas in the northwest of the study area, with large trip generators at the centre of each route. The strengths and weaknesses of each route are summarised in Table 28.

Table 28 – Summary of Recommendations

Packages	Route	Strengths	Weaknesses
4	Golf Road / Park Road	Key desire line, attractive route off main carriageway New river crossing Avoids pinch points of King Street Connects high density residential areas, including areas of multiple deprivation	High estimated cost Significant land acquisition removing leisure facilities New bridge across local nature reserve Moderate environmental impacts
5	Industrial Estate to City Centre via Esplanade	Serves residential and industrial area north of existing river bridge Low traffic route – safe and comfortable Lower estimated cost than Options 4 & 6 Minor environmental impact	Attractive but off desire line, and less direct, adding up to 1.5 km to journey Less connectivity to key centres than options 4 or 6 Lane reallocation south of the bridge could meet public opposition
6	King Street	Key desire line, direct Connects high density residential areas, including areas of multiple deprivation Resurfacing whole route would improve comfort and safety of all users	Classified as a Priority Route; cyclists sharing road space with HGV traffic Bus delays from road space reallocation High estimated costs Moderate environmental impact
10	Whitestripes to City Centre	Direct, incorporates existing high quality provision High connectivity to population and trip generators Connects Grandhome development directly to University and city centre Targeted improvements to NCN 1	Bus delays from road space reallocation Moderate environmental impacts
11	Haudagain to City Centre	Highest appraisal scores against TPOs Almost 70% segregated or shared use cycle paths Incorporates all of Berryden Corridor High number of crossing improvements Directly serves Kittybrewster and Centre Point retail parks,	Route is on western edge of study area and southern section is outside area, Negligible environmental impact

The findings of this study indicate that there are several options for improving active travel links to and from the Bridge of Don area that merit further consideration. It is recommended that more detailed development and assessment be undertaken to allow a more thorough assessment of their deliverability and technical feasibility. This would also inform a further assessment of their likely impacts. To ensure that stakeholders are fully informed of developments, it is recommended that community engagement continues as proposals are refined.

## **Appendix A. Sustrans Places for Everyone Guidance**



## **Appendix B. Public Survey Questions**

## **Appendix C. Public Survey Responses**

## **Appendix D. Options Long List**

## **Appendix E. Appraisal Summary Tables**

## Appraisal Summary Tables

<p>Option 1            Title: Kittybrewster to City Centre            Description: New active travel route from Powis Terrace to the city centre using existing alignments with increased on-road and segregated cycle lanes. A possible alternative alignment to Option 2, for the section south of Powis Terrace.</p>		
<p><u>High Level Appraisal against Transport Planning Objectives (TPOs)</u></p>		
Objective:	Performance against TPO	Score
TPO 1: Improve quality of pedestrian and cycle provision on the transport network within the Bridge of Don area.	This option would provide segregated cycle lanes (35% of route length) and on-road cycle lanes (nearly 30% of route length). This would reduce conflicts with vehicles and improve the route quality for cyclists.	+1
TPO 2: Increase access to safe and integrated active travel network between Bridge of Don and Aberdeen City Centre.	This option would provide access to a route with segregated cycle lanes (35% of route length) and on-road cycle lanes (nearly 30% of route length). This would improve safety by reducing conflicts with vehicles. This route connects with options 2 and 10.	+1
TPO 3: Improve the level of safety, comfort and personal security on the active travel network in the northern area of Aberdeen, to benefit travel experience of all users.	This option would have 35% segregated road cycle lanes and nearly 30% on-road cycle lanes. This would improve safety by reducing conflicts with vehicles. The route does not pass through any secluded areas.	+1
TPO 4: Increase the number of trips made by foot or bike to contribute towards the aim of improved health and reduce impact of travel on the environment.	This option would serve areas with a relatively high population density indicating that it could attract a reasonable number of new users	+2
TPO 5: Improve connectivity by foot or bike to key centres of employment, education and health/well-being.	This option would improve active travel connectivity to the city centre, North East Scotland college and to commercial and leisure facilities on Gallowgate.	+1

<u>Implementability Appraisal</u>		
Feasibility	No significant issues related to the implementation of this option are expected.	Minor consideration
Affordability	There would be relatively low capital and maintenance costs associated with the delivery of this option.	Minor consideration
Public Acceptability	There may be some opposition to the proposed road space reallocation on Powis Place, due to high traffic flows on this road. However, there should also be support as Powis Place is a key route into the city centre and has been cited as unsafe by cyclists in consultation feedback.	Moderate consideration
<u>High Level Appraisal against STAG Criteria</u>		
Criterion		
<u>Environment</u>	Performance against STAG Criterion	Score
	<p>Road reallocated to provide segregated cycle lanes, on-street pay and display removed on west side of Gallowgate, provision of on-road cycle lanes on both sides of the Gallowgate.</p> <p>The existing environment along the proposed option alignment is dominated by the road network, commercial and residential properties.</p> <p>Sensitive receptors with regards to potential noise and vibration, air quality, landscape and visual amenity impacts include local residents, pedestrians, cyclists and vehicle travellers.</p> <p>Five cultural heritage assets immediately adjacent to the proposed interventions (Causewayend School, Category B Listed Building reference LB20650; Gallowgate, Voluntary Services, Category C Listed Building reference LB50053; 111 Gallowgate including boundary wall and railings, Category C Listed Building reference LB20316; Broad Street, Marischal College, Category A Listed Building reference LB20096; and 2 And 4 Upperkirkgate And 11 Gallowgate, Former Students Union, Category B Listed Building reference LB43377. Significant impacts on these assets are not anticipated.</p> <p>No sensitive habitats with regards to biodiversity have been identified along the route of the proposed intervention.</p> <p>Aberdeen City Centre Air Quality Management Area was designated by virtue of likely exceedances of the annual mean objective for Nitrogen Dioxide and by virtue of the likely exceedance of the annual mean objective and 24 hour objective for Particulate Matter (PM<sub>10</sub>). Whilst potential effects on emissions of CO<sub>2</sub> and other pollutants is not currently known at this stage and will depend on impacts on traffic flows, it is not anticipated to be significant.</p>	Negligible benefits/ impact

	<p>Minimal physical infrastructure requirements and potential construction impacts likely considered in line with those that would be experienced during operational maintenance.</p> <p>The interventions associated with this option have the potential for beneficial impacts on active travel users in terms of the amenity value and safety of routes.</p> <p>Potential construction mitigation measures could include providing advanced notification of works; clearly signposting diversion routes; timing works to reduce potential noise and vibration disturbance; and implementing measures to reduce potential fugitive dust emissions.</p> <p>Overall, it is considered that given the minimal infrastructure requirements and that potential impacts during construction would be likely considered in line with those that would be experienced during operational maintenance, negligible environmental impacts are anticipated.</p> <p>It is anticipated that no EIA or SEA would be required.</p>	
<u>Safety:</u>		
Accidents	<p>This option would enhance safety and reduce accident risk for the following user groups - Age (elderly and very young), Disability and Pregnancy and maternity. This is due to the level (35%) of segregated cycle lanes and nearly 30% of on-road cycle lanes on the route.</p> <p>Reallocating one lane in each direction on Powis Place for cycle use would reduce road space for car users and could lead to a slight increase in minor vehicle collisions, but this risk would be outweighed by the safety benefits for cyclists.</p>	Minor benefit
Security	<p>There should be some improvement in personal safety due to the level (35%) of segregated cycle lanes and nearly 30% of on-road cycle lanes on the route. The route does not pass through any secluded areas.</p>	Minor benefit
<u>Economy:</u>		
Transport Economic Efficiency (TEE)	<p>An overall moderate benefit is expected. Active travel users could experience a minor reduction in journey times due to the creation of designated cycle lanes and removal of parking bays. The removal of these parking bays will also improve traffic flow for private vehicles; reducing congestion, journey times and driver stress. The creation of segregated cycle lanes between Powis Place and Mounthooly Roundabout will reduce road width, having a negative effect on driver welfare. Major wellbeing benefits are expected for active travel users, with segregated cycle lanes separating them from road traffic and reducing the risk of accidents. This may cause a modal shift towards cycling as users may feel safer. Such users may include those accessing the Aberdeen City Campus of the North East Scotland college. The wellbeing benefits experienced by these students, who can now access school via active travel, may be large. The health benefits arising from an active commute may improve focus and result in higher attainment. This will be beneficial for residents. A handful of small and medium enterprises are in close</p>	Moderate benefit

	proximity to the proposed work, but the impacts on them are not expected to be significant. The removal of parking spaces may have a minor impact on trade.	
Wider Economic Impacts	This option does not have a significant impact on the on the local/national economy. While there will be locational impacts, there will not be a substantial change in conditions so as to impact the wider economy. The proposed interventions will facilitate movement around the city in line with local and national policy, but the magnitude of change from this option alone will not be significant enough to influence the local economy.	Negligible benefits / impacts
<u>Integration:</u>		
Transport Integration:	No identifiable impact	Neutral
Transport and Land-Use Integration	This option would improve active travel connectivity to a range of existing land-uses identified for TPO 5.	Minor benefit
Policy Integration	This option is likely to increase the use of active travel and therefore has the potential to encourage mode shift from car to more sustainable transport. It is therefore in harmony with the aims of government policy in the areas of transport and health.	Minor benefit
<u>Accessibility &amp; Social Inclusion:</u>		
Community Accessibility	This option would improve accessibility by active travel to a range of local services identified for TPO 5. It includes proposals to reallocate one lane in each direction on Powis Place for cycle use. Powis Place is a high frequency bus corridor (with approx. 15 buses per hour in daytime in each direction) and this intervention could increase bus journey times, having a negative impact on users. The overall impact is therefore neutral.	Neutral
Comparative Accessibility	This option would increase accessibility to local services for vulnerable user groups.	Minor benefit
Recommended as a priority route for further detailed development and assessment? (No)		
Rationale for Selection/Rejection at this stage: This option would be easy to implement at a relatively low cost and directly serves a large trip generator; the North East Scotland college. However, it does not include any measures for pedestrians, does not perform strongly against any of the other TPOs and other routes are considered to be a higher priority. It could be considered as an alternative to the southern section of Option 2, extending further into the city centre and aligning closer to the study area, but is not considered as a priority for further development and assessment.		



<p>Option 2</p> <p>Title: Clifton Road to City Centre</p> <p>Description: New active travel route from Woodside area (and NCN Route 1) to the city centre using existing alignments with increased on-road cycle lanes, along with crossing and junction improvements, incorporating elements of the Berryden Corridor Improvements Project.</p>		
<p><u>High Level Appraisal against Transport Planning Objectives (TPOs)</u></p>		
Objective:	Performance against TPO	Score
TPO 1: Improve quality of pedestrian and cycle provision on the transport network within the Bridge of Don area.	This option would provide on-road cycle lanes (over 45% of route length) and crossing improvements at 16 minor road junctions. This would reduce conflicts with vehicles and improve the route quality for both pedestrians and cyclists.	+2
TPO 2: Increase access to safe and integrated active travel network between Bridge of Don and Aberdeen City Centre.	This option would increase access to a route with on-road cycle provision (for over 45% of route length) and crossing improvements at 16 minor road junctions. This would improve safety by reducing conflicts with vehicles. This route connects with options 1, 9 and 11.	+1
TPO 3: Improve the level of safety, comfort and personal security on the active travel network in the northern area of Aberdeen, to benefit travel experience of all users.	This option would provide over 45% on-road cycle lanes, crossing improvements at 16 minor road junctions and advanced stop lines (ASLs) at two junctions. This would improve safety by reducing conflicts with vehicles. The route does not pass through any secluded areas.	+2
TPO 4: Increase the number of trips made by foot or bike to contribute towards the aim of improved health and reduce impact of travel on the environment.	This option would serve areas with a relatively high population density, connecting residential areas with a range of destinations, which could attract a high number of new users	+3
TPO 5: Improve connectivity by foot or bike to key centres of employment, education and health/well-being.	This option would improve active travel connectivity to the city centre, commercial / leisure facilities at the Berryden and Kittybrewster retail parks and on George Street, a health centre on Hutcheon Street and a primary school (at the northern extent).	+2

<u>Implementability Appraisal</u>		
Feasibility	Land acquisition would be required to deliver some interventions. This option would require the removal of some mature trees.	Moderate consideration
Affordability	There would be relatively low capital and maintenance costs associated with the delivery of this option. Some land acquisition would be required to deliver some interventions.	Minor consideration
Public Acceptability	There is likely to be public concern about road space reallocation, removal of parking spaces and trees, changes to boundary walls and one-way sections on George St. However, consultation feedback suggests that on-road cycle lanes and crossing improvements will be supported.	Moderate consideration
<u>High Level Appraisal against STAG Criteria</u>		
Criterion		
<u>Environment</u>	Performance against STAG Criterion	Score
	<p>Range of interventions from removal of on street parking to improved pedestrian crossings and bus/cycle gate plus one-way sections with contra flow cycle lanes.</p> <p>The existing environment along the proposed option alignment is dominated by the road network, commercial and residential properties.</p> <p>Sensitive receptors with regards to potential noise and vibration, air quality, landscape and visual amenity impacts include local residents, pedestrians, cyclists and vehicle travellers.</p> <p>No sensitive habitats with regards to biodiversity have been identified along the route of the proposed intervention.</p> <p>There are several assets of cultural heritage interest adjacent to the route of the proposed intervention:</p> <ul style="list-style-type: none"> <li>• Aberdeenshire Canal, Remains Of, Scheduled Monument refence: SM10424</li> <li>• March Stone No. 51 At Top Of Deer Road And West Corner Of Clifton Road Opposite Woodside School, Category B Listed Building reference LB20031</li> <li>• Clifton Manor 352 Clifton Road Woodside, Category B Listed Building reference LB19975.</li> <li>• March Stone No. 56, Beside No. 41 Clifton Road Near The Junction Of That Road And Great Northern Road, Category B Listed Building reference LB20036.</li> <li>• 1 Great Northern Road, The Northern Hotel, Category A Listed Building reference LB20331</li> <li>• 55 Powis Terrace, March Stone No 57, Category B Listed Building reference LB20037.</li> <li>• George Street, 593-595, Category C Listed Building reference LB20321</li> <li>• 261-265 (Odd) George Street, Category B Listed Building reference LB20317</li> </ul>	Negligible benefits/ impact

	<ul style="list-style-type: none"> <li>• 230 George Street And 34 John Street, Category B Listed Building reference LB20649</li> <li>• 119-125 (Odd Nos) George Street, Category C Listed Building reference LB50946</li> </ul> <p>Minimal physical infrastructure requirements and potential construction impacts are considered likely to be in line with those that would be experienced during operational maintenance of the road network and other development consistent with an urban, city environment.</p> <p>Potential for noise and vibration impacts depending on nature of improvements to be made to pedestrian crossings, for example if flat topped humps are to be used.</p> <p>Potential for impacts on global and local air quality as a result of bus/cycle gate plus one way sections depending on levels of use. Whilst there is the potential for beneficial impacts along one section there may be adverse impacts along other sections if traffic is displaced from one road to another.</p> <p>Aberdeen City Centre Air Quality Management Area was designated by virtue of likely exceedances of the annual mean objective for Nitrogen Dioxide and by virtue of the likely exceedance of the annual mean objective and 24 hour objective for Particulate Matter (PM<sub>10</sub>). Whilst potential effects on emissions of CO<sub>2</sub> and other pollutants is not currently known at this stage and will depend on impacts on traffic flows, it is not anticipated to be significant.</p> <p>The interventions associated with this option have the potential for beneficial impacts on active travellers in terms of the amenity value and safety of routes.</p> <p>Potential construction mitigation measures could include providing advanced notification of works; clearly signposting diversion routes; timing works to reduce potential noise and vibration disturbance; and implementing measures to reduce potential fugitive dust emissions.</p> <p>Overall, it is considered that given the minimal infrastructure requirements and that potential impacts during construction would be likely considered in line with those that would be experienced during operational maintenance, negligible environmental impacts are anticipated and no EIA or SEA is anticipated to be required.</p>	
<u>Safety:</u>		
Accidents	<p>This option would enhance safety and reduce accident risk for the following user groups - Age (elderly and very young), Disability and Pregnancy and maternity. This is due to the level (over 45%) of cycle lanes on the route and the inclusion of crossing improvements at 16 junctions of minor roads with Clifton Road.</p> <p>Benefits are reduced to 'minor' by the removal of over 40 on-street car-parking spaces. If car users are required to park further away from their homes, this could marginally reduce their safety.</p>	Minor benefit

Security	There should be some improvement in personal safety due to the level (over 45%) of cycle lanes on the route and the inclusion of crossing improvements at 16 junctions of minor roads with Clifton Road. The route does not pass through any secluded areas.	Minor benefit
<u>Economy:</u>		
Transport Economic Efficiency (TEE)	<p>This option has potential to produce a minor benefit. The vast majority of interventions within this option package offer minor benefits to active travel users, at a minor cost to road users. Changes in active travel journey times are expected to be minor, while there will also be a minor change in the reliability of journey times and a minor improvement in pedestrian safety. The removal of 11 on-street parking spaces has the potential to cause minor negative effects as it could force residents to park elsewhere and dissuade customers from the visiting businesses on Clifton Road.</p> <p>Intervention 13, the imposition of a one-way system and 1 km of contra-flow bike lanes, is the most significant intervention within this option package. Major safety and moderate journey time benefits for cyclists will be created at a moderate cost to private vehicles and businesses. There will be a moderate increase in journey times for private vehicles who will no longer be able to access George Street from one direction. This will restrict private vehicle access to the SMEs located along George Street (e.g. Butchers Arms). These businesses may face a reduction in footfall which, when combined with the removal of certain loading bays, may affect business viability. It is also possible that these businesses experience positive effects of increased footfall due to the increased accessibility for customers who cycle and appreciate decreased traffic.</p> <p>While this would be expected to cause a significant modal shift towards active travel modes (away from car travel) it will also increase short term congestion on surrounding roads where the traffic is displaced to, such as the A96 and Leslie Terrace. This congestion may increase short term pollution, in direct contradiction to the 2011 Aberdeen Air Quality Action Plan. The safety improvements should cause a modal shift towards cycling, but this change will occur in the longer term.</p>	Minor benefit
Wider Economic Impacts	This option does not have a significant impact on the on the local/national economy. While there will be locational impacts, there will not be a substantial change in conditions so as to impact the wider economy. The impact on local businesses is not expected to be significant enough to cause a change in the local economy. Changes in the level of pollution will not be sufficient to effect worker health and therefore will also have negligible effects on the local economy. The proposed interventions will facilitate movement around the city in line with local and national policy, but the magnitude of change from this option alone will not be significant enough to influence the local economy.	Negligible benefits / impacts

<u>Integration:</u>		
Transport Integration:	This option would improve pedestrian access to bus stops on the Powis Terrace high frequency bus corridor (approx. 15 buses per hour in daytime) and to stops on Clifton Road (approx. 6 buses per hour in daytime).	Moderate benefit
Transport and Land-Use Integration	This option would improve active travel connectivity to a range of existing land-uses identified for TPO 5.	Moderate benefit
Policy Integration	This option is likely to increase the use of active travel, provide moderate enhancements to interchange opportunities (pedestrian / bus) and therefore has the potential to encourage mode shift from car to more sustainable transport. It is therefore in harmony with the aims of government policy in the areas of transport and health.	Minor benefit
<u>Accessibility &amp; Social Inclusion:</u>		
Community Accessibility	This option would improve accessibility by active travel to a range of local services identified for TPO 5.	Minor benefit
Comparative Accessibility	This option would increase accessibility to local services for vulnerable user groups. This option would increase accessibility for residents in two areas classed in the most deprived 20% in the Scottish Index of Multiple Deprivation 2016, in Woodside and part of George Street.	Moderate benefit
Recommended as a priority route for further detailed development and assessment? (No)		
Rationale for Selection/Rejection at this stage: This option could be implemented at a relatively low cost, includes a 1 km contraflow cycle lane and crossing upgrades at 16 minor road junctions. It also scores 2 or more against most of the TPOs (except TPO 2). However, most of the route is outside the study area and Option 11 follows a similar alignment and scores higher in many aspects of the appraisal. For this reason, option 2 is not recommended as a priority for further consideration.		

Option 3		
Title: Danestone to Hospital		
Description: New active travel route between Danestone and the Royal Infirmary, using a mix of existing carriageway and a new segregated route, with a new river bridge in the northern section.		
<u>High Level Appraisal against Transport Planning Objectives (TPOs)</u>		
Objective:	Performance against TPO	Score
TPO 1: Improve quality of pedestrian and cycle provision on the transport network within the Bridge of Don area.	This option would provide a new segregated section (almost 25% of route length), a new active travel-only river bridge and shared use pathways (for almost 50% of the route). It would include 2 new road crossings and 6 crossing upgrades. This would reduce conflicts with vehicles and improve the route quality for cyclists and pedestrians. It includes an existing section of an on-road National Cycle Network route (for over 15% of the route).	+3
TPO 2: Increase access to safe and integrated active travel network between Bridge of Don and Aberdeen City Centre.	This option would provide access to a new route with a new river bridge, a new segregated section (almost 25% of the route length) and shared use pathways (almost 50% of the route), resurfacing and crossing upgrades. This would improve safety by reducing conflicts with vehicles. It includes an existing section of an on-road National Cycle Network route (for over 15% of the route) and connects with option 9.	+3
TPO 3: Improve the level of safety, comfort and personal security on the active travel network in the northern area of Aberdeen, to benefit travel experience of all users.	This option would have almost 25% segregation and almost 50% shared-use sections, reducing conflicts with vehicles. Over 20% of the route would have new surfacing, improving comfort. It would include 2 new road crossings and 6 crossing upgrades. It includes an existing section of an on-road National Cycle Network route (for over 15% of the route). The new off-road section at the north end of the route would be isolated and some users may feel insecure out of daylight hours.	+2
TPO 4: Increase the number of trips made by foot or bike to contribute towards the aim of improved health and reduce impact of travel on the environment.	This option would serve a mix of areas, with both high and low population densities, connecting residential areas with a range of destinations, which could attract a reasonable number of new users.	+2

TPO 5: Improve connectivity by foot or bike to key centres of employment, education and health/well-being.	This option would improve active travel connectivity to the Royal Infirmary, Woodside sports complex and three schools.	+2
<u>Implementability Appraisal</u>		
Feasibility	The technology on most of the route is relatively simple, with a new river bridge being the only complex element. Land acquisition would be required to deliver the new off-road section across existing farmland and/or sports facilities. This option would require the removal of some trees.	Moderate consideration
Affordability	This option would have relatively high capital and maintenance costs, due to the inclusion of a new river bridge and significant new off-road section, which would require land acquisition.	Major consideration
Public Acceptability	There is likely to be some public concern over land acquisition and tree removal. Consultation feedback indicates strong support for a new river bridge, new off-road cycleways and resurfacing.	Moderate consideration
<u>High Level Appraisal against STAG Criteria</u>		
Criterion		
<u>Environment</u>	Performance against STAG Criterion	Score
	<p>Range of interventions from resurfacing existing routes to widening of shared use paths and provision of a new active travel bridge across the River Don.</p> <p>North of Laurel Drive the existing environment along the proposed option alignment is residential properties which back on to a strip of green space along which runs a high voltage power line with supporting pylons. South of Laurel Drive the proposed option alignment follows the route of the pylons and powerline through the wooded Persley Den and Danestone Country Park (woodland designated on the Ancient Woodland Inventory (AWI) as Long-established (of plantation origin). South of the River Don, the proposed route follows the line of the pylons across open fields and sports fields which are part of Woodside Sports Complex. Aberdeen City Council approved a detailed planning application for a mix of 401 two, three, four and five bedroom homes and will include apartments, townhouses, semi-detached, terraced and detached properties between the south side of River Don and Woodside. South of Woodside from the junction between Station Road and the A92 to the junction between Foresterhill Road and the A9011, the existing environment along the proposed option alignment is dominated by the road network, commercial and residential properties</p> <p>Between A92 Parkway to Station Road, there is the potential for moderate negative impacts on water quality, biodiversity and habitats, landscape and visual amenity due to the construction of a new</p>	Moderate negative impact

	<p>segregated footway/ cycle way with associated lighting, and the new active travel River Don Bridge Crossing. The River Don (SEPA ID: 23265) flows beneath the proposed active travel bridge. It has an overall status of Poor (SEPA, 2018). The construction of this section would involve felling of AWI woodland.</p> <p>Between Station Road and the junction between Foresterhill Road and the A9011, the potential impacts due to the interventions are generally considered to be negligible with minimal physical infrastructure requirements and potential construction impacts are considered likely to be in line with those that would be experienced during operational maintenance of the road network and other development consistent with an urban, city environment. However, it is considered that the widening of the footway into the grass verge along North Anderson Drive has the potential to fell existing trees and therefore result in potential moderate landscape and visual amenity impacts in this area.</p> <p>Aberdeen City Council (Anderson Drive) Air Quality Management Area was designated by virtue of likely exceedances of the annual mean objective for Nitrogen Dioxide and by virtue of the likely exceedance of the annual mean objective Particulate Matter (PM<sub>10</sub>). Whilst potential effects on emissions of CO<sub>2</sub> and other pollutants is not currently known at this stage and will depend on impacts on traffic flows, it is not anticipated to be significant.</p> <p>The interventions associated with this option have the potential for beneficial impacts on active travellers in terms of the amenity value and safety of routes.</p> <p>Potential construction mitigation measures could include providing advanced notification of works; clearly signposting diversion routes; timing works to reduce potential noise and vibration disturbance; and implementing measures to reduce potential fugitive dust emissions.</p> <p>Further assessment and development of mitigation measures would be required for this option due to the potential impacts on landscape, visual amenity, water quality and habitats and biodiversity.</p> <p>Ecological surveys would be required to assess potential impacts on the River Don from construction of the new bridge.</p> <p>Further consideration would need to be given to the provision of compensatory planting in line with Aberdeen City Council's Local Development Plan 2017 Policy NE5 Trees and Woodlands and Scottish Government's policy on control of woodland removal to mitigate the potential impacts of felling of woodland and potentially individual trees associated with this option.</p> <p>Aberdeen City Council's Local Development Plan 2017 Policy NE5 Trees and Woodlands includes:  <i>"There is a presumption against all activities and development that will result in the loss of, or damage to, trees and woodlands that contribute to nature conservation, landscape character, local amenity or climate change adaptation and mitigation. ...</i></p>	
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	<p><i>Where trees may be impacted by a proposed development, a Tree Protection and Mitigation Plan will need to be submitted and agreed with the Council before any development activity commences on site. This should include details of compensatory planting, temporary earth works and any site preparation."</i></p> <p>Overall, it is considered that this intervention would have moderate adverse impacts. Further assessment would be required to determine whether there is the potential for significant environmental impacts in accordance with the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 and whether the proposed development would constitute an EIA Development (Schedule 2 – 10(b)).</p>	
<u>Safety:</u>		
Accidents	<p>This option would enhance safety and reduce accident risk for the following user groups - Age (elderly and very young), Disability and Pregnancy and maternity. This is due to the segregation on the route and the inclusion of almost 50% new shared-use sections with good surfacing, which would reduce conflicts with vehicles. The route would include 1 new Toucan crossing, 1 new dropped kerb crossing and 6 crossing upgrades, which should reduce risks associated with crossing roads.</p>	Minor benefit
Security	<p>Personal safety should be enhanced for users due to the segregation on the route and the inclusion of almost 50% new shared-use sections with good surfacing, which would reduce conflicts with vehicles. The route would include 1 new Toucan crossing, 1 new dropped kerb crossing and 6 crossing upgrades. The new off-road section at the north end of the route would be isolated and some users may feel insecure out of daylight hours.</p>	Minor benefit
<u>Economy:</u>		
Transport Economic Efficiency (TEE)	<p>This option has potential to produce a minor benefit. The creation of a considerable distance of segregated cycle lanes will create minor journey time savings and moderate wellbeing benefits for active travel users. Large parts of the route, particularly Hilton Drive to Cairncry Road, have high private vehicle traffic flows and therefore the creation of segregated cycleways will have major safety benefits for cyclists. There are very few costs of the project, with the exception of Cairncry Road to Ashgrove Road where there will be a minor increase in congestion and journey times. The extent of modal shift is uncertain due to the strong availability of existing, alternative active travel routes, but the increased provision of high quality segregated active travel infrastructure should attract users.</p> <p>The proposed new bridge over the river Don, which will incur a high CAPEX cost to construct, has two viable alternatives to the East and West - Persley bridge and a bridge by Grandholm Gardens. While this new bridge will offer moderate time savings to the residents of Danestone, the presence of existing</p>	Minor benefit

	alternatives means that the impact on commuting patterns is expected to be limited. The improvements in accessibility to Woodside sports complex could potentially increase its use. Overall, the strong existing infrastructure lowers the potential impact of the proposed interventions and therefore only a minor benefit is anticipated.	
Wider Economic Impacts	This option does not have a significant impact on the on the local/national economy. While there will be locational impacts, there will not be a substantial change in conditions so as to impact the wider economy. The proposed interventions will facilitate movement around the city in line with local and national policy, but the magnitude of change from this option alone will not be significant enough to influence the local economy.	Negligible benefits / impacts
<u>Integration:</u>		
Transport Integration	This option would improve pedestrian access to bus stops on North Anderson Drive (routes 35, 37 and X37, with approx. 3 buses per hour) due to the inclusion of 6 road crossing improvements.	Minor benefit
Transport and Land-Use Integration	This option would improve active travel connectivity to a range of existing land-uses identified for TPO 5. It would also provide a direct active travel connection to a development of 400 new homes at Persley Den, which has conditional planning consent.	Moderate benefit
Policy Integration	This option is likely to increase the use of active travel, provide moderate enhancements to interchange opportunities (pedestrian / bus) and therefore has the potential to encourage mode shift from car to more sustainable transport. It is therefore in harmony with the aims of government policy in the areas of transport and health.	Minor benefit
<u>Accessibility &amp; Social Inclusion:</u>		
Community Accessibility	This option would improve accessibility by active travel to a range of local services identified for TPO 5. It also provides direct access to the National Cycle Network, as it incorporates an existing on-road section of Route 1.	Minor benefit
Comparative Accessibility	This option would increase accessibility to local services for vulnerable user groups. This option would increase accessibility for residents in two areas classed in the most deprived 20% in the Scottish Index of Multiple Deprivation 2016, to the west of North Anderson Drive.	Moderate benefit
Recommended as a priority route for further detailed development and assessment? (No)		

Rationale for Selection/Rejection at this stage: This option would provide a new river bridge and a direct link to the Royal Infirmary for the residential areas of Danestone and the Grandhome development. It also scores 2 or more against all of the TPOs. This route may be worth considering further in the longer term, however there are other options which better meet the study brief and this option is not recommended as a priority for further development and assessment.

Option 4 Title: Golf Road / Park Road Description: New active travel route east of King St, using mix of existing carriageway and new segregated routes, with new river bridge at northern extent.		
<u>High Level Appraisal against Transport Planning Objectives (TPOs)</u>		
Objective:	Performance against TPO	Score
TPO 1: Improve quality of pedestrian and cycle provision on the transport network within the Bridge of Don area.	This option would provide new segregated paths for 45% of the route, a new active travel-only bridge over the River Don and new surfacing and lighting on over 35% of route. It would include new shared use sections / advisory cycleways, 5 new zebra crossings and 1 new Toucan crossing. This would significantly reduce conflicts with vehicles and improve the route quality for both pedestrians and cyclists.	+3
TPO 2: Increase access to safe and integrated active travel network between Bridge of Don and Aberdeen City Centre.	This option would provide increased access to a new route with a new river bridge, 45% being segregated paths, including 35% with new surfacing and lighting. This would improve safety by reducing conflicts with vehicles. This route connects with options 5 and 6.	+3
TPO 3: Improve the level of safety, comfort and personal security on the active travel network in the northern area of Aberdeen, to benefit travel experience of all users.	This option would provide 45% segregation, including new off-road sections with good surfacing and lighting over 35% of the route. New road crossings include 5 new zebras and 1 Toucan. This would improve safety by reducing conflicts with vehicles. The new off-road section at the north end of the route would be isolated and some users may feel insecure out of daylight hours.	+3
TPO 4: Increase the number of trips made by foot or bike to contribute towards the aim of improved health and reduce impact of travel on the environment.	This option would serve a mix of areas, with both high and low population densities, connecting residential areas with a range of destinations, which could attract a reasonable number of new users.	+2
TPO 5: Improve connectivity by foot or bike to key centres of employment, education and health/well-being.	This option would improve active travel connectivity to the city centre, Aberdeen Sports Village and stadium, leisure facilities on the Esplanade, two health centres in Park Road / Park Street area and a primary school (at the southern extent).	+2

<u>Implementability Appraisal</u>		
Feasibility	The technology on most of the route is relatively simple, with a new river bridge being the only complex element. Land acquisition would be required to deliver the new off-road section across existing sports facilities. This option would require the removal of some trees.	Moderate consideration
Affordability	This option would have relatively high capital and maintenance costs, due to the inclusion of a new river bridge and significant new off-road section, which would require land acquisition (currently sports facilities).	Major consideration
Public Acceptability	There is likely to be public concern about land acquisition, loss of sports facilities and tree removal. There may be concerns over construction traffic and impacts to surrounding residential areas, in relation to the new river bridge. However, consultation feedback indicates strong support for a new bridge, an alternative route to King St, wider shared use paths, as well as good lighting and signage.	Moderate consideration
<u>High Level Appraisal against STAG Criteria</u>		
Criterion		
<u>Environment</u>	Performance against STAG Criterion	Score
	<p>Range of interventions from resurfacing existing routes to widening of shared use paths and provision of a new active travel bridge across the River Don.</p> <p>The Don Estuary transitional waterbody (SEPA ID: 200104) flows beneath the proposed active travel bridge. It has an overall status of High (SEPA, 2018).</p> <p>The proposed new active travel bridge would cross Donmouth Local Nature Reserve (LNR). There is the potential for significant impacts on this LNR from construction depending on the design of the bridge, such as use of piers in the watercourse. This LNR extends into the grassland south of the Esplanade where the new segregated cycle and pedestrian path will be constructed. There will be loss of a small number of trees on the boundary of the park but these are not classified as Ancient Woodland Inventory (AWI).</p> <p>The new active travel bridge to be constructed across the River Don would be approximately 200m east of Bridge of Don, Category B Listed Building. Further assessment required to determine potential impacts and develop mitigation to avoid / reduce potential impacts on this cultural heritage asset.</p> <p>The new segregated Active Travel path will cut through Seaton Park football pitches, potentially resulting in adverse impacts on community facilities. Kings Links Golf Course is located to the east of</p>	Moderate adverse impact

	<p>the proposed segregated Active Travel path, which would require potential impacts on landownership assessment to be determined.</p> <p>Category B listed building March Stone NO. 64 (LB:200044) is located on the South side of School Road at its junction with Golf Road (E:394822, N: 808382). The proposed cycle lane passes this historic asset.</p> <p>Category B listed building March Stone NO. 63 (LD:200043) is located on Golf Road at the rear entrance to Pittodrie Football Ground (E:394885, N:807577). The proposed cycle lane passes this historic asset.</p> <p>Once the Active Travel route meets the School Road and Golf Road Junction, it follows Golf Road. The provision of segregated cycle lanes on the carriageway, widening of footways from 2m to 3m, removal of refuge islands to be replaced by zebra crossings and reallocation of road space in favour of active travellers will provide beneficial impacts for them through improvements of safety and amenity value. Impacts would be anticipated on local residents along the route and on road users. This would include noise and vibration, visual, and air quality impacts during construction due to the presence of construction plant and roadworks. Due to the short-term and small scale of the works, these impacts are not likely to be considered significant.</p> <p>The interventions associated with this option have the potential for beneficial impacts on active travellers in terms of the amenity value and safety of routes.</p> <p>Walkover surveys may be advised to along the entirety of the route interventions to confirm desk-based assessment. Ecological surveys would be required to assess potential impacts on the Don Estuary and LNR from construction of the new bridge.</p> <p>Further consideration would need to be given to the provision of compensatory planting in line with Aberdeen City Council's Local Development Plan 2017 Policy NE5 Trees and Woodlands and Scottish Government's policy on control of woodland removal to mitigate the potential impacts of felling of woodland and potentially individual trees associated with this option.</p> <p>Aberdeen City Council's Local Development Plan 2017 Policy NE5 Trees and Woodlands includes:</p> <p><i>"There is a presumption against all activities and development that will result in the loss of, or damage to, trees and woodlands that contribute to nature conservation, landscape character, local amenity or climate change adaptation and mitigation. ...</i></p> <p><i>Where trees may be impacted by a proposed development, a Tree Protection and Mitigation Plan will need to be submitted and agreed with the Council before any development activity commences on site. This should include details of compensatory planting, temporary earth works and any site preparation."</i></p> <p>Mitigation would be required during construction of the proposed Active Travel crossing to avoid or reduce potential significant impacts on the watercourse and the LNR. During construction of cycle lanes</p>	
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	<p>and alterations to the carriageway, appropriate mitigation would be required to minimise disruption to road users and active travellers through provision of diversionary routes and signage where appropriate.</p> <p>Timing of works should be planned to minimise disruption to local residents and consultation with residents and businesses likely to be affected during construction should be carried out prior to commencement of works.</p> <p>No significant impacts from CO<sub>2</sub> emissions and other pollutants would be anticipated during construction.</p> <p>Overall, it is considered that given the infrastructure required and the potential impacts on the Don Estuary Waterbody and LNR and Bridge of Don Listed Building, that this option would result in a moderate adverse impact.</p> <p>Further assessment would be required to determine whether there is the potential for significant environmental impacts in accordance with the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 and whether the proposed development would constitute an EIA Development (Schedule 2 – 10(b)).</p>	
<u>Safety:</u>		
Accidents	<p>This option would enhance safety and reduce accident risk for the following user groups - Age (elderly and very young), Disability and Pregnancy and maternity. This is due to the high level (45%) of segregation on the route and the inclusion of over 35% new off-road sections with good surfacing and lighting. New road crossings include 5 new zebras and 1 Toucan.</p>	Moderate benefit
Security	<p>Personal safety should be enhanced for users due to the high level (45%) of segregation on the route and the inclusion of over 35% new off-road sections with good surfacing and lighting. The route also includes six new road crossings (5 zebras and 1 toucan).</p> <p>The new off-road section at the north end of the route would be isolated and some users may feel insecure out of daylight hours.</p>	Minor benefit
<u>Economy:</u>		
Transport Economic Efficiency (TEE)	<p>This option is expected to produce a major benefit, with particular improvements for cyclists. The creation of this independent cycle route has potential to create significant impacts for residents to the north of the River Don accessing the city centre for both employment and leisure opportunities. Increased access to leisure facilities will have positive effects on businesses involved in this sector.</p> <p>Active travel users (cyclists and pedestrians) will experience major health and wellbeing benefits at the expense of a minor increase in journey times. The creation of 1 km worth of new segregated cycleways, the upgrading of refuge islands to zebra crossings, the widening of footways and the improving in road</p>	Major benefit

	<p>markings will all combine to have a major wellbeing benefit on any people travelling by foot or bicycle in the area. Moreover, active travel traffic will be displaced from the busy King Street Road to this new, safer, alternative.</p> <p>The extent of modal shift towards cycling will depend on how many users are willing to experience longer journey times, for the benefit of a safer, more enjoyable route. Minor increases in congestion are expected for private vehicles in the city centre, but these are not expected to be significant. A new active travel bridge may incur significant expenditure, while the acquisition of land from the golf course will be necessary for the expansion of cycling lanes. This route will be primarily used by residents from north of the river but may also be used by residents located to the east of King street. It therefore has an impact on a large population and has been deemed to have a major benefit overall.</p>	
Wider Economic Impacts	This option does not have a significant impact on the on the local/national economy. While there will be locational impacts, there will not be a substantial change in conditions so as to impact the wider economy. The proposed interventions will facilitate movement around the city in line with local and national policy, but the magnitude of change from this option alone will not be significant enough to influence the local economy.	Negligible benefits / impacts
<u>Integration:</u>		
Transport Integration	This option would marginally improve pedestrian access to bus stops on Golf Road, Park Road and Park Street (route 13, with 3 buses per hour in daytime) due to the inclusion of six new road crossings (5 zebras and 1 toucan).	Minor benefit
Transport and Land-Use Integration	This option would improve active travel connectivity to a range of existing land-uses identified for TPO 5.	Moderate benefit
Policy Integration	This option is likely to increase the use of active travel, provide moderate enhancements to interchange opportunities (pedestrian / bus) and therefore has the potential to encourage mode shift from car to more sustainable transport. It is therefore in harmony with the aims of government policy in the areas of transport and health.	Minor benefit
<u>Accessibility &amp; Social Inclusion:</u>		
Community Accessibility	This option would improve accessibility by active travel to a range of local services identified for TPO 5.	Minor benefit
Comparative Accessibility	<p>This option would increase accessibility to local services for vulnerable user groups.</p> <p>This option would increase accessibility for residents in several areas in Seaton classed in the most deprived 20% in the Scottish Index of Multiple Deprivation 2016.</p>	Moderate benefit



Recommended as a priority route for further detailed development and assessment? (Yes)	
Rationale for Selection/Rejection at this stage: This option would deliver a new river crossing and a new high quality route parallel to King Street, improving connectivity to a number of significant trip generators as well as an area of multiple deprivation. It has the highest estimated costs of all the routes and would require significant land acquisition, nevertheless, the benefits are sufficient for it to be recommended for further detailed development and assessment.	

Option 5 Title: Industrial Estate to city centre via Esplanade Description: New active travel route from the A92 Parkway roundabout to the city centre via the Esplanade, using existing alignments with increased segregation, shared-use paths and footway improvements.		
<u>High Level Appraisal against Transport Planning Objectives (TPOs)</u>		
Objective:	Performance against TPO	Score
TPO 1: Improve quality of pedestrian and cycle provision on the transport network within the Bridge of Don area.	This option would provide significant levels of segregation (almost 65% of route length) and shared use paths (over 25% of route). Crossings and footways would be upgraded on Ellon Road and Beach Boulevard. This would significantly reduce conflicts with vehicles and significantly improve the route quality.	+3
TPO 2: Increase access to safe and integrated active travel network between Bridge of Don and Aberdeen City Centre.	This option would provide significant segregation (almost 65% of route length) and shared use paths (over 25% of route). Crossings and footways would be upgraded on Ellon Road and Beach Boulevard. This would significantly improve safety by reducing conflicts with vehicles. This route connects with options 4 and 6.	+3
TPO 3: Improve the level of safety, comfort and personal security on the active travel network in the northern area of Aberdeen, to benefit travel experience of all users.	This option would have almost 65% segregation (mainly on the Esplanade) and over 25% shared use paths. Crossings and footways on Ellon Road and Beach Boulevard would be upgraded. This would significantly improve safety by reducing conflicts with vehicles. Several junctions on Beach Boulevard would be improved with tactile paving and dropped kerbs. The Esplanade section is fairly isolated and some users may feel insecure out of daylight hours.	+3
TPO 4: Increase the number of trips made by foot or bike to contribute towards the aim of improved health and reduce impact of travel on the environment.	This option would connect residential areas with a range of destinations, but much of the route runs through areas with a very low population density, so may attract only a relatively low number of new users.	+1
TPO 5: Improve connectivity by foot or bike to key centres of employment, education and health/well-being.	This option would improve active travel connectivity to the city centre, employment sites at the north extent of the route, leisure facilities on the Esplanade and a health centre and primary school (at the southern extent).	+1

<u>Implementability Appraisal</u>		
Feasibility	No significant issues related to the implementation of this option are expected.	Minor consideration
Affordability	There would be relatively low capital and maintenance costs associated with the delivery of this option.	Minor consideration
Public Acceptability	There is likely to be some public concern about a reduction in road space for cars. However, consultation feedback indicates strong support for reducing conflicts between pedestrians and cyclists, segregated cycle lanes, junction and crossing improvements, signage and resurfacing.	Moderate consideration
<u>High Level Appraisal against STAG Criteria</u>		
Criterion		
<u>Environment</u>	Performance against STAG Criterion	Score
	<p>Range of interventions from resurfacing existing routes to widening of shared use paths and reassigning a traffic lane to a segregated cycle lane.</p> <p>The existing environment along the option between The Parkway and the Bridge of Don is dominated by residential properties and the dual carriageway, sections of which are lined by trees. Crossing the Bridge of Don, a Category B Listed Building - Bridge of Don (LB:15710), provides views across the Don estuary and of the Donmouth Local Nature Reserve east of the bridge. The proposed option then follows the esplanade east and south with views across the North Sea (east) and Kings Links Golf Course (west). West of Links Road along Beach Boulevard, the existing environment becomes increasingly dominated by commercial and residential properties.</p> <p>The grass verge adjacent to Ellon Road that currently segregates the pedestrian path will be reduced to accommodate the shared use path however this impact is anticipated to be negligible.</p> <p>The proposed Active Travel route will cross Category B Listed Building - Bridge of Don (LB:15710). Potential impacts on this historic asset would be dependent on design of the route and any construction methods used on the structure.</p> <p>The route will pass by Category B Listed Building – March Stone (LD:20046) on the south bank of River Don, just off the Esplanade (E:395014, N:809236). Impacts on this asset are not anticipated on this asset from the new Active Travel route.</p> <p>The Donmouth LNR is located south of the Esplanade. Impacts are not anticipated on this designated site from construction of the proposed footway.</p>	Minor adverse impact

	<p>There are several bus stops situated along the route which would require consideration to assess potential impacts on public transport accessibility from the presence of new Active Travel routes and reallocation of road space.</p> <p>The interventions associated with this option have the potential for beneficial impacts on active travellers in terms of the amenity value and safety of routes.</p> <p>Sensitive receptors with regards to potential noise and vibration, air quality, landscape and visual amenity impacts include local residents, pedestrians, cyclists and vehicle travellers.</p> <p>Potential impacts during construction on local residents, pedestrians, cyclists and vehicle travellers include noise and vibration, visual, and air quality impacts during construction due to the presence of construction plant and roadworks for the alterations to the cycleway and road surface. Potential construction mitigation measures could include providing advanced notification of works; clearly signposting diversion routes; timing works to reduce potential noise and vibration disturbance; and implementing measures to reduce potential fugitive dust emissions.</p> <p>Due to the short-term duration and scale of the works, significant impacts are not considered likely.</p> <p>Reassigning southbound left turning traffic lane to a segregated cycle lane may have a potential adverse impact on localised air quality depending on traffic levels as the stop starting movements of vehicles while they are in a queue emits a greater volume of pollutants than free-flowing traffic. However, it is not anticipated that this impact will be significant.</p> <p>Timing of works should be planned to minimise disruption to local residents and consultation with residents and businesses likely to be affected during construction should be carried out prior to commencement of works to notify them.</p> <p>Significant environmental impacts are not anticipated from the proposed interventions therefore it is not considered that an Environmental Impact Assessment or Strategic Environmental Assessment would be required.</p>	
<u>Safety:</u>		
Accidents	<p>This option would enhance safety and reduce accident risk for the following user groups - Age (elderly and very young), Disability and Pregnancy and maternity. Crossings and footways on Ellon Road and Beach Boulevard would be upgraded. Pedestrians would be segregated from cyclists on the Esplanade and the section of Beach Boulevard from the Esplanade to Links Road.</p> <p>The proposed interventions at the southern end of the River Don bridge would reduce road space for car users and could lead to a slight increase in minor vehicle collisions, but this risk would be outweighed by the safety benefits for cyclists.</p>	Moderate benefit

Security	Personal safety should be moderately enhanced for users due to the level of segregation (almost 65%) on the route (mainly on the Esplanade). Crossings and footways on Ellon Road and Beach Boulevard would be upgraded. The Esplanade section is fairly isolated, and some users may feel insecure out of daylight hours.	Minor benefit
<u>Economy:</u>		
Transport Economic Efficiency (TEE)	<p>This option has the potential to create moderate benefits through implementation of active travel infrastructure passing through a variety of industrial, residential, and leisure areas. The first section of the option's route features a significant length of road being upgraded in terms of its active travel infrastructure to allow for segregated cycle paths, improved crossings and minimised interference with bus stops. This may create benefits for residents, commuters and leisure users in the form of journey time improvements, wellbeing improvements, safety improvements and health improvements for users that shift from other modes of transport. Private sector companies in the industrial park area may experience benefits through increased access for current/potential employees, customers and suppliers.</p> <p>The re-allocation of a left turning lane for vehicles into a segregated cycle lane on the existing road bridge over the Don has a combination of benefits and costs for residents, commuters and leisure users in the form of increased safety (through reduced possibility of injury/mortality) and increased wellbeing derived from active travel journeys. This infrastructure may also encourage modal shift due to increased attractiveness of active travel. The potential costs affect the same groups through increased congestion due to re-allocation of road space in an already congested area. This may impact on industrial/logistical operations that pass through the area en route to Aberdeen's industrial areas in the Port/Harbour area and at the beginning of the route near Parkway roundabout. There is also a possibility that journey times increase and reliability of journey times decrease for leisure users entering the beachfront area by private vehicle.</p> <p>Improvements to the beachfront area in terms of segregated cycling provide benefits for pedestrians and cyclists alike in terms of safety, health, journey times, reliability of journey times, and wellbeing. These impacts will be felt mainly by leisure users but also some commuters who utilise the infrastructure. Given the area is a leisure destination, improving access may provide benefits for the businesses in the area through increased economic activity. There may be minor congestion impacts through the introduction of a crossing which could create costs for private vehicle owners in terms of increased journey times and increased driver stress.</p>	Moderate benefit
Wider Economic Impacts	This option has the potential to provide minor positive impacts given the potential for these infrastructure improvements to positively affect residents, commuters, leisure users and businesses in	Minor benefit

	various areas of Aberdeen whilst also contributing to Regional Economic Strategy <sup>4</sup> , Local Transport Strategy <sup>5</sup> and Air Quality Action Plan <sup>6</sup> . The option may also contribute towards national goals and plans (Active Travel Framework <sup>7</sup> , Air Quality Strategy Objectives <sup>8</sup> , and National Transport Strategy <sup>9</sup> ). All of these underline the importance of active travel infrastructure, congestion, modal shift, and improvements in air quality.	
<u>Integration:</u>		
Transport Integration	This option would marginally improve pedestrian access to bus stops on Ellon Road (multiple routes with a high bus frequency) and Beach Boulevard (route 15, with 2 buses per hour in daytime) due to the inclusion of upgrades to crossings and footways.	Minor benefit
Transport and Land-Use Integration	This option would improve active travel connectivity to a range of existing land-uses identified for TPO 5.	Minor benefit
Policy Integration	This option is likely to increase the use of active travel, provide moderate enhancements to interchange opportunities (pedestrian / bus) and therefore has the potential to encourage mode shift from car to more sustainable transport. It is therefore in harmony with the aims of government policy in the areas of transport and health.	Minor benefit
<u>Accessibility &amp; Social Inclusion:</u>		
Community Accessibility	This option would improve accessibility by active travel to a range of local services identified for TPO 5.	Minor benefit
Comparative Accessibility	This option would increase accessibility to local services for vulnerable user groups.	Minor benefit
Recommended as a priority route for further detailed development and assessment? (Yes)		
Rationale for Selection/Rejection at this stage: This option would significantly improve active travel provision on Ellon Road and provide a safe and secure route to the city centre with very little traffic. It performs well against the Places for Everyone criteria and could be implemented at a relatively low cost. It takes an indirect route, so may not be attractive to all users, nevertheless, the benefits are sufficient for it to be recommended for further detailed development and assessment.		

<sup>4</sup> Aberdeen City Council and Aberdeenshire Council, [https://www.aberdeencity.gov.uk/sites/default/files/Regional\\_Economic\\_Strategy\\_0.pdf](https://www.aberdeencity.gov.uk/sites/default/files/Regional_Economic_Strategy_0.pdf) and <https://committees.aberdeencity.gov.uk/documents/s85085/PLA.18.025%20-%20Appendix-RES%2020180607F.pdf>

<sup>5</sup> Aberdeen City Council, <https://www.aberdeencity.gov.uk/sites/default/files/Local%20Transport%20Strategy%20%282016-2021%29.pdf>

<sup>6</sup> Aberdeen City Council, [https://www.aberdeencity.gov.uk/sites/default/files/air\\_quality\\_action\\_plan\\_2011.pdf](https://www.aberdeencity.gov.uk/sites/default/files/air_quality_action_plan_2011.pdf)

<sup>7</sup> Scottish Government, <https://www.transport.gov.scot/publication/active-travel-framework/>

<sup>8</sup> DEFRA, <https://uk-air.defra.gov.uk/air-pollution/uk-eu-policy-context>

<sup>9</sup> Scottish Government, <https://www.transport.gov.scot/our-approach/national-transport-strategy/>

<p>Option 6  Title: King Street  Description: New active travel route along King St from just south of the Bridge of Don to Castle St, with significant segregation, junction upgrades and full resurfacing.</p>		
<p><u>High Level Appraisal against Transport Planning Objectives (TPOs)</u></p>		
Objective:	Performance against TPO	Score
TPO 1: Improve quality of pedestrian and cycle provision on the transport network within the Bridge of Don area.	This option would provide almost 50% segregation, upgrades to two junctions to significantly improve conditions for cyclists and to 17 crossings at minor road junctions, with new surfacing over the whole route. This would significantly reduce conflicts with vehicles and improve access to a high quality route.	+2
TPO 2: Increase access to safe and integrated active travel network between Bridge of Don and Aberdeen City Centre.	This option would provide almost 50% segregation, significant upgrades to two junctions and to 17 crossings at minor road junctions, with new surfacing over the whole route. This would significantly improve safety by reducing conflicts with vehicles. This route connects with options 4, 5, 8 and 10.	+2
TPO 3: Improve the level of safety, comfort and personal security on the active travel network in the northern area of Aberdeen, to benefit travel experience of all users.	This option would provide almost 50% segregation (reducing the risk of conflicts with vehicles), two junction upgrades and improvements to 17 crossings at minor road junctions, all of which would significantly improve safety. The full extent of the road, footways and cycleways would be resurfaced, substantially improving safety and comfort for users. The route does not pass through any secluded areas.	+3
TPO 4: Increase the number of trips made by foot or bike to contribute towards the aim of improved health and reduce impact of travel on the environment.	This option would serve areas with a relatively high population density, connecting residential areas with a range of destinations, which could attract a high number of new users	+3
TPO 5: Improve connectivity by foot or bike to key centres of employment, education and health/well-being.	This option would significantly improve active travel connectivity to the city centre, Aberdeen Sports Village and stadium, the University of Aberdeen, several schools and health centres, and a variety of commercial services.	+3

<u>Implementability Appraisal</u>		
Feasibility	The technology to be employed on the route is relatively simple. Some land acquisition would be required to deliver some interventions. This option would require the removal of some trees.	Moderate consideration
Affordability	This option would have relatively high capital costs, due to the inclusion of two junction upgrades and full route resurfacing. Land acquisition would be required to deliver some interventions.	Major consideration
Public Acceptability	There is likely to be some public concern regarding land acquisition, removal of parking bays and trees. However, public consultation indicated support for segregated cycle lanes, junction improvements and resurfacing.	Moderate consideration
<u>High Level Appraisal against STAG Criteria</u>		
Criterion		
<u>Environment</u>	Performance against STAG Criterion	Score
	<p>Range of interventions from removal of on street parking to improved pedestrian crossings and bus/cycle gate plus one-way sections with contra flow cycle lanes.</p> <p>The existing environment along the option between the Bridge of Don is dominated by residential and commercial properties and the A956. Sections of the route alongside St Ninians Flats are lined with mature trees in the verge.</p> <p>There are several bus stops situated along the route which would require consideration to assess potential impacts on public transport accessibility from the presence of new NMU routes and reallocation of road space.</p> <p>The proposed intervention route would pass Category B - St Peter's Cemetery Gates (LD:20060) on the northbound side of King Street (E:394265, N:807713). The works will upgrade the southbound lane and given the existing infrastructure surrounding this historic asset, potential impacts are not considered likely to be significant.</p> <p>The proposed interventions would include widening footways and provision of a segregated cycle lane on the southbound carriageway of King Street. The carriageway would be resurfaced along the whole route.</p> <p>The widening of the east footway into the verge north of Don Street has the potential to result in moderate adverse landscape and visual impacts due to the potential removal of mature trees.</p>	Moderate adverse impact



	<p>The interventions associated with this option have the potential for beneficial impacts on NMUs in terms of the amenity value and safety of routes.</p> <p>Aberdeen City Centre Air Quality Management Area was designated by virtue of likely exceedances of the annual mean objective for Nitrogen Dioxide and by virtue of the likely exceedance of the annual mean objective and 24 hour objective for Particulate Matter (PM<sub>10</sub>). Whilst potential effects of the proposed option on emissions of CO<sub>2</sub> and other pollutants is not currently known at this stage and will depend on impacts on traffic flows, it is not anticipated to be significant.</p> <p>Potential impacts during construction on local residents, pedestrians, cyclists and vehicle travellers include noise and vibration, visual, and air quality impacts during construction due to the presence of construction plant and roadworks for the alterations to the cycleway and road surface.</p> <p>Potential construction mitigation measures could include providing advanced notification of works; clearly signposting diversion routes; timing works to reduce potential noise and vibration disturbance; and implementing measures to reduce potential fugitive dust emissions. Due to the short-term duration and limited scale of the works, significant impacts are not considered likely.</p> <p>Further consideration would need to be given to the provision of compensatory planting in line with Aberdeen City Council's Local Development Plan 2017 Policy NE5 Trees and Woodlands and Scottish Government's policy on control of woodland removal to mitigate the potential impacts of felling of woodland and potentially individual trees associated with this option.</p> <p>Aberdeen City Council's Local Development Plan 2017 Policy NE5 Trees and Woodlands includes:  <i>"There is a presumption against all activities and development that will result in the loss of, or damage to, trees and woodlands that contribute to nature conservation, landscape character, local amenity or climate change adaptation and mitigation. ...</i></p> <p><i>Where trees may be impacted by a proposed development, a Tree Protection and Mitigation Plan will need to be submitted and agreed with the Council before any development activity commences on site. This should include details of compensatory planting, temporary earth works and any site preparation."</i></p> <p>Overall, it is considered that moderate adverse impacts are anticipated due to the potential landscape and visual impacts associated with the removal of mature trees from the verge adjacent to St Ninians Flats.</p> <p>It is not considered that an Environmental Impact Assessment or Strategic Environmental Assessment would be required.</p>	
<u>Safety:</u>		
Accidents	This option would enhance safety and reduce accident risk for the following user groups - Age (elderly and very young), Disability and Pregnancy and maternity. This is due to the high level (almost 50%) of	Moderate benefit

	<p>segregation on the route and full resurfacing of the whole route. Road crossings would be improved at King St/School Road/St Machar Drive and King St/West North St junctions.</p> <p>Reallocating one lane in each direction near the West North St junction for cycle use would reduce road space for car users and could lead to a slight increase in minor vehicle collisions, but this risk would be outweighed by the safety benefits for cyclists.</p>	
Security	<p>Personal safety should be enhanced for users due to the high level (almost 50%) of segregation on the route (reducing the risk of conflicts with vehicles) and two junction upgrades which will include advance stop lines, improved cycleways and guidance. The full extent of the road, footways and cycleways would be resurfaced, reducing the risk of slips, trips and falls, especially for elderly or disabled users. The route does not pass through any secluded areas.</p>	Minor benefit
<u>Economy:</u>		
Transport Economic Efficiency (TEE)	<p>This option is expected to produce a major benefit. King Street runs directly north to south, as the main access road from north of the River Don to the City Centre. The nature of this road means it is used by a variety of communities and users, for a variety of different purposes. Any benefits generated will therefore be experienced by a wide area.</p> <p>The interventions have potential to provide major safety and moderate journey time benefits for cyclists. The segregation of over 1 km of cycle lanes is an infrastructure improvement which should ensure cyclists feel safer and are therefore more likely to travel by bicycle. It may increase the speed of travel down the main access corridor to the city centre (King Street), making it particularly appealing for commuters. A major modal shift towards active travel modes is therefore expected. This could affect industry in Aberdeen, through both a change in commuting patterns and productivity benefits for employers. A more active labour force has health benefits for individuals, leading to a decrease in sick days, increases in productivity and resulting in output gains. There are negligible costs expected for private vehicles, which instead may see minor welfare benefits from the resurfacing of the road.</p> <p>The only potential significant cost will be experienced by the local businesses located along King Street. The removal of on road parking spaces may reduce accessibility to these stores and may have a minor adverse impact on their trade. This impact is not deemed to be significant.</p> <p>A note should be made then if option 6 is selected in conjunction with option 4, the extent of the benefits will be dampened. These option packages will fulfil the needs of the same population, and therefore the implementation of both will have dampened effects.</p>	Major benefit
Wider Economic Impacts	<p>A minor benefit is expected. The nature of this route, which directly links the residential areas to the North of the river Don with the City centre, is expected to have a minor beneficial impact on the regional economy. A major shift towards active travel will increase the health of the labour force, leading to</p>	Minor benefit

	productivity gains and an increase in industry output – broadly in line with the goals of the regional economic strategy <sup>10</sup> . The improved accessibility to city centre employment may also slightly increase house prices to the North of the river Don.	
<u>Integration:</u>		
Transport Integration	This option would provide residents of King St and adjoining streets with access to a route with significantly increased levels of segregated footways, easing access to bus stops on a high frequency bus corridor with multiple services.	Moderate benefit
Transport and Land-Use Integration	This option would improve active travel connectivity to a range of existing land-uses identified for TPO 5.	Moderate benefit
Policy Integration	This option is likely to increase the use of active travel, provide moderate enhancements to interchange opportunities (pedestrian / bus) and therefore has the potential to encourage mode shift from car to more sustainable transport. It is therefore in harmony with the aims of government policy in the areas of transport and health.	Minor benefit
<u>Accessibility &amp; Social Inclusion:</u>		
Community Accessibility	This option would improve accessibility by active travel to a range of local services identified for TPO 5.	Minor benefit
Comparative Accessibility	This option would increase accessibility to local services for vulnerable user groups. This option would increase accessibility for residents in several areas classed in the most deprived 20% in the Scottish Index of Multiple Deprivation 2016, at the northern end of the route.	Moderate benefit
Recommended as a priority route for further detailed development and assessment? (Yes)		
Rationale for Selection/Rejection at this stage: This option uses the direct King Street route, providing direct connectivity to a range of trip generators in the shortest journey time. Two major junctions would be improved and the whole route would be resurfaced. It would have a moderate environmental impact and some of the proposed interventions could conflict with the classification of King Street as a Priority Route in the Roads Hierarchy. Nevertheless, the benefits are sufficient for it to be recommended for further detailed development and assessment.		

<sup>10</sup> Based on the Aberdeenshire Council Regional Economic strategy, 2018-2023 action plan, available at: <https://www.aberdeenshire.gov.uk/business/support-and-advice/Publications/>

<p>Option 7  Title: Parkway to Balgownie Bridge  Description: New active travel route from the A92 Parkway to Balgownie Bridge using existing alignments with increased segregation and improvements to two crossings and a flight of steps.</p>		
<p><u>High Level Appraisal against Transport Planning Objectives (TPOs)</u></p>		
Objective:	Performance against TPO	Score
TPO 1: Improve quality of pedestrian and cycle provision on the transport network within the Bridge of Don area.	This option would provide segregated cycleways (over 20% of route length). One junction and a crossing would be upgraded. Steps to Balgownie bridge would be improved, with the addition of off-road ramped access. This would reduce conflicts with vehicles and improve the route quality for cyclists and pedestrians.	+1
TPO 2: Increase access to safe and integrated active travel network between Bridge of Don and Aberdeen City Centre.	This option would provide access to a route with over 20% segregation and with upgrades to a junction and a crossing. Steps to Balgownie bridge would be improved, with the addition of off-road ramped access. This would improve safety by reducing conflicts with vehicles. This route connects with options 4, 5, 6 and 8.	+2
TPO 3: Improve the level of safety, comfort and personal security on the active travel network in the northern area of Aberdeen, to benefit travel experience of all users.	This option would have over 20% segregation, a junction and crossing upgrade and improvements to a set of steep, uneven steps through a patch of woodland, with the addition of off-road ramped access. This would improve safety by reducing conflicts with vehicles. Signage would also be improved at the southern extent of the route. The Balgownie steps are fairly isolated and some users may feel insecure out of daylight hours.	+1
TPO 4: Increase the number of trips made by foot or bike to contribute towards the aim of improved health and reduce impact of travel on the environment.	Whilst this option would serve some areas with a relatively high population density, it is a fairly short route, so may attract only a relatively low number of new users.	+1
TPO 5: Improve connectivity by foot or bike to key centres of employment, education and health/well-being.	This option would improve active travel connectivity to employment sites in the Aberdeen Innovation Park and Nevis Business Park, the Balgownie Community Centre and leisure facilities, the Hillhead Student Village and the Ellon Road corridor.	+1

<u>Implementability Appraisal</u>		
Feasibility	Land acquisition and the removal of trees and vegetation would be required on Balgownie Road. Land ownership and availability for ramped access to the steps to Balgownie Bridge requires clarification.	Moderate consideration
Affordability	There would be relatively low capital and maintenance costs associated with the delivery of this option. Land acquisition would be required on Balgownie Road. Land ownership and availability for ramped access to the steps to Balgownie Bridge requires clarification.	Minor consideration
Public Acceptability	There is likely to be public concern regarding land acquisition and the removal of trees and vegetation. However, public consultation indicates strong support for segregated cycleways, crossing upgrades and improvements to the Balgownie steps.	Moderate consideration
<u>High Level Appraisal against STAG Criteria</u>		
Criterion		
<u>Environment</u>	Performance against STAG Criterion	Score
	<p>Range of interventions including provision of signage, widening of shared use paths and upgrading crossing facilities.</p> <p>The existing environment along the proposed option alignment is made up of residential properties and mixed vegetation including trees of varying maturity along Balgownie Road. The proposed intervention section between Balgownie Road and Balgownie Bridge is located within Ancient Woodland Inventory (AWI) woodland (Ancient (of semi-natural origin)).</p> <p>There are several designated cultural heritage assets adjacent to the route of the proposed option:</p> <ul style="list-style-type: none"> <li>• 79 Balgownie Road (LB:49996) - Category B Listed Building located on the northbound carriageway of Balgownie Road</li> <li>• Balgownie Lodge Gatehouse (LB15672) - Category B Listed Building adjacent to proposed alignment</li> <li>• 2-20 (Inclusive Nos) Cottown Of Balgownie, Bridge Of Don (LB15668) - Category B Listed Buildings</li> <li>• "BRIDGEFIELD" Balgownie Road Bridge Of Don (LB15670) – Category C listed building</li> <li>• Brig O' Balgownie Over River Don - Category A Listed building (LB20067) approx 40m west of proposed alignment.</li> </ul>	Moderate adverse impacts.

	<p>There would be moderate adverse biodiversity and habitats, landscape and visual amenity impacts due to the widening of the footway on the southbound side and provision of a 3m wide cycleway along the northbound side between Parkway and Campus One access.</p> <p>This is due to the potential removal of vegetation and mature trees within the verge between Home Farm Road and Campus One that would need to be considered with the widening of the footway at this location.</p> <p>Moderate adverse biodiversity and habitats, landscape and visual amenity impacts are also anticipated due to the provision of a 3m wide cycleway along the northbound side between Campus One access and Kettock Mills Road. This is due to the potential removal of vegetation and mature trees within the verge between Campus One access and Kettock Mills Road that would need to be considered with the widening of the footway at this location.</p> <p>Balgownie Lodge Gatehouse (LB15672) is Category B Listed Building situated on the corner of Kettocks Mills Road and Balgownie Road. Due to the provision of the 3m wide cycleway immediately adjacent to the property and any necessary accommodations works that would be required such as moving street lighting, further assessment would be required to determine the potential impacts on this cultural heritage asset.</p> <p>The woodland either side of the existing steps between Balgownie Road and Balgownie Bridge is designated as AWI. Provision of ramped access between Balgownie Road and Balgownie Bridge would therefore require felling of this woodland resulting in potential moderate adverse impacts on biodiversity and habitats, landscape and visual amenity. Walkover surveys may be advised to along the entirety of the route interventions to confirm desk-based assessment. Ecological surveys would be required to assess potential impacts of the removal of vegetation and felling of woodland.</p> <p>Brig O' Balgownie Over River Don is a Category A Listed Building located approximately 40m from the proposed ramp. Due to the felling of woodland and installation of ramped access between Balgownie Road and Balgownie Bridge, further assessment is required to determine the potential impacts on this cultural heritage asset.</p> <p>Impacts would be anticipated on local residents along the route and on road users. This would include noise and vibration, visual, and air quality impacts during construction due to the presence of construction plant and roadworks. Due to the short-term nature and scale of the works, these impacts are likely to not be considered significant.</p> <p>During construction of cycle lanes and alterations to the carriageway, appropriate mitigation would be required to minimise disruption to road users and active travellers through provision of diversionary routes and signage where appropriate.</p>	
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	<p>Timing of works should be planned to minimise disruption to local residents and consultation with residents and businesses likely to be affected during construction should be carried out prior to commencement of works to notify them.</p> <p>Further consideration would need to be given to the provision of compensatory planting in line with Aberdeen City Council's Local Development Plan 2017 Policy NE5 Trees and Woodlands and Scottish Government's policy on control of woodland removal to mitigate the potential impacts of felling of woodland and potentially individual trees associated with this option.</p> <p>Aberdeen City Council's Local Development Plan 2017 Policy NE5 Trees and Woodlands includes:  <i>"There is a presumption against all activities and development that will result in the loss of, or damage to, trees and woodlands that contribute to nature conservation, landscape character, local amenity or climate change adaptation and mitigation. ...</i>  <i>Where trees may be impacted by a proposed development, a Tree Protection and Mitigation Plan will need to be submitted and agreed with the Council before any development activity commences on site. This should include details of compensatory planting, temporary earth works and any site preparation."</i></p> <p>There are several bus stops situated along the route which would require consideration to assess potential impacts on public transport accessibility from the presence of new NMU routes and reallocation of road space.</p> <p>No significant impacts from CO<sub>2</sub> emissions and other pollutants would be anticipated during construction. The interventions would encourage greater use of active travel methods, potentially reducing car usage on the route which would have beneficial impacts on local air quality.</p> <p>Further assessment would be required to determine whether there is the potential for significant environmental impacts in accordance with the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 and whether the proposed development would constitute an EIA Development (Schedule 2 – 10(b)). It is anticipated that potential impacts would be at least moderate adverse.</p>	
<u>Safety:</u>		
Accidents	<p>This option would enhance safety and reduce accident risk for the following user groups - Age (elderly and very young), Disability and Pregnancy and maternity. A junction, crossing and cycleways on Balgownie Road would be upgraded. This would reduce conflicts with vehicles and make a junction and road crossing easier and safer to use. A set of steep, uneven steps between Balgownie Road and</p>	Moderate benefit

	Balgownie Bridge, through a patch of woodland, would be made safer and easier to use and a fully accessible off-road ramp added to bypass the steps.	
Security	Personal safety should be moderately enhanced for users due to the level of segregation (over 20%) on the route. A junction, crossing and cycleways on Balgownie Road would be upgraded, along with a set of steep, uneven steps through a patch of woodland. A fully accessible off-road ramp would be added to bypass the steps. Signage would also be improved at the southern extent of the route. The Balgownie steps section is fairly secluded and some users may feel insecure out of daylight hours.	Minor benefit
<u>Economy:</u>		
Transport Economic Efficiency (TEE)	<p>This option is expected to have a moderate benefit. The creation of designated cycle lanes, in an area which currently has poor provision, should allow safer active travel access to two important locations. To the north of the proposed option is Aberdeen Innovation Park and surrounding businesses, while the Ellon Road bridge over the River Don is located to the south. This link would provide a link between the industry to the north, and the primary connecting link between the communities to the north of the river and the city centre. This should be highly beneficial for commuters who wish to access either of these employment hubs. The increasing accessibility should create a modal shift towards cycling for commuters in the area.</p> <p>A further positive impact of the proposed interventions may be the improving accessibility to leisure facilities, with safer access by active travel to facilities in the city centre. The development of the Scotstown Road/ Balgownie Road junction is integral to this, allowing travellers from the north to safely join Balgownie Road, and continue their journey to the south. Furthermore, this junction is in close proximity to Balgownie Community centre, Balgownie Bowling club and a special education school. The improvements at this junction will provide major safety benefits to the protected users who utilise these facilities. A minor negative impact on private vehicle users is expected, with zebra crossings and signalised junctions potentially creating congestion and therefore increasing journey times in residential areas. There may be minor increases in driver stress.</p> <p>This package of interventions will be most effective if paired with appropriate crossing facilities to the North (across the parkway). This will ensure communities to both the North and South can make use of the new cycle facilities; maximising the amount of modal shift towards active travel modes.</p>	Moderate benefit
Wider Economic Impacts	This option does not have a significant impact on the on the local/national economy. While there will be locational impacts, there will not be a substantial change in conditions so as to impact the wider economy. The proposed interventions will facilitate movement around the city in line with local and national policy, but the magnitude of change from this option alone will not be significant enough to influence the local economy.	Negligible benefits / impacts



<u>Integration:</u>		
Transport Integration	This option would marginally improve pedestrian access to bus stops on Balgownie Road (route 1, with 4 buses per hour in daytime) due to the inclusion of a junction and crossing upgrade.	Minor benefit
Transport and Land-Use Integration	This option would improve active travel connectivity to a range of existing land-uses identified for TPO 5.	Minor benefit
Policy Integration	This option is likely to increase the use of active travel, provide moderate enhancements to interchange opportunities (pedestrian / bus) and therefore has the potential to encourage mode shift from car to more sustainable transport. It is therefore in harmony with the aims of government policy in the areas of transport and health.	Minor benefit
<u>Accessibility &amp; Social Inclusion:</u>		
Community Accessibility	This option would improve accessibility by active travel to a range of local services identified for TPO 5.	Minor benefit
Comparative Accessibility	This option would increase accessibility to local services for vulnerable user groups.	Minor benefit
Recommended as a priority route for further detailed development and assessment? (No)		
Rationale for Selection/Rejection at this stage: This option would be fairly easy to implement at a relatively low cost and would significantly improve access to Balgownie Bridge, especially for people with reduced mobility. However, it is a short route which does not serve many trip generators and would be accessible to a low population, compared to the other options. It could be considered as an alternative to the northern section of Option 8, as it serves two small business parks and would be accessible from the Grandhome development, however it is not recommended as a priority for further development and assessment.		

<p>Option 8  Title: Parkway to Hospital  Description: New active travel route from the A92 Parkway to Westburn Drive (Royal Infirmary) via Seaton Park using existing alignments with increased segregation and improvements to crossings and junctions.</p>		
<p><u>High Level Appraisal against Transport Planning Objectives (TPOs)</u></p>		
Objective:	Performance against TPO	Score
TPO 1: Improve quality of pedestrian and cycle provision on the transport network within the Bridge of Don area.	This option would provide segregated cycleways (almost 20% of route length). Two junctions and 6 crossings would be upgraded. This would reduce conflicts with vehicles and increase the route quality for cyclists and pedestrians. The route includes Balgownie Bridge which is only passable by active travel.	+1
TPO 2: Increase access to safe and integrated active travel network between Bridge of Don and Aberdeen City Centre.	This option would provide segregation (almost 20% of route length) and advance stop lines would be added at 2 junctions. Crossing upgrades would ease access to bus stops in several locations along the route. This would improve safety by reducing conflicts with vehicles. This route connects with options 2, 6, 7, 9, 10 and 11.	+2
TPO 3: Improve the level of safety, comfort and personal security on the active travel network in the northern area of Aberdeen, to benefit travel experience of all users.	This option would have almost 20% segregation, some additional shared use paths (almost 15%) and improvements to 6 crossings and 2 junctions. This would reduce conflicts with vehicles, increase the width of cycleways and make junctions and road crossings easier and safer to use. The section near Balgownie Bridge is fairly secluded and some users may feel insecure out of daylight hours.	+1
TPO 4: Increase the number of trips made by foot or bike to contribute towards the aim of improved health and reduce impact of travel on the environment.	This is a fairly long route which would serve areas with a relatively high population density, connecting residential areas with a range of destinations, which could attract a high number of new users.	+3
TPO 5: Improve connectivity by foot or bike to key centres of employment, education and health/well-being.	This option would improve active travel connectivity to the University of Aberdeen, Royal Infirmary, the Hillhead Student Village, several schools and places of worship, a health centre and a variety of commercial services and workplaces.	+3

<u>Implementability Appraisal</u>		
Feasibility	No significant issues related to the implementation of this option are expected. Some land acquisition would be required to deliver some interventions. This option would require the removal of some trees.	Moderate consideration
Affordability	This is one of the longer routes, and the capital costs for this option would be in the middle of the range. Land acquisition would be required to deliver some interventions.	Moderate consideration
Public Acceptability	There is likely to be public concern about land acquisition, tree removal and impacts on residential permit parking on Don Street (south of Seaton Place). Public consultation indicates strong support for segregated cycleways and better cycling connectivity.	Moderate consideration
<u>High Level Appraisal against STAG Criteria</u>		
Criterion		
<u>Environment</u>	Performance against STAG Criterion	Score
	<p>Range of interventions from resurfacing existing routes to widening of shared use paths and provision new crossing facilities.</p> <p>There is anticipated to be a major adverse potential impact on landscape and visual amenity as a result of the felling of mature trees along Scotstown Road between the Parkway and Cardens Knowe. Moderate impacts on habitats and biodiversity are anticipated as a result of the potential vegetation clearance and felling of mature trees. Ecological surveys would be required to further assess potential impacts of the removal of vegetation and felling of woodland as a result of the proposed option along this section.</p> <p>The provisions of a short section of cycleway at northern footway at Gordon Place. 30m x 2m to link Gordon Place to crossing and cycleway has the potential to have moderate landscape and visual amenity impacts depending on how the intervention is implemented due to the presence of mature trees.</p> <p>There is anticipated to be a moderate adverse potential impact on habitats and biodiversity, landscape and visual amenity as a result of the felling of trees Halls of Residence to Lord Hay's Grove (400m) to 3m to accommodate pedestrians and southbound cyclists.</p> <p>The widening of the northern footway of Hilton Street into carriageway by approx 1m to allow a shared cycleway along 550m length has the potential to have moderate landscape and visual amenity impacts depending on how the intervention is implemented due to the presence of young and mature trees in the verge along the northern footway.</p>	Moderate to Major Adverse Impacts

	<p>No Air Quality Management Areas have been designated within the vicinity of the proposed option.</p> <p>The proposed option is adjacent to numerous listed buildings, primarily concentrated around Cottown of Balgownie, Don Street at the Balgownie Bridge, and Don Street south of Seaton Place to St Machar Drive. However it is not considered that the interventions along these sections will have impacts on the cultural heritage assets.</p> <p>The interventions associated with this option have the potential for beneficial impacts on active travellers in terms of the amenity value and safety of routes.</p> <p>Further consideration would need to be given to the provision of compensatory planting in line with Aberdeen City Council's Local Development Plan 2017 Policy NE5 Trees and Woodlands and Scottish Government's policy on control of woodland removal to mitigate the potential impacts of felling of woodland and potentially individual trees associated with this option.</p> <p>Aberdeen City Council's Local Development Plan 2017 Policy NE5 Trees and Woodlands includes:</p> <p><i>"There is a presumption against all activities and development that will result in the loss of, or damage to, trees and woodlands that contribute to nature conservation, landscape character, local amenity or climate change adaptation and mitigation. ...</i></p> <p><i>Where trees may be impacted by a proposed development, a Tree Protection and Mitigation Plan will need to be submitted and agreed with the Council before any development activity commences on site. This should include details of compensatory planting, temporary earth works and any site preparation."</i></p> <p>Impacts would be anticipated on local residents along the route and on road users. This would include noise and vibration, visual, and air quality impacts during construction due to the presence of construction plant and roadworks. Due to the short-term and small scale of the works, these impacts are not likely to be considered significant.</p> <p>Timing of works should be planned to minimise disruption to local residents and consultation with residents and businesses likely to be affected during construction should be carried out prior to commencement of works.</p> <p>Potential construction mitigation measures could include providing advanced notification of works; clearly signposting diversion routes; timing works to reduce potential noise and vibration disturbance; and implementing measures to reduce potential fugitive dust emissions. Due to the short-term duration and limited scale of the works, significant impacts are not considered likely.</p> <p>Overall, it is considered that moderate to major adverse impacts are anticipated due to the potential biodiversity and habitats, landscape and visual impacts associated with the removal of mature trees along Scotstown Road between the Parkway and Cardens Knowe. This would depend on how the intervention is implemented therefore further assessment would be required.</p>	
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	Whilst the proposed option is not located within a sensitive area as defined in the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017, further assessment would be required to determine whether the proposed development would constitute an EIA Development (Schedule 2 – 10(b)).	
<u>Safety:</u>		
Accidents	This option would enhance safety and reduce accident risk for the following user groups - Age (elderly and very young), Disability and Pregnancy and maternity. Two junctions, nine crossings would be upgraded and almost 20% of the route would be segregated. This would reduce conflicts with vehicles and make junctions and road crossings easier and safer to use.	Minor benefit
Security	Personal safety should be moderately enhanced for users due to the level of segregation (almost 20%) on the route. Two junctions and nine crossings would be upgraded. Signage would also be improved. The section of the route near Balgownie Bridge is fairly secluded and some users may feel insecure out of daylight hours.	Minor benefit
<u>Economy:</u>		
Transport Economic Efficiency (TEE)	This option is expected to offer a moderate benefit. Active travel users may experience minor reductions in journey times, with segregated cycleways, wider footpaths and improved crossing facilities. Such interventions should also lead to moderate safety benefits, and therefore create moderate improvements in wellbeing. These improvements in wellbeing, combined with the creation of around 2 km of segregated cycle lanes, may cause a moderate modal shift towards active travel modes. It should also improve the safety of existing active travel users. Commuters and residents who use private vehicles may experience increased journey times due to increased congestion. This may cause delays, affecting journey time reliability along St Machar Drive, particularly at peak times. Active travel users of some educational facilities (University of Aberdeen, Hillhead Student Village, Scotstown School, St Peter's Roman Catholic Primary School and St Machar Academy) may experience safety improvements as a result of the interventions. The location of some interventions, including the installation of two zebra crossings, are close to St Machar Academy. Access to commercial and health destinations (University of Aberdeen, Royal Infirmary etc.) will be improved as a result of the interventions. This is a large scale option package Access to commercial and health destinations (University of Aberdeen, Royal Infirmary etc.) will be improved as a result of the interventions. The length of the route is substantial and therefore these interventions will be accessible from several residential areas.	Moderate benefit

	This option package differs from many of the alternatives due to the improvements in access to the West of Aberdeen city centre and would be upgraded to a major expected benefit if conducted in conjunction with option 7.	
Wider Economic Impacts	This option does not have a significant impact on the on the local/national economy. While there will be locational impacts, there will not be a substantial change in conditions so as to impact the wider economy. The proposed interventions will facilitate movement around the city in line with local and national policy, but the magnitude of change from this option alone will not be significant enough to influence the local economy.	Negligible benefits / impacts
<u>Integration:</u>		
Transport Integration	This option would improve pedestrian access to bus stops on many sections of the route, due to the inclusion of junction and crossing upgrades.	Minor benefit
Transport and Land-Use Integration	This option would improve active travel connectivity to a range of existing land-uses identified for TPO 5, along with the Grandhome development to the north of The Parkway.	Moderate benefit
Policy Integration	This option is likely to increase the use of active travel, provide moderate enhancements to interchange opportunities (pedestrian / bus) and therefore has the potential to encourage mode shift from car to more sustainable transport. It is therefore in harmony with the aims of government policy in the areas of transport and health.	Minor benefit
<u>Accessibility &amp; Social Inclusion:</u>		
Community Accessibility	This option would improve accessibility by active travel to a range of local services identified for TPO 5.	Minor benefit
Comparative Accessibility	This option would increase accessibility to local services for vulnerable user groups. This option would increase accessibility for residents in several areas classed in the most deprived 20% in the Scottish Index of Multiple Deprivation 2016, in Tillydrone and Ashgrove.	Moderate benefit
Recommended as a priority route for further detailed development and assessment? (No)		
Rationale for Selection/Rejection at this stage: This option would significantly improve access to some major trip generators, including the University and Royal Infirmary. However, it includes less segregation than several of the other options, would have several issues to address in terms of implementation and has only been assessed as having minor benefits for most of the STAG criteria. It may be worth considering in the longer term, in conjunction with option 7, but is not recommended as a priority for further development and assessment.		

<p>Option 9  Title: Tillydrone to Hospital  Description: Route from Tillydrone to Ashgrove Road (Royal Infirmary), via the University of Aberdeen, incorporating elements of the Berryden Corridor Improvements Project.</p>		
<p><u>High Level Appraisal against Transport Planning Objectives (TPOs)</u></p>		
Objective:	Performance against TPO	Score
<p>TPO 1: Improve quality of pedestrian and cycle provision on the transport network within the Bridge of Don area.</p>	<p>This option would link existing active travel provision on Tillydrone Avenue with new provision, resulting in segregated and shared use sections for 30% of the route length, reducing the risk of conflicts with vehicles. Three crossings (2 x Toucans and 1 Zebra) will be upgraded to improve conditions for cyclists and pedestrians .</p> <p>Option 9a includes a section of the Berryden Corridor, increasing the segregated sections to over 45% of the total route, increasing the score for this TPO to 2.</p>	<p>+1 (9a +2)</p>
<p>TPO 2: Increase access to safe and integrated active travel network between Bridge of Don and Aberdeen City Centre.</p>	<p>This option would link the University of Aberdeen with the Royal Infirmary, using existing active travel paths on Tillydrone Avenue. This option has segregated and shared use sections for 30% of the route length and upgrades to three crossings. This would improve safety by reducing conflicts with vehicles. This route connects with options 2 3, 8 and 10.</p> <p>Option 9a increases the segregated running to over 45% but the score is unchanged.</p>	<p>+2</p>
<p>TPO 3: Improve the level of safety, comfort and personal security on the active travel network in the northern area of Aberdeen, to benefit travel experience of all users.</p>	<p>This option would link existing active travel provision on Tillydrone Avenue with new provision, resulting in segregated and shared use sections for 30% of the route length, reducing the risk of conflicts with vehicles. Upgrades at three crossings would improve safety for cyclists and pedestrians. The route does not pass through any secluded areas.</p> <p>Option 9a increases the segregated running to over 45% but the score is unchanged.</p>	<p>+2</p>
<p>TPO 4: Increase the number of trips made by foot or bike to contribute towards the aim of improved health and reduce impact of travel on the environment.</p>	<p>This option would serve a mix of areas, with both high and low population densities, connecting residential areas with a range of destinations, which could attract a reasonable number of new users.</p> <p>Option 9a would be accessible to over 30% more residents than option 9, increasing the score for this TPO to 3.</p>	<p>+2 (9a +3)</p>
<p>TPO 5: Improve connectivity by foot or bike to key centres of employment, education and health/well-being.</p>	<p>This option would improve active travel connectivity to the University of Aberdeen, the Royal Infirmary and commercial / leisure facilities at the Berryden and Kittybrewster retail parks. Option 9a offers similar levels of connectivity benefits to Option 9.</p>	<p>+3</p>

<u>Implementability Appraisal</u>		
Feasibility	The technology to be employed on the route is relatively simple.	Minor consideration
Affordability	There would be relatively low capital and maintenance costs associated with the delivery of this option.	Minor consideration
Public Acceptability	There is likely to be public concern about the removal of parking spaces and mature trees. Public consultation indicates strong support for cycle lanes, crossing upgrades, widening footways and better cycling connectivity to the Royal Infirmary.	Moderate consideration
<u>High Level Appraisal against STAG Criteria</u>		
Criterion		
<u>Environment</u>	Performance against STAG Criterion	Score
	<p>Interventions include reallocated of road space to provide cycle lanes, improvements to junctions, and provision of shared cycleways.</p> <p>Sensitive receptors with regards to potential noise and vibration, air quality, landscape and visual amenity impacts include local residents, pedestrians, cyclists and vehicle travellers.</p> <p>The proposed intervention route would pass 55 Powis Terrace, March Stone No 57 Category C Listed Building (LB20037) located against 55 Powis Terrace. Given the existing infrastructure surrounding this historic asset, potential impacts are not considered likely to be significant.</p> <p>Physical infrastructure requirements and potential construction impacts likely considered in line with those that would be experienced during operational maintenance.</p> <p>The interventions associated with this option have the potential for beneficial impacts on NMUs in terms of the amenity value and safety of routes.</p> <p>Potential construction mitigation measures could include providing advanced notification of works; clearly signposting diversion routes; timing works to reduce potential noise and vibration disturbance; and implementing measures to reduce potential fugitive dust emissions.</p> <p>Use of the verge between May Baird Avenue and Westburn Drive to provide shared cycleway on southern footway has the potential to remove trees. Further consideration would need to be given to the provision of compensatory planting in line with Aberdeen City Council's Local Development Plan 2017 Policy NE5 Trees and Woodlands and Scottish Government's policy on control of woodland</p>	Minor Adverse Impacts



	<p>removal to mitigate the potential impacts of felling of woodland and potentially individual trees associated with this option.</p> <p>Aberdeen City Council's Local Development Plan 2017 Policy NE5 Trees and Woodlands includes:  <i>"There is a presumption against all activities and development that will result in the loss of, or damage to, trees and woodlands that contribute to nature conservation, landscape character, local amenity or climate change adaptation and mitigation. ...</i></p> <p><i>Where trees may be impacted by a proposed development, a Tree Protection and Mitigation Plan will need to be submitted and agreed with the Council before any development activity commences on site. This should include details of compensatory planting, temporary earth works and any site preparation."</i></p> <p>Overall, it is considered that this option has the potential for minor adverse impacts due to the potential landscape and visual impacts associated with the potential removal of trees from the verge between May Baird Avenue and Westburn Drive to provide shared cycleway on southern footway.</p> <p>It is not considered that an Environmental Impact Assessment or Strategic Environmental Assessment would be required.</p>	
<u>Safety:</u>		
Accidents	<p>This option would enhance safety and reduce accident risk for the following user groups - Age (elderly and very young), Disability and Pregnancy and maternity. This is due to the segregated and shared-use paths and cycle lanes comprising 30% of the route, together with crossing improvements.</p> <p>The increased level of segregation on Option 9a (over 45%) would further reduce the accident risk, resulting in a moderate benefit.</p>	Minor benefit (9a Moderate benefit)
Security	<p>Personal safety should be enhanced for users due to the segregated and shared-use paths and cycle lanes comprising 30% of the route (reducing the risk of conflicts with vehicles), together with crossing improvements. The route does not pass through any secluded areas.</p>	Minor benefit
<u>Economy:</u>		
Transport Economic Efficiency (TEE)	<p>This option contains several interventions which are expected to offer an overall moderate benefit. Local residents travelling by foot or bicycle will experience the greatest benefit. Minor journey time benefits are expected for active travel users, with the improvements to road crossing facilities, creation of segregated cycle lanes and installation of improved signage. These improvements should also create a minor safety benefit for active travel users. Improvements to road crossings and the creation of segregated cycle lanes will reduce the risk of accidents, making residents feel safer and more comfortable accessing local facilities (employment hubs or leisure areas) by active travel modes.</p>	Moderate benefit

	<p>Private vehicle road users face an indeterminate change in journey times. Zebra crossings will cause delays and lengthen journey times, while the removal of on street parking will allow improved traffic flow and decrease journey times. Some modal shift towards active travel modes is expected.</p> <p>Many educational and medical facilities to the West of Aberdeen city centre will benefit from increasing accessibility, including the University of Aberdeen School of Medicine and Dentistry and the Aberdeen Royal Infirmary. The users of such facilities tend to belong to 'protected groups', such as school children or those with disabilities. The improvements to pedestrian infrastructure created by these interventions should improve access to these services by active travel modes.</p> <p>The benefit of this option may be considered major if conducted in conjunction with option 2, Clifton Road to City centre. The proposed active travel improvements to the Powis Terrace, Belmont Road and Berryden Road junction could integrate well with the one-way system and contra-flow bike lane infrastructure suggested in option 2. These improvements, when completed together, would unite many radial active travel routes from across Aberdeen; allowing an 'active travel core corridor' into the city centre. This is in keeping with the 'well connected links' targeted in the Local development plan.</p>	
Wider Economic Impacts	This option does not have a significant impact on the on the local/national economy. While there will be locational impacts, there will not be a substantial change in conditions so as to impact the wider economy. The proposed interventions will facilitate movement around the city in line with local and national policy, but the magnitude of change from this option alone will not be significant enough to influence the local economy.	Negligible benefits / impacts
<u>Integration:</u>		
Transport Integration	<p>This option would provide residents along the corridor with improved access to high frequency bus services on Powis Terrace (approx. 20 buses per hour in daytime) and to bus services on Tillydrone Avenue / Bedford Road (4 buses per hour in daytime).</p> <p>Option 9a would route along the Berryden Corridor rather than Powis Terrace, reducing the transport integration benefits to minor.</p>	Moderate benefit (9a Minor benefit)
Transport and Land-Use Integration	This option would improve active travel connectivity to a range of existing land-uses identified for TPO 5.	Moderate benefit
Policy Integration	This option is likely to increase the use of active travel, provide moderate enhancements to interchange opportunities (pedestrian / bus) and therefore has the potential to encourage mode shift from car to more sustainable transport. It is therefore in harmony with the aims of government policy in the areas of transport and health.	Minor benefit

<u>Accessibility &amp; Social Inclusion:</u>		
Community Accessibility	This option would improve accessibility by active travel to a range of local services identified for TPO 5.	Minor benefit
Comparative Accessibility	This option would increase accessibility to local services for vulnerable user groups. This option would increase accessibility for residents in two areas classed in the most deprived 20% in the Scottish Index of Multiple Deprivation 2016, to the west of Tillydrone Avenue.	Moderate benefit
Recommended as a priority route for further detailed development and assessment? (No)		
<p>Rationale for Selection/Rejection at this stage: This option would significantly improve access to several major trip generators, including the University, Royal Infirmary and the Centre Point and Kittybrewster retail parks. It would be relatively low cost to deliver and has fewer obstacles to address in terms of implementation. However, it includes less segregation than several of the other options, half of the route is outside the study area and it does not directly meet the brief as an individual route. It may be worth considering in the longer term, in conjunction with option 10, but is not recommended as a priority for further development and assessment.</p> <p>Option 9a scores slightly better in the appraisal, due to the significantly greater provision of segregated cycle and footways on the Berryden Corridor. Should the route be considered for development in the future, the variation which routes via the Berryden Corridor would be recommended for further consideration.</p>		

<p>Option 10</p> <p>Title: Whitestripes to city centre</p> <p>Description: New active travel route from Whitestripes Road (by Grandhome development) to the city centre via Tillydrone and Old Aberdeen, incorporating existing segregated and off-road active travel paths.</p>		
<p><u>High Level Appraisal against Transport Planning Objectives (TPOs)</u></p>		
Objective:	Performance against TPO	Score
TPO 1: Improve quality of pedestrian and cycle provision on the transport network within the Bridge of Don area.	This option would incorporate existing segregated, shared and off-road active travel paths between The Parkway and St Machar Drive. Additional segregation and shared use paths would result in 60% of the route length with active travel provision, further reducing conflicts with vehicles. This option includes a new Toucan crossing, upgrades to 7 crossings at minor road junctions and a replacement rail bridge.	+2
TPO 2: Increase access to safe and integrated active travel network between Bridge of Don and Aberdeen City Centre.	This option would provide segregated, shared and off-road paths for 60% of the route length, incorporating existing facilities between The Parkway and St Machar Drive. This would improve safety by reducing conflicts with vehicles. This option includes a new Toucan crossing, upgrades to 7 crossings at minor road junctions and a replacement rail bridge. This route connects with options 1, 6, 8 and 9.	+2
TPO 3: Improve the level of safety, comfort and personal security on the active travel network in the northern area of Aberdeen, to benefit travel experience of all users.	This option would provide segregated, shared and off-road paths for 60% of the route length, incorporating existing facilities between The Parkway and St Machar Drive. This would improve safety by reducing conflicts with vehicles. This option includes a new Toucan crossing and upgrades to 7 crossings at minor road junctions. Over 15% of the route would be on cobbled roads, reducing comfort for cyclists. The northern extent of the route (on Whitestripes Road) would be isolated until the Grandhome development is completed and some users may feel insecure out of daylight hours.	+2
TPO 4: Increase the number of trips made by foot or bike to contribute towards the aim of improved health and reduce impact of travel on the environment.	The longest route, which would mainly serve areas with a relatively high population density, connecting residential areas with a range of destinations, which could attract a high number of new users.	+3
TPO 5: Improve connectivity by foot or bike to key centres of employment, education and health/well-being.	This option would improve active travel connectivity to the city centre, University of Aberdeen, 2 health centres, 2 primary schools, St Machar Cathedral and the Aberdeen Mosque.	+2

<u>Implementability Appraisal</u>		
Feasibility	The technology on most of the route is relatively simple, with a new rail bridge being the only complex element. Land acquisition may be required to deliver the new bridge and some footway widening. This option would require the removal of some trees.	Moderate consideration
Affordability	This is one of the longer routes, and the capital costs for this option would be in the middle of the range, with a new river bridge also incurring relatively high maintenance costs. Land acquisition may be required to deliver the new bridge and some footway widening.	Moderate consideration
Public Acceptability	There is likely to be public concern about land acquisition, tree removal and impacts on property boundaries. Public consultation indicates strong support for segregated cycle lanes, crossing upgrades and widening the rail bridge.	Moderate consideration
<u>High Level Appraisal against STAG Criteria</u>		
Criterion		
<u>Environment</u>	Performance against STAG Criterion	Score
	<p>Range of interventions from reallocation of road space, to improved pedestrian crossings and widening of existing footways.</p> <p>The widening on the east side of Whitestripes Avenue to 3m shared cycleway using grass verge on the east side and the replacement of the existing dual use bridge on the east side of Mounthooly has the potential to result in moderate biodiversity and habitats; landscape and visual impacts due to the potential removal of mature trees and vegetation.</p> <p>The interventions associated with this option have the potential for beneficial impacts on active travel users in terms of the amenity value and safety of routes.</p> <p>Aberdeen City Centre Air Quality Management Area was designated by virtue of likely exceedances of the annual mean objective for Nitrogen Dioxide and by virtue of the likely exceedance of the annual mean objective and 24 hour objective for Particulate Matter (PM<sub>10</sub>). Whilst potential effects of the proposed option on emissions of CO<sub>2</sub> and other pollutants is not currently known at this stage and will depend on impacts on traffic flows, it is not anticipated to be significant.</p> <p>Potential impacts during construction on local residents, pedestrians, cyclists and vehicle travellers include noise and vibration, visual, and air quality impacts during construction due to the presence of construction plant and roadworks for the alterations to the cycleway and road surface.</p>	Moderate adverse impacts

	<p>Potential construction mitigation measures could include providing advanced notification of works; clearly signposting diversion routes; timing works to reduce potential noise and vibration disturbance; and implementing measures to reduce potential fugitive dust emissions. Due to the short-term duration and limited scale of the works, significant impacts are not considered likely.</p> <p>Further consideration would need to be given to the provision of compensatory planting in line with Aberdeen City Council's Local Development Plan 2017 Policy NE5 Trees and Woodlands and Scottish Government's policy on control of woodland removal to mitigate the potential impacts of felling of woodland and potentially individual trees associated with this option.</p> <p>Aberdeen City Council's Local Development Plan 2017 Policy NE5 Trees and Woodlands includes:  <i>"There is a presumption against all activities and development that will result in the loss of, or damage to, trees and woodlands that contribute to nature conservation, landscape character, local amenity or climate change adaptation and mitigation. ...</i></p> <p><i>Where trees may be impacted by a proposed development, a Tree Protection and Mitigation Plan will need to be submitted and agreed with the Council before any development activity commences on site. This should include details of compensatory planting, temporary earth works and any site preparation."</i></p> <p>Overall, it is considered that moderate adverse impacts are anticipated due to the potential biodiversity and habitats, landscape and visual impacts associated with the removal of trees and vegetation associated with interventions for this option.</p> <p>It is not considered that an Environmental Impact Assessment or Strategic Environmental Assessment would be required.</p>	
<u>Safety:</u>		
Accidents	<p>This option would enhance safety and reduce accident risk for the following user groups - Age (elderly and very young), Disability and Pregnancy and maternity. This is due to the high level of segregated, off-road and shared paths (almost 60% of the route) and the crossing, junction and bridge improvements.</p> <p>Reallocating one lane in each direction on West North St for cycle use would reduce road space for car users and could lead to a slight increase in minor vehicle collisions, but this risk would be outweighed by the safety benefits for cyclists.</p>	Moderate benefit
Security	<p>Personal safety should be enhanced for users due to the high level of segregated, off-road and shared paths (almost 60% of the route) and the crossing, junction and bridge improvements.</p>	Minor benefit

<u>Economy:</u>		
Transport Economic Efficiency (TEE)	<p>This option is expected to offer a moderate benefit at a very low cost. The proposed interventions link the strong existing cycling facilities to the north of the river with the city centre. This has potential to be particularly beneficial for the Danestone and Middleton Park communities, who would obtain safe active travel links all the way to the city centre and are therefore able to commute by foot or bicycle. This will allow residents to access a wider range of employment opportunities, while also improving the health and wellbeing of the area. Furthermore, city centre employers may benefit from a larger potential labour force.</p> <p>These benefits for active travel users are at the expense of a minor increase in congestion for road users; resulting in journey time increases between West North Street and King Street. This increase in congestion in the city centre is opposed to local policy goals but will help induce modal shift towards active travel modes. There may be an increase in driver stress as a result of increasing journey times.</p> <p>Other proposed interventions should enhance safety along the route, with ASL and pedestrian crossing improvements offering moderate benefits for active travel users at a minor cost to private vehicles.</p>	Moderate benefit
Wider Economic Impacts	<p>This option does not have a significant impact on the on the local/national economy. While there will be locational impacts, there will not be a substantial change in conditions so as to impact the wider economy. The proposed interventions will facilitate movement around the city in line with local and national policy, but the magnitude of change from this option alone will not be significant enough to influence the local economy.</p>	Negligible benefits / impacts
<u>Integration:</u>		
Transport Integration	<p>This option would provide improved access to bus stops on King's Crescent, Spital and College Bounds (route 20, 1 bus per hour in daytime) and high frequency bus services on West North Street (approx. 15 buses per hour in daytime).</p>	Minor benefit
Transport and Land-Use Integration	<p>This option would improve active travel connectivity to a range of existing land-uses identified for TPO 5, along with the Grandhome development to the west of Whitestripes Road.</p>	Moderate benefit
Policy Integration	<p>This option is likely to increase the use of active travel, provide moderate enhancements to interchange opportunities (pedestrian / bus) and therefore has the potential to encourage mode shift from car to more sustainable transport. It is therefore in harmony with the aims of government policy in the areas of transport and health.</p>	Minor benefit
<u>Accessibility &amp; Social Inclusion:</u>		
Community Accessibility	<p>This option would improve accessibility by active travel to a range of local services identified for TPO 5.</p>	Neutral

	It includes proposals to reallocate one lane in each direction on West North St as a segregated cycle lane. West North St is a high frequency bus corridor (approx. 15 buses per hour in daytime in each direction), and this intervention could increase bus journey times, having a negative impact on users. The overall impact is therefore neutral.	
Comparative Accessibility	This option would increase accessibility to local services for vulnerable user groups. This option would increase accessibility for residents in one area classed in the most deprived 20% in the Scottish Index of Multiple Deprivation 2016, to the west of Tillydrone Road and Tillydrone Avenue.	Moderate benefit
Recommended as a priority route for further detailed development and assessment? (Yes)		
Rationale for Selection/Rejection at this stage: This option would provide very significant improvements in active travel connectivity and would provide a direct connection to the University of Aberdeen and the city centre from the new Grandhome development. It incorporates existing high quality provision north and south of the Diamond Bridge and proposes a number of interventions which would improve facilities on the existing NCN 1 Route. It would have a moderate environmental impact and would reallocate road space on a high frequency bus corridor. Nevertheless, the benefits are sufficient for it to be recommended for further detailed development and assessment.		



<p>Option 11  Title: Haudagain to City Centre  Description: New active travel route from Haudagain to the city centre using new and existing alignments with significant segregated and shared paths, on-road cycle lanes, along with crossing and junction improvements, incorporating the Berryden Corridor Improvements Project.</p>		
<p><u>High Level Appraisal against Transport Planning Objectives (TPOs)</u></p>		
Objective:	Performance against TPO	Score
TPO 1: Improve quality of pedestrian and cycle provision on the transport network within the Bridge of Don area.	This option would provide new segregated paths (over 40% of route length), shared-use paths (over 25%) and on-road cycle lanes (over 30%), 9 new signalised crossings (on the Berryden Corridor) and improvements at over 40 minor road junctions. Segregated paths would have new surfacing and lighting. This would significantly reduce conflicts with vehicles and improve the route quality for both pedestrians and cyclists.	+3
TPO 2: Increase access to safe and integrated active travel network between Bridge of Don and Aberdeen City Centre.	This option would provide segregated, shared and on-road cycle paths for over 95% of the route length, incorporating existing facilities and the Berryden Corridor. With 9 new signalised crossings and crossing improvements at over 40 minor road junctions, safety would be significantly improved by reducing conflicts with vehicles. Segregated paths would have new surfacing and lighting. This route connects with options 2 and 8.	+3
TPO 3: Improve the level of safety, comfort and personal security on the active travel network in the northern area of Aberdeen, to benefit travel experience of all users.	This option would provide segregated, shared and on-road cycle paths for over 95% of the route length, incorporating existing facilities and the Berryden Corridor. This would improve safety by reducing conflicts with vehicles. Segregated paths would have new surfacing and lighting. This option includes 9 new signalised crossings (on the Berryden Corridor) and upgrades to over 40 crossings at minor road junctions. The route does not pass through any secluded areas.	+3
TPO 4: Increase the number of trips made by foot or bike to contribute towards the aim of improved health and reduce impact of travel on the environment.	This option would serve areas with a relatively high population density, connecting residential areas with a range of destinations, which could attract a high number of new users	+3
TPO 5: Improve connectivity by foot or bike to key centres of employment, education and health/well-being.	This option would improve active travel connectivity to the city centre, commercial / leisure facilities at the Berryden and Kittybrewster retail parks and on Great Northern Road, 3 health centres and 4 schools.	+2

<u>Implementability Appraisal</u>		
Feasibility	Land acquisition would be required to deliver some interventions. This option would require the removal of some mature trees.	Moderate consideration
Affordability	The capital costs for this option would be in the middle of the range, due to the number of interventions it includes. Some land acquisition would be required to deliver some interventions.	Moderate consideration
Public Acceptability	There is likely to be public concern about road space reallocation, removal of parking spaces and trees. However, consultation feedback suggests strong support for segregated and shared use paths, as well as the high number of crossing improvements.	Moderate consideration
<u>High Level Appraisal against STAG Criteria</u>		
Criterion		
<u>Environment</u>	Performance against STAG Criterion	Score
	<p>Range of interventions including: bus lane extension; pedestrian crossing improvements; active travel route connections; and reallocation of road space.</p> <p>The existing environment along the proposed option alignment is dominated by the road network, commercial and residential properties.</p> <p>Sensitive receptors with regards to potential noise and vibration, air quality, landscape and visual amenity impacts include local residents, pedestrians, cyclists and vehicle travellers.</p> <p>No sensitive habitats with regards to biodiversity have been identified along the route of the proposed intervention.</p> <p>There are two assets of cultural heritage interest adjacent to the route of the proposed intervention:</p> <ul style="list-style-type: none"> <li>• Aberdeenshire Canal, Remains Of, Scheduled Monument refence: SM10424</li> <li>• 1 Great Northern Road, The Northern Hotel, Category A Listed Building reference LB20331</li> </ul> <p>Minimal physical infrastructure requirements and potential construction impacts are considered likely to be in line with those that would be experienced during operational maintenance of the road network and other development consistent with an urban, city environment.</p> <p>Potential for noise and vibration impacts depending on nature of improvements to be made to pedestrian crossings.</p> <p>Negligible impacts on global and local air quality as a result of interventions</p>	Negligible benefits / impacts

	<p>Aberdeen City Centre Air Quality Management Area was designated by virtue of likely exceedances of the annual mean objective for Nitrogen Dioxide and by virtue of the likely exceedance of the annual mean objective and 24 hour objective for Particulate Matter (PM10). Whilst potential effects on emissions of CO2 and other pollutants is not currently known at this stage and will depend on impacts on traffic flows, it is not anticipated to be significant.</p> <p>The interventions associated with this option have the potential for beneficial impacts on active travel users in terms of the amenity value and safety of routes.</p> <p>Potential construction mitigation measures could include providing advanced notification of works; clearly signposting diversion routes; timing works to reduce potential noise and vibration disturbance; and implementing measures to reduce potential fugitive dust emissions.</p> <p>Overall, it is considered that given the minimal infrastructure requirements and that potential impacts during construction would be likely considered in line with those that would be experienced during operational maintenance, negligible environmental impacts are anticipated and no EIA or SEA is anticipated to be required.</p>	
<u>Safety:</u>		
Accidents	<p>This option would enhance safety and reduce accident risk for the following user groups - Age (elderly and very young), Disability and Pregnancy and maternity. This is due to the high level of active travel paths on the route, which would reduce conflicts with vehicles. Segregated paths would have new surfacing and lighting. The route would include 40 new Toucan crossings and over 40 minor crossing upgrades, which should significantly reduce risks associated with crossing roads.</p>	Major benefit
Security	<p>Personal safety should be enhanced for users due to the high level of active travel paths, many with good surfacing and lighting. The route would include 40 new Toucan crossings and over 40 upgrades at minor road crossings. This would reduce conflicts with vehicles and make junctions and road crossings easier and safer to use. The route does not pass through any secluded areas.</p>	Moderate benefit
<u>Economy:</u>		
Transport Economic Efficiency (TEE)	<p>This option is expected to have a moderate benefit. The improvements in crossing infrastructure and the creation of advisory cycle lanes will have benefits for local active travel users, particularly those belonging to protected groups. Active travel users are expected to experience minor reliability and journey time benefits and moderate improvements in wellbeing (due to safety benefits). There will be a minor reduction in private vehicle welfare due to a minor increase in both journey times and driver stress. A minor benefit is expected for the private sector operators within Haudagain retail park due to the improving accessibility by foot. A minor negative impact is expected for the businesses between Deer Road and Queen Street due to the removal of on street parking and the resulting reduction in</p>	Moderate benefit

	<p>accessibility for private vehicles. This impact is expected to be minor as it is partly offset by the increased accessibility for active travel modes.</p> <p>When considered in isolation, these proposed interventions are small in magnitude, mainly resulting in minor effects. The greatest benefit arising from this option, and the reasoning behind assigning a moderate benefit overall, is the increased integration with other option packages. If this option package is completed alongside both option 2 (Clifton Road to City Centre) and option 8 (Parkway to City Centre) there will be connectivity gains. The increased cohesion between 'routes' will unite active travel infrastructure across the city, leading to a more comprehensive 'active travel offering' throughout Aberdeen. This is expected to lead to moderate modal shift towards active travel modes and contributes to the overall moderate benefit expected.</p>	
Wider Economic Impacts	This option does not have a significant impact on the local/national economy. While there will be locational impacts, there will not be a substantial change in conditions so as to impact the wider economy. The proposed interventions will facilitate movement around the city in line with local and national policy, but the magnitude of change from this option alone will not be significant enough to influence the local economy.	Negligible benefits / impacts
<u>Integration:</u>		
Transport Integration	This option would improve pedestrian access to bus stops on the Great Northern Road high frequency bus corridor (approx. 12 buses per hour in daytime) and to travel opportunities on the new Berryden Corridor.	Moderate benefit
Transport and Land-Use Integration	This option would improve active travel connectivity to a range of existing land-uses identified for TPO 5.	Moderate benefit
Policy Integration	This option is likely to increase the use of active travel, provide moderate enhancements to interchange opportunities (pedestrian / bus) and therefore has the potential to encourage mode shift from car to more sustainable transport. It is therefore in harmony with the aims of government policy in the areas of transport and health.	Minor benefit
<u>Accessibility &amp; Social Inclusion:</u>		
Community Accessibility	This option would improve accessibility by active travel to a range of local services identified for TPO 5.	Minor benefit
Comparative Accessibility	<p>This option would increase accessibility to local services for vulnerable user groups.</p> <p>This option would increase accessibility for residents in three areas classed in the most deprived 20% in the Scottish Index of Multiple Deprivation 2016, in Woodside and near the St Machar roundabout.</p>	Moderate benefit

Recommended as a priority route for further detailed development and assessment? (Yes)	
<p>Rationale for Selection/Rejection at this stage: This option incorporates existing high quality provision north and south of the Diamond Bridge, as well as the BCI project, and a number of interventions are proposed which would improve facilities on the existing NCN 1 Route. Almost 70% of the route would be on segregated or shared use cycle paths, the route includes a large number of crossing improvements and it directly serves the Kittybrewster and Centre Point retail parks. It would also have a negligible environmental impact. Hence, this option has high scores in many aspects of the appraisal. The northern extent of the route is on the very edge of the study area until the BCI project and the section south of the A96 is out of the study area. Nevertheless, the benefits are sufficient for it to be recommended for further detailed development and assessment.</p>	

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## ABERDEEN CITY COUNCIL

<b>COMMITTEE</b>	City Growth and Resources
<b>DATE</b>	28 <sup>th</sup> October 2020
<b>EXEMPT</b>	No
<b>CONFIDENTIAL</b>	No
<b>REPORT TITLE</b>	Aberdeen to Westhill Transport Corridor Study
<b>REPORT NUMBER</b>	COM/20/174
<b>DIRECTOR</b>	N/A
<b>CHIEF OFFICER</b>	Gale Beattie
<b>REPORT AUTHOR</b>	Gregor Whyte
<b>TERMS OF REFERENCE</b>	3.2 and 3.3

### 1. PURPOSE OF REPORT

- 1.1 To advise Members of the outcomes of a study into options for improved transport connections (particularly active travel and public transport connections) between Aberdeen city centre and Westhill and to seek approval to proceed to the development of the Outline Business Case for the recommended interventions.

### 2. RECOMMENDATION(S)

That the Committee:-

- 2.1 Agree the findings of the recently completed study into options for improved transport connections between Westhill and Aberdeen and the incremental approach to the delivery of active and sustainable travel improvements in the study area;
- 2.2 Instruct the Chief Officer – Strategic Place Planning to develop a programme for the delivery of the Low Delivery Package measures, subject to available funding, as detailed in the Action Plan at Appendix 1 and report these back to City Growth and Resources committee for approval;
- 2.3 Instruct the Chief Officer – Strategic Place Planning to develop the Outline Business Case for the Medium / High Delivery Package measures as detailed in the Action Plan at Appendix 1, subject to available funding;
- 2.4 Note the High / Gold Delivery Package of measures as detailed in the Action plan at Appendix 1 for future consideration; and
- 2.5 Instruct the Chief Officer – Strategic Place Planning to continue to work with partners to maximise external funding to assist with the delivery of these active and sustainable travel measures.
- 2.6 Notes that these active travel proposals help to support the Councils ambitious Net Zero carbon plans for Aberdeen:-

### **3. BACKGROUND**

- 3.1 Completion of the Aberdeen Western Peripheral Route (AWPR) / Balmedie to Tippetty (B-T) in 2019 has substantially altered the road network of Aberdeen and, as a result, people's travel patterns, with a significant proportion of through- and strategic traffic now moving to the new route. The benefits of the AWPR B-T can now be 'locked-in' by implementing various improvements to the road network and principal routes in and out the City as part of the new North East Scotland Roads Hierarchy.
- 3.2 The City Growth and Resources Committee agreed to the implementation of a revised North East Scotland Roads Hierarchy in June 2019. Members were advised that the next steps in terms of delivering the hierarchy would include a series of multimodal corridor studies on priority and secondary routes to, from and around the city. The corridors should function efficiently for all modes of transport, however a particular emphasis was put on improving conditions for active travel and public transport.
- 3.3 The A944 / A9119 (formerly B9119) western approach between Aberdeen and Westhill was identified as the first corridor to be taken forward for study in the context of the revised hierarchy. This was on the basis of it being identified as a priority corridor by the North East Bus Alliance, as well as in response to numerous calls for walking and cycling improvements to the corridor in recent years. The corridor is a vital connection between businesses and communities in a large part of the north-east rural hinterland and Aberdeen city.
- 3.4 In Autumn 2019, a team comprising Aberdeen City Council, Aberdeenshire Council and Nestrans commissioned transport consultants Stantec to undertake a STAG (Scottish Transport Appraisal Guidance)-based study into various options for the corridor. Stantec have now delivered a report which is a key milestone in identifying possible improvements on the A944 / A9119 corridor. This study has considered the route in substantial detail through detailed audit and interrogation using a breadth of knowledge of similar route corridors resulting in a choice of broad outlined costings and timescales of possible improvements. The study also considers parallel work on active travel between Westhill and Kingswells being undertaken by Nestrans.
- 3.5 Recommended measures seek to improve conditions for all users but particular focus is given to active travel and public transport, as stated above. The study is mindful that central government funding will likely be required for any measures proposed.
- 3.6 Stantec derived a long list of possible options which were subject to sifting and appraisal. This determined a shortlist of feasible and deliverable options or measures which performed well against the appraisal criteria and predicted active travel and public transport benefits. These have been informed by public and stakeholder engagement at key stages.
- 3.7 It should be noted that the study commenced prior to the COVID-19 pandemic but has fully acknowledged and considered possible effects of COVID-19, with all study outputs recognising the high levels of uncertainty and risk experienced



recently and going forward. Also recognised is the significant increase in walking and cycling as a result of the restrictions that have been put in place to address this health pandemic and that this should be nurtured and encouraged through improvements to the active travel network. Similarly, while proposals for temporary active travel infrastructure to support physical distancing between Hazlehead and Aberdeen have been developed independently of this study, the outcomes of the study complement this work.

- 3.8 In the same way that the Roads Hierarchy was based on the delivery of incremental changes to the transport network, delivering improvements over time, reviewing at each stage before moving to the next level of intervention, it is considered from the outcomes of this study, that a similar approach might be appropriate. At the same time, there may be an opportunity for significant investment for bus infrastructure through the Bus Partnership Fund, as referenced in paragraph 4.2, as well as recent commitments to also significantly increase the funding available for active travel infrastructure, both from the Scottish Government. A step change in provision for these modes of travel is possible through successful funding applications.
- 3.9 In summary, there are a range of beneficial interventions that have been identified through engagement and appraisal and these have been packaged in terms of ease of deliverability over the coming years. The Low Delivery package is one which could be implemented reasonably quickly with the appropriate funding in place, complimenting ongoing work such as the Sustainable Urban Mobility Plan for the City Centre, marketing of Park and Ride services and the introduction of more variable message and other signage. The Medium (and some elements of the High) Delivery Package will require more detailed assessment through the development of an Outline Business Case to inform the detail of this next level of intervention and could form a core element of a bid to the forthcoming Bus Partnership Fund. Further elements of the High and Gold Delivery Packages could be considered in the future, informed by the performance of measures implemented to that point in time.
- 3.10 The proposed levels of intervention are included in the Action Plan which forms Appendix 1 to this report, with the Executive Summary and full study report included as Appendices 2 and 3 respectively.

#### **4. FINANCIAL IMPLICATIONS**

- 4.1 There will be financial implications arising from the delivery of the recommended Action Plan, in terms of infrastructure and further feasibility and design work. While some small-scale works, such as the progression of Traffic Regulation Orders (TROs), may be achievable within existing team budgets, it is anticipated that funding will have to be sought for the delivery of the majority of measures.
- 4.2 It is anticipated that external funding will be forthcoming for this work given the importance attached to sustainable transport in the second National Transport Strategy and the emerging Regional Transport Strategy, Nestrans 2040. Applications will therefore be made to traditional funding partners such as

Nestrans and Sustrans, as well as to the Scottish Government, who in their 2019/20 Programme for Government, announced that £500 million Bus Partnership Fund was to be made available for ambitious bus priority measures throughout Scotland. It is hoped that some of the more ambitious infrastructure proposals can be taken forward to design and delivery using this funding once it becomes available. Further details are provided in Appendix 1.

## 5. LEGAL IMPLICATIONS

- 5.1 A number of actions will require TROs which may be subject to statutory objection. Land acquisition may also be necessary for some infrastructure measures.

## 6. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
<b>Strategic Risk</b>	<p>Delivery of active travel and public transport measures supports a number of the Council's strategic priorities, particularly in terms of a sustainable economy, a sustainable transport system, the continued health and prosperity of our citizens, reductions in carbon emissions and a high-quality environment.</p> <p>Failure to deliver active travel and public transport improvements where there is evidence of their effectiveness could undermine the Council's ability to realise these aspirations.</p>	M	Take forward the recommendations of the report for delivery and / or further design work.
<b>Compliance</b>	Certain actions, such as the progression of TROs, may be subject to statutory objection.	M	Comply with statutory process.
<b>Operational</b>	There may be risks around the business cases and procurement of active travel and public transport	L	Compliance with Standing Orders and procurement legislation.

	measures proposed but these are not fully defined at this stage.		
<b>Financial</b>	<p>Continuing poor provision of active travel and public transport measures could see increasing societal costs arising from ill health and pollution.</p> <p>Care needs to be taken that any active travel and public transport measures ultimately recommended for implementation supports the economic vitality of the city region.</p>	M	Take forward the recommendations of the report for delivery and / or further design work.
<b>Reputational</b>	<p>Failure to implement adequate active travel and public transport measures when there is evidence of the health and travel benefits of doing so could result in reputational damage should ACC not take sufficient action to improve conditions for the health and wellbeing of our citizens and visitors.</p>	H	Take forward the recommendations of the report for delivery and / or further design work.
<b>Environment / Climate</b>	<p>If active travel and public transport measures are not delivered ACC would not provide conditions which could encourage more sustainable travel movements which are likely to bring environmental improvements to the city and region.</p> <p>There are risks that a lack of active travel and public travel measures will impact on travel options for residents and businesses within Aberdeen and immediate surrounding areas.</p> <p>ACC's net zero action plan for carbon reduction –</p>	M	Take forward the recommendations of the report for delivery and / or further design work.

	transport emissions are a significant contributor so increasing active and sustainable travel will be necessary to reduce this sector's required reduction		
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## 7. OUTCOMES

<b><u>COUNCIL DELIVERY PLAN</u></b>	
<b>Impact of Report</b>	
<b>Aberdeen City Local Outcome Improvement Plan</b>	
Prosperous People Stretch Outcomes	The proposals within this report support the delivery of Stretch Outcome 11 in the LOIP: <i>Healthy life expectancy (time lived in good health) is five years longer by 2026</i> . Active travel is known to improve a number of health conditions, potentially increasing life expectancy. Increased use of active travel and public transport produces less greenhouse gas emissions and leads to more sustainable travel habits.
Prosperous Place Stretch Outcomes	The proposals within this report support the delivery of Stretch Outcome 14 ( <i>Addressing climate change by reducing Aberdeen's carbon emissions by 42.5% by 2026 and adapting to the impacts of our changing climate</i> ) in that most measures to increase active travel and public transport will also reduce carbon emissions. The proposals will also contribute towards the delivery of Stretch Outcome 15 ( <i>38% of people walking and 5% of people cycling as main mode of travel by 2026</i> ) in that they aim to improve conditions for walking and cycling along the corridor.
<b>Regional and City Strategies</b>	The proposals in this report support the delivery of the Regional and Local Transport Strategies, both of which aim to deliver less miles travelled by private car and a cleaner transport system which results in fewer emissions. The measures also support delivery of the Air Quality Action Plan and improve air quality and safety and complement the City Centre Masterplan by contributing to the development of a cleaner and more welcoming city centre for residents and visitors.
<b>UK and Scottish Legislative and Policy Programmes</b>	Delivery of active travel and public transport measures contributes towards the delivery of the Scottish National Transport Strategy (NTS2), Nestrans and ACC policies.

## 8. IMPACT ASSESSMENTS

Assessment	Outcome
Impact Assessment	The STAG process appraises impacts across a range of categories (Economy, Environment, Accessibility and Social Inclusion, Safety and Integration). Details can be found in the relevant reports.
Data Protection Impact Assessment	Not required.

## 9. BACKGROUND PAPERS

None.

## 10. APPENDICES

Appendix 1: Aberdeen to Westhill Corridor Action Plan (below)

Appendix 2: Draft Appraisal Report – A944 / A9119 Aberdeen to Westhill STAG report Executive Summary

Appendix 3: Draft Appraisal Report – A944 / A9119 Aberdeen to Westhill STAG report

## 11. REPORT AUTHOR CONTACT DETAILS

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## Appendix 1: Aberdeen to Westhill Corridor Action Plan

### Low Delivery Package – To be developed and reported back to committee.

Measure	Estimated Cost	Potential Funding Source(s)
Review of pedestrian desire lines and installation of pedestrian friendly crossing facilities to suit	£0.2m (assumes installation of 2 toucan crossings, kerbing and tactile pavements)	Sustrans / Nestrans / Scottish Government – Cycling, Walking and Safer Routes (CWSR)
Development of Green Corridors (potentially within the city centre, on Albyn Place and Queens Road, and between development sites on the corridors)	£0.3m per corridor	Sustrans / Nestrans / CWSR
Identify and formalise a city centre network (to be realised by ongoing delivery of City Centre Masterplan, Sustainable Urban Mobility Plan, Roads Hierarchy, and Active Travel Action Plan projects)	Variable depending on nature and scale of the project. For example, £18,000 per 20mph zone	Sustrans / Nestrans / CWSR
Develop a cycle route along Old Lang Stracht	£0.55m	Sustrans / Nestrans
Changes to bus lane operational hours and enforcement	To be developed	CWSR / ACC – Bus Lane Enforcement (BLE)
Increased promotion of Kingswells Park and Ride	£0.2m	The Scottish Government – Smarter Choices Smarter Places (SCSP) / Nestrans
Advanced Variable Messaging Signs (VMS) on AWPR	To be developed	Transport Scotland
Make North West Street to Castle Street right turn for buses only	To be developed	ACC / BLE / CWSR
Improve wayfinding and signage along the corridors	£0.2m	Sustrans / Nestrans / CWSR

### Medium / High Delivery Package – For Business Case Development

Measure	Estimated Cost	Potential Funding Source(s)
Programme of pavement maintenance and decluttering – repairing and improving current pavement provision and provision of new footway in areas where there is inadequate or no provision	£2.2-2.5m (assumes resurfacing along Albyn Place, Queen's Road and West North Street and widening of	ACC / Nestrans / Sustrans / CWSR

	pavements along Lang Stracht)	
Replace and extend existing cycle lanes with mandatory or segregated lanes	£4.8m	Sustrans / Nestrans
Provide advance stop lines or cycle by-passes at all signalised junctions	£2.5m	Sustrans / Nestrans / CWSR
Establish a Bus Service Improvement Programme (BSIP) covering the A944 and A9119 corridors.	The Council's contribution will be via delivery of the actions below	
Continuous bus lane from Westhill to Aberdeen via the A944	£5.9m	Scottish Government
Continuous bus lane from Westhill to Aberdeen via the A9119	£5.4m	Scottish Government
Reconfigure roundabout junctions to signalised junctions, complete with bus and cycle pre-signals	£6m-£7m	Scottish Government / Sustrans / Nestrans / CWSR
Bus stop upgrade programme and stop rationalisation	£1.5m	BLE / Scottish Government
Bus prioritisation / pre-signals at all signalised junctions on the corridors	£0.02-0.03m per signal head and £70 per vehicle	Scottish Government
Reallocate all lay-by bus stops to on-street bus stops.	£0.4m	BLE / Scottish Government
Make Castle Street to Union terrace, bus, cycle and walk only	To be developed	ACC / Scottish Government / Sustrans / Nestrans
Develop Sustainable Transport Hubs through, for example, improving cycle parking and information provision at Kingswells Park and Ride and ARI.	£0.2m	SCSP / CWSR / Sustrans

### High / Gold Delivery Package – For Future Consideration

Measure	Estimated Cost	Potential Funding Source(s)
Make Castle Street to Holburn Street Junction, bus, cycle and walk only	To be developed	ACC / Sustrans / Nestrans / CWSR
Provision of a segregated 2-way cycle lane from Prime Four to Aberdeen City Centre along the A944	£16.5m	Sustrans / Nestrans
Provision of a segregated 2-way cycle lane from Union Street / Holburn junction to Prime Four via A9119	£11m	Sustrans / Nestrans
Bus Rapid Transit on the A944 Westhill – Aberdeen City Centre, via Kingswells Park and Ride	£64m-£76m	Scottish Government / Nestrans

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## A944/A9119 Transport Corridor Study – STAG-Based Appraisal

Executive Summary

On behalf of



## Document Control Sheet

**Project Name:** A944/A9119 Transport Corridor Study

**Project Ref:** 47700

**Report Title:** Executive Summary

**Doc Ref:** 47700/ExecutiveSummary/Rev0

**Date:** 23<sup>rd</sup> September 2020

	Name	Position	Signature	Date
<b>Prepared by:</b>	Steven Reid	Associate	SR	23/09/20
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<b>For and on behalf of Stantec UK Limited</b>				

Revision	Date	Description	Prepared	Reviewed	Approved
0	23/09/20	First Draft	SR	RM	RM
1	09/10/20	Final Draft	SR	RM	RM

This report has been prepared by Stantec UK Limited ('Stantec') on behalf of its client to whom this report is addressed ('Client') in connection with the project described in this report and takes into account the Client's particular instructions and requirements. This report was prepared in accordance with the professional services appointment under which Stantec was appointed by its Client. This report is not intended for and should not be relied on by any third party (i.e. parties other than the Client). Stantec accepts no duty or responsibility (including in negligence) to any party other than the Client and disclaims all liability of any nature whatsoever to any such party in respect of this report.

# 1 Introduction

## 1.1 Overview

- 1.1.1 Stantec was appointed by Aberdeen City Council, Aberdeenshire Council and Nestrans, the Regional Transport Partnership for North-East Scotland, to undertake a Scottish Transport Appraisal Guidance (STAG) based study to identify and appraise options for improving transport connections (particularly active travel and public transport connections) between Westhill and Aberdeen City Centre. The study is focused on the key western approaches to the city, the A944 and A9119 (formerly B9119) corridors, and other roads used by public transport services serving the west of the city, reflecting the status of these corridors within the North East Scotland Roads Hierarchy.
- 1.1.2 The study considers the western approach corridors in a holistic manner, looking at both eastbound and westbound movements recognising development aspirations and pressures in both Aberdeen and Aberdeenshire.
- 1.1.3 This study is independent of the Westhill to Kingswells Cycle Connectivity study undertaken simultaneously by AECOM, although options identified by that study are integrated within any options further developed as part of this study.

## 1.2 Approach to the Study

- 1.2.1 This study does not require a traditional four-stage STAG Appraisal, but rather a focussed and proportionate appraisal underpinned by STAG principles to guide the development of business cases for emerging interventions. As such our approach to the study consists of two main deliverables:
- (i) An **Initial Appraisal**: Case for Change, outlining the need for intervention, and
  - (ii) A 'hybrid' **Preliminary Appraisal**, support by Appraisal Summary Tables (ASTs).
- 1.2.2 The findings from this high-level appraisal contribute to developing a costed and prioritised programme of effective, feasible and deliverable interventions, for business case consideration and detailed design.
- 1.2.3 This note provides an executive summary of the two main report deliverables and the work undertaken to date.

## 2 Initial Appraisal: Case for Change

### 2.1 Overview

- 2.1.1 The **Initial Appraisal: Case for Change** is a crucial stage in the STAG process, as it provides the evidence base for the transport problems and opportunities that the study should seek to address and forms the basis for objective setting and subsequent option development.
- 2.1.2 The Case for Change for this study is heavily influenced by the recently published National Transport Strategy 2 (NTS2) which at its core establishes a refreshed approach to assessing the transport network in Scotland and viewing transport as a means by which to reduce social inequalities. A key premise of the NTS2 is that the transport investment decisions should align with the:
- **Sustainable Travel Hierarchy** to ensure projects which support green and inclusive travel are appropriately prioritised; and the
  - **Sustainable Investment Hierarchy**, which focuses on promoting behavioural change and making best use of existing assets before investment in new infrastructure.
- 2.1.3 Options developed in this study will align with these two hierarchies but will be packaged and subject to detailed design and business case development, to select a preferred option package. This study is the equivalent to the Strategic Business Case (SBC) and will provide the information required to develop a business case for any preferred option package
- 2.1.4 The study area extends from the A944/Westhill Drive roundabout in Westhill eastwards along the A944, beneath the Aberdeen Western Peripheral Route (AWPR) and onwards to Switchback Roundabout. From Switchback roundabout it continues east along both the A944 and A9119 corridors as follows:
- The A944 section crosses the A92 North Anderson Drive and travels past the Aberdeen Royal Infirmary to Mounthooly Roundabout, from which point the study corridor extends south along the A956 Castle Street.
  - The A9119 section travels south east along Skene Road, across the A92 and onwards to the Queens Cross Roundabout. From Queen's Cross, the corridor extends east along Albyn Place to join Union Street as far as its junction with Castle Street.
- 2.1.5 For the purpose of analysis and to help focus interventions, the study corridor was split into 17 sections which were considered similar in nature and bounded by natural breaks such as major junctions.



- 2.1.6 Both the A944 and A9119 have been assigned as **Priority** route corridors, within the recently revised Roads Hierarchy and, therefore, it is also important to take cognisance of the role of these corridors and to make sure any options identified as part of this study are not detrimental to the ability of the corridors to facilitate their role in the Roads Hierarchy and to avoid diverting traffic onto inappropriate routes.

### 2.2 Transport Problems and Opportunities

- 2.2.1 To identify problems and opportunities with the transport network from both the supply-side and from the point of view of a user, two approaches to sourcing the problems and opportunities were adopted:

- site visit and audit; and
- desktop review of ongoing and completed key studies within the area.

#### Site Visit and Audit

- 2.2.2 A two-day site visit was undertaken in early February 2020. The corridors were traversed by both bike and by car to identify mode specific problems and opportunities with the supply-side of the transport system, with observations recorded in mode specific *pro formas*, developed combining metrics and indicators from best practice guidance, to assess the network and level of service per mode.
- 2.2.3 Points to note from the audits include:
- **8 of the 17** sections of the corridor passed the Walking and Wheeling Audit
  - **4 of the 17** sections of the corridor passed the Cycling Audit
  - **4 of the 17** sections of the corridor passed the Bus Audit.
- 2.2.4 These audits identified a significant number of problems across the network including inconsistent and incoherent cycling infrastructure, poor surface conditions for pedestrians and cyclists, vehicles parking in advisory cycle lanes & bus lanes and all-round poor level of service for sustainable transport users.

### Desktop Review of Key Studies

2.2.5 From our initial review of the documentation, we uncovered **76** problems, **26** issues, **15** constraints and **16** opportunities considered across the range of studies. Many of these observations were consistent or similar in nature so we undertook a process of rationalisation, sifting each of the categories down to a more manageable list.

2.2.6 The resulting list of identified **13 problem themes** from the document review and associated problems is as follows:

- **Problem 1:** Inconsistent pedestrian infrastructure
- **Problem 2:** Cycle route infrastructure is disjointed
- **Problem 3:** Cycle infrastructure is inconsistent in form and quality
- **Problem 4:** Travel by public bus is not seen as an attractive option
- **Problem 5:** Bus priority infrastructure is sporadic, and buses are caught in traffic congestion
- **Problem 6:** Bus stop design and placement
- **Problem 7:** Kingswells Park and Ride infrastructure is underutilised
- **Problem 8:** Car travel is perceived as being cheaper than travel by public transport
- **Problem 9:** Bus network and service frequency are threatened by high car mode share
- **Problem 10:** Vehicular traffic dominates the city centre
- **Problem 11:** Poor driver behaviour and misuse of active/bus travel infrastructure
- **Problem 12:** Significant traffic delays are seen during peak periods
- **Problem 13:** Extensive development is planned to the western end of the corridor

2.2.7 **12 opportunities** were also identified at this stage and these consist of:

- **Opportunity 1:** Existing active travel promotional schemes
- **Opportunity 2:** Policy supports active travel improvements along the A944 and B9119
- **Opportunity 3:** Existing active travel and bus priority infrastructure on the corridors
- **Opportunity 4:** Aberdeen has an existing Smart Ticketing System
- **Opportunity 5:** The Transport (Scotland) Act provides Local Authorities with new powers, including enforcement of pavement parking and bus franchising
- **Opportunity 6:** National Transport Strategy 2 requires investment in line with the Sustainable Transport Hierarchy
- **Opportunity 7:** Availability of External Funding Sources
- **Opportunity 8:** Kingswells Park and Ride has significant spare capacity
- **Opportunity 9:** Business Improvement Districts Scheme
- **Opportunity 10:** Improvements to active travel and reduce congestion already planned
- **Opportunity 11:** Trip generators and attractors are present along the length of the corridor
- **Opportunity 12:** New developments may support delivery of transport improvements

2.2.8 There was a high level of consistency between the problems and opportunities identified during the site audit and the review of the previous studies and documents. As such, it was considered that the lists were both appropriate and proportionate and taken forward to stakeholder consultation.

### 2.3 Case for Change Consultation

2.3.1 The originally planned approach to engagement comprised: (i) stakeholder engagement which would have likely taken the form of a half-day workshop event at a location on the corridor and (ii) views of the public which would have been derived from previous consultation undertaken as part of overlapping studies, to be followed up at the conclusion of the Case for Change with a public drop-in event for feedback on the study outcomes.

2.3.2 Due to the Covid19 Pandemic, however, it was necessary to adapt this approach following the lockdown introduced in mid-March and subsequent social/physical distancing policy. To this end, interactive stakeholder briefing notes were developed. These notes provided a summary of the purpose of the study and key headline statistics uncovered as part of the data analysis and site visits, partly informed by stakeholder and public engagement from previous studies. The note then set out the identified problems and opportunities, as outlined above, before asking the stakeholders a series of questions to capture their views. Four versions of the note were produced for the different stakeholders' groups identified through discussions with the client group as follows:

- General stakeholders;
- Emergency services;
- Community Councils and Elected Members; and
- Public transport operators.

2.3.3 Overall, there was a strong level of validation of the identified problems and opportunities from the stakeholders who responded and thus both sets of lists were taken forward for consideration as part of the objective setting and option generation stages.

### 2.4 Evidencing the Transport Problems

2.4.1 For each problem theme identified previously, the implied transport problem was then derived from subsequent data analysis and evidence gathering, and this is the problem that objectives and subsequent option generation will address.

2.4.2 As such the resulting process identified the following transport problems from the evidence and analysis of data:

Transport Problem Theme	The Transport Problem
<b>Problem Theme 1:</b> Inconsistent Pedestrian Infrastructure	In some places, facilities for pedestrians make getting around frustrating and inconvenient.
<b>Problem Theme 2:</b> Disjointed Cycle Route Provision	Journeys by bike on designated routes are fragmented and inconvenient.
<b>Problem Theme 3:</b> Inconsistent Cycle routes and infrastructure	In some places facilities for cyclists make getting around frustrating and inconvenient.
<b>Problem Theme 4:</b> Low uptake of Public Transport	Bus Services in the corridors are perceived to be of poor quality.
<b>Problem Theme 5:</b> Lack of Bus Priority Infrastructure	Bus journey times can be long and unreliable.
<b>Problem Theme 6:</b> Issues with Planning / Provision of Bus Stop Infrastructure	Bus operations are hampered by the location of bus stops and facilities at some bus stops are poor.
<b>Problem Theme 7:</b> Kingswells Park and Ride is underutilised	Established park and ride assets are perceived to unattractive and inconvenient.

<b>Problem Theme 8:</b> Car travel is perceived as being cheaper than public transport	Public transport is viewed as too expensive by some.
<b>Problem Theme 9:</b> Extent of bus network threatened by high car mode share	The bus network in the corridors omits areas leading to connectivity gaps.
<b>Problem Theme 10:</b> City Centre is car dominated	The city centre network prioritises vehicular traffic over all other modes.
<b>Problem Theme 11:</b> Poor Driver Behaviour	Intimidation of non-motorised road users.
<b>Problem Theme 12:</b> Traffic Delays	Vehicle based journey times are extended during peak periods in the A944 and A9119 corridors
<b>Problem Theme 13:</b> Land use development	Future growth along the corridors may exacerbate existing problems

## 2.5 Transport Opportunities

2.5.1 Opportunities with the transport network identified through the study prior to the consultation remained unadjusted for the remainder of the study and thus were simply carried forward through the appraisal.

## 2.6 Setting Transport Planning Objectives

2.6.1 TPOs were produced for each of the 13 transport problems identified above, with the objectives effectively becoming the inverse of the problems. There was a degree of overlap amongst several of the TPOs, which resulted in several of these TPOs becoming amalgamated. As prescribed by STAG, objective setting is an iterative process and should be refined as the study progresses and they become 'SMART-ened'. Following this guidance, the TPOs were refined and developed to produce a set of eight TPOs, each of which was developed with the ability to make them SMART as the study progresses.

2.6.2 The TPOs for this study are as follows:

- **TPO1:** Improve the quality of the pedestrian experience for all, and address the barriers which affect some groups moving around as a pedestrian
- **TPO2:** Improve cycle routes to ensure they are sufficiently direct and connected, while improving journey quality, times, and safety for cyclists in the corridor
- **TPO3:** Rebalance the city centre environment in favour of more sustainable modes
- **TPO4:** Reduce journey times by bus and improve service punctuality
- **TPO5:** Improve the quality of bus services and bus stop infrastructure in the corridor, enhancing the experience for current bus users and attracting new passengers
- **TPO6:** Address the cost of public transport and reduce gaps in bus connectivity along the corridor
- **TPO7:** Provide improved integration between sustainable travel modes
- **TPO8:** Increase the mode share for sustainable travel modes along the A944 and A9119 transport corridors

## 2.7 Option Generation

2.7.1 The initial long list of options was derived through: (i) options identified through previous and ongoing studies; (ii) options identified via the stakeholder consultation process; and (iii) those identified via internal team optioneering workshops.

2.7.2 An unconstrained initial long list of options was generated against each of the identified transport problems and associated TPO to complete the appraisal framework logic.

## 2.8 Option Sifting

2.8.1 The convention within STAG is that all options should be retained until unequivocal evidence is provided that the option will not deliver against the TPOs and STAG criteria, thus not addressing the root causes behind the transport problems. At the Case for Change stage, it is recommended that during the sifting stage, any options that will not deliver the intended outcomes of the study should be eliminated from further consideration. Furthermore, those options which may be more appropriately implemented as part of a wider study, should also be routed away at this stage of the appraisal process.

2.8.2 Following this guidance, several options were sifted from the appraisal process, as they: (i) involved wider options that are beyond the scope of this study, (ii) options that are already being delivered via another mechanism, and (iii) involved policy and legislative change.

## 2.9 Option Development

2.9.1 This task develops the remaining options prior to the *Preliminary Appraisal* stage. This ensures that the options for appraisal are broadly feasible, defined such that they can be appraised independently of other options, and are sufficiently developed for meaningful appraisal. As such, the options that were identified to progress to the *Preliminary Appraisal* are:

### Active Travel Options

- **ACTO1:** Programme of pavement maintenance and decluttering.
- **ACTO2:** Review of pedestrian desire lines and installation of pedestrian friendly crossing facilities to suit.
- **ACTO3:** Development of Green Corridors within the city centre and between development sites on the corridors
- **ACTO4:** Identify and formalise a city centre cycle network
- **ACTO5a:** Provision of a segregated 2-way cycle lane from PrimeFour to Aberdeen City Centre along the A944 connecting into AECOM study options
- **ACTO5b:** Provision of a segregated 2-way cycle lane from PrimeFour to ARI along the A944 connecting into AECOM study options
- **ACTO6:** Provision of a segregated 2-way cycle lane from Union Street / Holburn junction to PrimeFour via A9119
- **ACTO7:** Replace and extend all existing advisory cycle routes to provide a connected network.
- **ACTO8:** Create cycle route on Old Lang Stracht.
- **ACTO9:** Provide advance stop lines or cycle by-passes at all signalised junctions.

### Public Transport Options

- **PTO1:** Reconfigure roundabout junctions to signalised junctions, complete with bus and cycle pre-signals
- **PTO2:** Bus Rapid Transit on the A944 Westhill – Aberdeen City Centre, via Kingswells Park and Ride.
- **PTO3:** Continuous Bus Lane from Westhill to Aberdeen via A944.
- **PTO4:** Continuous Bus Lane from Westhill to Aberdeen City Centre via A9119.
- **PTO5:** Changes to bus lane operational hours and enforcement.
- **PTO6:** Bus Stop upgrade programme and stop rationalisation.
- **PTO7:** Bus Prioritisation / Pre-Signals at all signalised junctions on the corridors.
- **PTO8:** Reallocate all lay-by bus stops to on-street bus stops.
- **PTO9a:** Make Castle Street to Union terrace, bus, cycle and walk only.

- **PTO9b:** Make Castle Street to Holburn Street Junction, bus, cycle and walk only.
- **PTO10:** Rebrand of Kingswells Park and Ride.
- **PTO11:** Advanced VMS on AWPR.
- **PTO12:** Establish a Bus Service Improvement Programme (BSIP).
- **PTO13:** Develop Sustainable Transport Hubs.
- **PTO14:** North West Street to Castle Street Right Turn – Bus Only.

#### **General Transport Options**

- **GTO1:** Reclaiming Streets Programme.
- **GTO2:** Improve Wayfinding and Signage.

### 3 Preliminary Appraisal

#### 3.1 Overview

3.1.1 The 'hybrid' preliminary Appraisal, consisting of elements from both the traditional STAG Part 1 and Part 2 appraisal, commences from where the *Initial Appraisal: Case for Change* concludes.

3.1.2 The Preliminary Appraisal considers:

- Further development and refinement of the options from the *Case for Change*;
- 'SMART-ening' of the Transport Planning Objectives and their associated level of ambition;
- Assessment of the options against the TPOs to identify the anticipated level of impact and subsequent scope for sifting or packaging of options to provide the greatest benefit;
- Appraisal of options against the five STAG criteria, comprising of Environment, Safety, Economy, Integration and Accessibility & Social Inclusion; and
- High-level appraisal of the options against the deliverability criteria including; Cost to Government, Feasibility, Affordability and Public Acceptability.

3.1.3 The findings from this high-level appraisal contribute to developing a costed and prioritised programme of effective, feasible and deliverable interventions, for business case consideration and detailed design.

#### 3.2 Option Development

3.2.1 The initial stage of the Preliminary Appraisal focuses on further development and refinement of the identified options from the *Initial Appraisal: Case for Change*. Each option is considered individually and the narrative behind each developed. In a slight departure from normal STAG guidance at this stage, additional high-level information with regards to feasibility, costs and indicative delivery timeframes have also been indicated, steps, which are not normally considered in more detail until the **Detailed Appraisal** stage. Costs have been considered within three bandings; **Low - <£5m**, **Medium - £5m to £10m** and **High >£10m**, while timeframes are defined as **short-term (0-2 years)**, **medium-term (2-5 years)** and **long-term (more than 5 years)**.

#### 3.3 Option Cost and Timescale Summary

3.3.1 The table below provides a key summarising the cost and timescale indications described in the Option Development stage within the report.

Options	Cost	Timescale
<b>ACTO1:</b> Programme of pavement maintenance and decluttering.	LOW	SHORT
<b>ACTO2:</b> Review of pedestrian desire lines and installation of pedestrian friendly crossing	LOW	SHORT
<b>ACTO3:</b> Development of Green Corridors within the city centre and between development	LOW	SHORT
<b>ACTO4:</b> Identify and formalise a city centre cycle network	LOW	SHORT
<b>ACTO5a:</b> Provision of a segregated 2-way cycle lane from PrimeFour to Aberdeen City	HIGH	LONG
<b>ACTO5b:</b> Provision of a segregated 2-way cycle lane from PrimeFour to ARI along the	MEDIUM	LONG
<b>ACTO6:</b> Provision of a segregated 2-way cycle lane from Union Street / Holburn junction to	HIGH	LONG
<b>ACTO7a:</b> Replace and extend all existing advisory cycle routes to provide a connected	LOW	SHORT
<b>ACTO7b:</b> Replace and extend all existing advisory cycle routes with mandatory lanes to	LOW	SHORT
<b>ACTO7c:</b> Replace and extend all existing advisory cycle routes with mandatory lanes and	LOW	SHORT

<b>ACTO8:</b> Create cycle route on Old Lang Stracht.	LOW	SHORT
<b>ACTO9:</b> Provide advance stop lines or cycle by-passes at all signalised junctions.	LOW	MEDIUM
<b>PTO1:</b> Reconfigure roundabout junctions to signalised junctions, complete with bus and	MEDIUM	MEDIUM
<b>PTO2:</b> Bus Rapid Transit on the A944 Westhill – Aberdeen City Centre, via Kingswells	HIGH	LONG
<b>PTO3:</b> Continuous Bus Lane from Westhill to Aberdeen via A944.	MEDIUM	MEDIUM
<b>PTO4:</b> Continuous Bus Lane from Westhill to Aberdeen City Centre via A9119.	MEDIUM	MEDIUM
<b>PTO5:</b> Changes to bus lane operational hours and enforcement.	LOW	SHORT
<b>PTO6:</b> Bus Stop upgrade programme and stop rationalisation.	LOW	SHORT
<b>PTO7:</b> Bus Prioritisation / Pre-Signals at all signalised junctions on the corridors.	LOW	SHORT
<b>PTO8:</b> Reallocate all lay-by bus stops to on-street bus stops.	LOW	SHORT
<b>PTO9a:</b> Make Castle Street to Union terrace, bus, cycle and walk only.	LOW	MEDIUM
<b>PTO9b:</b> Make Castle Street to Holburn Street Junction, bus, cycle and walk only.	LOW	MEDIUM
<b>PTO10:</b> Rebrand of Kingswells Park and Ride.	LOW	SHORT
<b>PTO11:</b> Advanced VMS on AWPR.	LOW	SHORT
<b>PTO12:</b> Establish a Bus Service Improvement Programme (BSIP).	LOW	SHORT
<b>PTO13:</b> Develop Sustainable Transport Hubs.	LOW	SHORT
<b>PTO14:</b> North West Street to Castle Street Right Turn – Bus Only	LOW	SHORT
<b>GTO1:</b> Reclaiming Streets Programme.	LOW	SHORT
<b>GTO2:</b> Improve Wayfinding and Signage	LOW	SHORT

#### 3.4 Packaging of Options

3.4.1 Having refined the narrative around the options that have progressed from the *Initial Appraisal: Case for Change*, it is apparent that each can deliver a positive impact against the previously defined study TPOs. Although all the options can improve travel by sustainable transport, it is unlikely that they will be able to deliver a **significant step change** if delivered in isolation, which is a key requirement of this study's purpose.

3.4.2 In completing the narrative behind the options, it became obvious that many of the options provide synergies, and on occasion, overlap with other individual options, and indeed some options would only witness sufficient benefits through subsequent delivery of other complementary options.

3.4.3 As such, during this option development phase, it was decided that in order to best deliver this required step change in sustainable transport mode share, it would be beneficial to consolidate options into deliverable packages based on similar levels of required infrastructure works and level of investment, thus removing standalone options that deliver little through tweaking around the edges of the network, while identifying those that will deliver and facilitate wider societal benefits - reflective of the ambition behind this study and NTS2.

3.4.4 To this end, the emphasis of the appraisal focuses on the performance of these packages as opposed to addressing each individual option. The packages that have been developed consist of four hierarchical levels, each a reflection on the level of ambition that can be achieved through related investment and infrastructure works:

- Low Delivery Package** – which requires the minimum level of works and investment and represents the minimum acceptable level of option delivery



- **Medium Delivery Package** – which requires a higher level of works and investment and will provide more options beyond the minimum in line with existing levels of work
- **High Delivery Package** – this involves a high level of infrastructure works alongside a significant investment in this infrastructure and other policy / regulatory changes to facilitate the delivery of these options
- **Gold Delivery Package** – this package represents the highest level of infrastructure works in line with best practice guidance and will require substantial financial investment to support the delivery of this package of options.

### 3.5 The Packages

- 3.5.1 The following section outlines the options which have been included within each of the defined packages described above. These form the constituent elements of each of these packages as each is appraised further. As described above, many of the options have synergies, overlap or are hierarchical versions of an option. As such, as the packages are developed from the minimum package to the gold package, not all options will be considered within each package as some replace others and others are already accounted for within another option, so these packages are **additive not cumulative**, as you progress through the hierarchy.
- 3.5.2 Additionally, at this stage it is worth taking cognisance of the fact that some options may not be feasible along the full length of the corridor or indeed in addition to a further option within the same package due to some of the physical carriageway constraints described previously. As such, variations of options may need to be considered in terms of deliverability, i.e. some sections may have the ability to deliver options of the Gold package, whereas in areas of constraint, it may be necessary to reduce the ambition to an option from the medium or high delivery packages. The induced risk from this approach is that levels of safety and coherence for users between standards may reduce the attractiveness of the options. Furthermore, it is also worth noting that circumstances may also arise where trade-offs will exist between modes (bus or cycle in particular) where carriageway constraints limit the ability to deliver options for each on certain sections. In which case, as the appraisal proceeds, it may become evident that one corridor is preferred for greater focus on one mode over the other and vice versa on the other corridor. These issues will be considered at a high-level within this appraisal, with further detailed analysis undertaken through business case development to determine the most appropriate design solution.

### 3.6 Low Delivery Package

- 3.6.1 The low delivery package consists of the following options:

- **ACTO2:** Review of pedestrian desire lines and installation of pedestrian friendly crossing facilities to suit
- **ACTO3:** Development of Green Corridors within the city centre and between development sites on the corridors
- **ACTO4:** Identify and formalise a city centre cycle network
- **ACTO7a:** Replace and extend all existing advisory cycle routes to provide a connected network
- **ACTO8:** Create cycle route on Old Lang Stracht.
- **PTO5:** Changes to bus lane operational hours and enforcement
- **PTO10:** Rebrand of Kingswells Park and Ride
- **PTO11:** Advanced VMS on AWPR
- **PTO14:** North West Street to Castle Street Right Turn – Bus Only
- **GTO2:** Improve Wayfinding and Signage

### 3.7 Medium Delivery Packages

- 3.7.1 The medium delivery package consists of the following options:

- **ACTO1:** Programme of pavement maintenance and decluttering
- **ACTO2:** Review of pedestrian desire lines and installation of pedestrian friendly crossing facilities to suit
- **ACTO3:** Development of Green Corridors within the city centre and between development sites on the corridors
- **ACTO4:** Identify and formalise a city centre cycle network
- **ACTO7b/c:** Replace and extend all existing advisory cycle routes with mandatory cycle lanes to provide a connected network, with the option of including light segregation
- **ACTO8:** Create cycle route on Old Lang Stracht
- **ACTO9:** Provide advance stop lines or cycle by-passes at all signalised junctions
- **PTO5:** Changes to bus lane operational hours and enforcement
- **PTO6:** Bus Stop upgrade programme and stop rationalisation
- **PTO7:** Bus Prioritisation / Pre-Signals at all signalised junctions on the corridors
- **PTO8:** Reallocate all lay-by bus stops to on-street bus stops.
- **PTO9a:** Make Castle Street to Union terrace, bus, cycle and walk only
- **PTO10:** Rebrand of Kingswells Park and Ride
- **PTO11:** Advanced VMS on AWPR
- **PTO12:** Establish a Bus Service Improvement Programme (BSIP)
- **PTO13:** Develop Sustainable Transport Hubs
- **GTO2:** Improve Wayfinding and Signage

### 3.8 High Delivery Package

- 3.8.1 The high delivery package consists of the following options:

- **ACTO1:** Programme of pavement maintenance and decluttering
- **ACTO2:** Review of pedestrian desire lines and installation of pedestrian friendly crossing facilities to suit
- **ACTO3:** Development of Green Corridors within the city centre and between development sites on the corridors
- **ACTO4:** Identify and formalise a city centre cycle network
- **ACTO5b:** Provision of a segregated 2-way cycle lane from PrimeFour to ARI along the A944 connecting into AECOM study options
- **ACTO8:** Create cycle route on Old Lang Stracht
- **ACTO9:** Provide advance stop lines or cycle by-passes at all signalised junctions
- **PTO3:** Continuous Bus Lane from Westhill to Aberdeen via A944
- **PTO4:** Continuous Bus Lane from Westhill to Aberdeen City Centre via A9119
- **PTO5:** Changes to bus lane operational hours and enforcement
- **PTO6:** Bus Stop upgrade programme and stop rationalisation
- **PTO7:** Bus Prioritisation / Pre-Signals at all signalised junctions on the corridors
- **PTO8:** Reallocate all lay-by bus stops to on-street bus stops.
- **PTO9b:** Make Castle Street to Holburn Street Junction, bus, cycle and walk only
- **PTO10:** Rebrand of Kingswells Park and Ride
- **PTO11:** Advanced VMS on AWPR
- **PTO12:** Establish a Bus Service Improvement Programme (BSIP)
- **PTO13:** Develop Sustainable Transport Hubs
- **GTO1:** Reclaiming Streets Programme

- **GTO2:** Improve Wayfinding and Signage

### 3.9 Gold Delivery Package

3.9.1 The gold delivery package consists of the following options:

- **ACTO1:** Programme of pavement maintenance and decluttering
- **ACTO2:** Review of pedestrian desire lines and installation of pedestrian friendly crossing facilities to suit
- **ACTO3:** Development of Green Corridors within the city centre and between development sites on the corridors
- **ACTO4:** Identify and formalise a city centre cycle network
- **ACTO5a:** Provision of a segregated 2-way cycle lane from PrimeFour to Aberdeen City Centre along the A944 connecting into AECOM study options
- **ACTO6:** Provision of a segregated 2-way cycle lane from Union Street / Holburn junction to PrimeFour via A9119
- **ACTO8:** Create cycle route on Old Lang Stracht
- **ACTO9:** Provide advance stop lines or cycle by-passes at all signalised junctions
- **PTO1:** Reconfigure roundabout junctions to signalised junctions, complete with bus and cycle pre-signals
- **PTO2:** Bus Rapid Transit on the A944 Westhill – Aberdeen City Centre, via Kingswells Park and Ride
- **PTO4:** Continuous Bus Lane from Westhill to Aberdeen City Centre via A9119
- **PTO5:** Changes to bus lane operational hours and enforcement
- **PTO6:** Bus Stop upgrade programme and stop rationalisation
- **PTO7:** Bus Prioritisation / Pre-Signals at all signalised junctions on the corridors
- **PTO8:** Reallocate all lay-by bus stops to on-street bus stops.
- **PTO9b:** Make Castle Street to Holburn Street Junction, bus, cycle and walk only
- **PTO10:** Rebrand of Kingswells Park and Ride
- **PTO11:** Advanced VMS on AWPR
- **PTO12:** Establish a Bus Service Improvement Programme (BSIP)
- **PTO13:** Develop Sustainable Transport Hubs
- **GTO1:** Reclaiming Streets Programme
- **GTO2:** Improve Wayfinding and Signage

### 3.10 Package Summary

3.10.1 The impacts and benefits of delivering each and the inferred cost and works required, will be calculated cumulatively to provide an overall high-level package delivery feasibility. It should be recognised that the full delivery of each package may be feasible from an engineering perspective, but financial feasibility is bounded by budget constraints. As such, it is noted at this early stage, that it is likely that the final delivery packages highlighted within the Prioritisation and Delivery programme will be representative of a *selection of options from the various packages to provide final deliverable interventions.*

### 3.11 Study TPOs vs RTS2040 TPOs

3.11.1 The table below highlights the correlation between the TPOs set in this study and those from the emerging RTS 2040.

RTS 2040 Principles	TPO1	TPO2	TPO3	TPO4	TPO5	TPO6	TPO7	TPO8
Significantly reduced carbon emissions from transport to support net-zero nationally by 2045	✓	✓	✓		✓		✓	✓
No exceedances of World Health Organisation (WHO) safe levels of emissions from transport					✓			
A 50:50 mode share split between car driver and sustainable modes	✓	✓	✓	✓	✓	✓	✓	✓
Improved journey efficiencies				✓	✓			
Zero fatalities on the road network	✓	✓	✓					
Accessibility for all					✓	✓	✓	✓

3.11.2 As is evident in the table above there is a strong correlation and synergy between this studies TPOs and those developed through the RTS2040. We are confident, therefore, that there is no need to revisit or change the TPOs for this study and instead should progress to establishing how these objectives could become SMART.

### 3.12 SMART-ening of Study TPOs

3.12.1 In accordance with STAG guidance, study TPOs should become SMART as the study progresses so that they are:

- Specific:** It will say in precise terms what is sought
- Measurable:** There will exist means to establish to stakeholders' satisfaction whether or not the objective has been achieved
- Attainable:** There is general agreement that the objective set can be reached
- Relevant:** The objective is a sensible indicator or proxy for the change which is sought
- Timed:** The objective will be associated with an agreed point by which it will have been met

3.12.2 This study seeks to generate a significant step change in increasing the balance between sustainable transport modes and private car. Based on this premise and the objectives and principles established as part of the RTS2040, it is important that this level of ambition is reflected within this study's TPOs.

3.12.3 Through consideration of the above elements, the table below establishes the position of the TPOs and the individual elements of the SMART process. With the RTS having a horizon year of 2040, it would be beneficial to set and raise the ambition of these objectives to be achieved in advance of this horizon period. Achieving these ambitious targets can be explored by incrementally adjusting the objectives within four evaluation periods of five years. Adopting this methodology, the TPOs can continually be revisited, evaluated and success monitored as options come online. For example, long-term targets for each of the TPOs can be proportioned into these four evaluation periods, thus by 2025 if these targets have been met, then more ambitious targets can be set for the next period of 2030 and so forth. If they have not been met, then any options delivered within this period would be evaluated to determine any limitations to achieving the target or other options can be brought forward in their planned delivery to assist. This will also provide sufficient time for options delivered during this time period to become fully operation and bedded into the network.

### 3.13 Appraisal Packages against TPOs

3.13.1 At this stage, an initial appraisal of the identified packages has been undertaken against the TPOs. The 7-point STAG scoring criteria has been used to inform this initial assessment, as highlighted below.

- ✓✓✓ - Major beneficial impacts
- ✓✓ - Moderate beneficial impacts
- ✓ - Minor beneficial impacts
- – Neutral / No impact
- ✗ - Minor detrimental impacts
- ✗✗ - Moderate detrimental impacts
- ✗✗✗ - Major detrimental impacts

	TPO1: Improve the quality of the pedestrian experience for all, and address the barriers which affect some groups moving around as a pedestrian	TPO2: Improve cycle routes to ensure they are sufficiently direct and connected, while improving journey quality, times, and safety for cyclists in the corridor	TPO3: Rebalance the city centre environment in favour of more sustainable modes	TPO4: Reduce journey times by bus and improve service punctuality	TPO5: Improve the quality of bus services and bus stop infrastructure in the corridor, enhancing the experience for current bus users and attracting new passengers	TPO6: Address the cost of public transport and reduce gaps in bus connectivity along the corridor	TPO7: Provide improved integration between sustainable travel modes	TPO8: Increase the mode share for sustainable travel modes along the A944 and A9119 transport corridors
Package								
Low	✓	✓	✓	✓	○	○	✓	✓
Medium	✓✓	✓✓	✓✓	✓	✓	✓	✓	✓
High	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓
Gold	✓✓	✓✓✓	✓✓	✓✓✓	✓✓✓	✓✓	✓✓✓	✓✓✓

3.13.2 As expected, the packages which contain the highest level of investment deliver the largest benefits. However, this must be set against their deliverability, cost realism and timing. For example, you will be able to deliver against the TPOs for the low delivery package long before achieving the benefits for the gold package.

### 3.14 Option Appraisal

3.14.1 This section of the report establishes the appraisal of each of the four identified delivery packages. This is achieved through a two-stage process:

A **Logic Map**, setting out:

- The underlying transport problems – derived from the Initial Appraisal: Case for Change
- The transport related outcomes of delivery package implementation
- The wider societal impacts of delivery package implementation
- TPOS, the package contributes towards
- Which of the RTS2040 targets the delivery package helps towards

Developing a proportionate **Appraisal Table** covering the appraisal criteria:

- STAG Criteria – Environment, Safety, Economy, Integration and Accessibility and Social Inclusion
- Established Policy Directives
- Feasibility and Cost to Government / Affordability (using three band ranges for cumulative costs; **Low <£10m, Medium £10m - £20m, High >£20m**)
- Public Acceptability

3.14.2 The information contained within the Appraisal Tables has been developed through consideration of the Logic Mapping exercise and through consideration of:

- Existing studies – drawing on appraisals undertaken to date
- Benchmarking & case studies
- Professional knowledge and experience

### 3.15 Low Delivery Package

3.15.1 The low delivery package represents those options which require the minimum amount of infrastructure works and financial investment required to implement the options constituent within. In terms of each mode, the options would provide:

#### Walking

3.15.2 Improvements to city centre crossing locations, including altering wait times to rebalance in favour of pedestrians where appropriate. There would also include the provision of additional crossing points on the A944 which are controlled to provide easier access across a busy dual carriageway to align with desire lines. The beginning of the implementation of green corridors would start with this package with streets interacting with Union Street becoming incorporated in the City Centre Masterplan providing safe and attractive connections between city centre locations that are car free. Wayfinding and signage would be implemented to provide routing along quieter trafficked routes, including the employment of a coloured coded signing strategy.

#### Cycling

3.15.3 As part of this package, an initial development of an agreed city centre cycle network would be created. This will highlight those routes which are formally recognised as cycling routes and establish the precedence for implementing cycling infrastructure. This network will also extend out to Westhill and incorporate appropriate linkages into Kingswells, Maiden Craig and Countesswells. From this position, extension of advisory cycle lanes can be facilitated with preference for resurfacing these lanes to provide brightly coloured asphalt to draw attention and awareness to the presence of these lanes to drivers. Resurfacing has been selected over painting the lanes, as the resurface is more durable and resilient with a longer lifespan compared to screed which has a lifespan of around 5 years and when it starts to disintegrate can account for uncomfortable riding. A direct route would also be provided along Old Lang

Stracht to provide a link between Kingswells and the A944 Lang Stracht without the need to reroute down and along the A944 dual carriageway and interaction with Switchback Roundabout.

**Bus**

- 3.15.4 This package includes two main focuses as part of its delivery (i) make better use of existing infrastructure; and (ii) to increase the utilisation of Kingswells Park and Ride. The minimum level of action for altering the bus network includes increasing the operational hours of the existing bus lanes to increase the potential of reducing congestion induced delays to bus journey times. The addition of banning the right-turn onto Castle Street is based on feedback from bus operators who indicated that this turn is one of the largest contributors to the delay of bus services.
- 3.15.5 The rebranding and further advertising of Kingswells Park and Ride is aimed at encouraging an uptake in utilisation. Increasing the information available including live parking capacity information and potential travel times by bus on VMS signs on the AWPR on approach to the A944 junction is designed to capture drivers' notice and encourage a change in behaviour at a key decision point in their journey. This will be aided by more reliable running services based on the improved enforcement and operational hours of the existing bus lane network. The second aim of the rebranding is to provide an increase in secure cycle parking and changing facilities to encourage an uptake in Park and Choose, where people can decide to take the bus or cycle from the site in place of undertaking the journey by car. Provision of cycle sheds or increased cycle locations allows users to store their bike at the site overnight instead of travelling with their bike every day on a bike rack on their car.

Delivery Package	Environment	Safety	Economy	Integration	Accessibility & Social Inclusion	Feasibility	Affordability	Public Acceptability
Low	✓	✓	✓	○	✓	✓✓✓	Low Cost	✓

**3.16 Medium Delivery Package**

- 3.16.1 The medium delivery package represents those options which require a level of investment above that of the low delivery package while also increasing the amount of required infrastructure related works. Delivery of this package is likely to have a greater impact on other users of the corridor including car and freight vehicles as works look to rebalance the corridor in favour of sustainable transport modes and prioritise these movements where possible at junctions.
- 3.16.2 In terms of each mode, the options would provide:

**Walking**

- 3.16.3 In addition to the low delivery package, this package would include expanding on the pedestrianisation of Union Street to include Castle Street will make the city centre a more attractive and welcoming destination for pedestrians and cyclists.
- 3.16.4 The main investment would see a programme of surface maintenance and resurfacing where appropriate. It is understood that as part of the CCMP and associated public realm works, more attractive materials will be used to cover the city centre pedestrian environment such as block work and paving slabs. As such this option would instead look to focus on the pavement provision out with the CCMP coverage area. Both Albyn Place and Queen's Road would have their pavement surfaces upgraded to more durable and resilient asphalt materials replacing the current paving slabs. These current slabs are in various states of disrepair due to the number and frequency of vehicles crossing the pavements to enter and exit premises and parking on pavements. Replacing these surfaces will provide longevity to the pavements and makes them easier to maintain over time. This work will be extended to cover the pedestrian pavements along the A944 Westburn Drive to make access to and from the hospital easier – especially for people that are mobility impaired and to ensure compliance with the Equality Act.

**Cycling**

- 3.16.5 In addition to the low delivery package this option develops upon the cycle network and, from this position, a TRO would require to be processed to convert existing advisory cycle lanes into mandatory cycle lanes and extending these lanes further along both the A944 and A9119, with preference for resurfacing them to provide brightly coloured asphalt to draw attention and awareness to the presence of these lanes to drivers. Resurfacing has been selected over refurbishing the lane markings, as the resurface is more durable and resilient with a longer lifespan compared to screed which has a lifespan of around 5 years and when it starts to disintegrate can account for uncomfortable riding. Further protection for cyclists will be provided through the integration of light segregation along the inside edge of the mandatory cycle lane in the form of Orcas, which from trials of light segregation by Glasgow City Council in 2020, proved to be the most durable. These orcas will be placed every 3 metres along the corridor and provide an unobtrusive level of protection for cyclists, whilst also retaining the ability for vehicles to access properties off the corridors.
- 3.16.6 A direct route would also be provided along Old Lang Stracht to provide a link between Kingswells and the A944 Lang Stracht without the need to reroute down and along the A944 dual carriageway and interaction with Switchback Roundabout. Further journey time benefits for existing cyclists would be generated through the integration of cycle priority infrastructure at junctions including expanding on current ASL provision and where appropriate implementing cycle bypasses (e.g. at roundabouts). Advanced signals for cyclists would also be provided, enabling cyclists to have a head-start ahead of other motorised users.

**Bus**

- 3.16.7 This package expands on the low delivery package, increasing the focus to three main target areas (i) make better use of existing infrastructure; (ii) improve the quality of bus stop infrastructure provided; and (iii) to increase the utilisation of Kingswells Park and Ride.
- 3.16.8 Using the existing bus lanes, operational hours will be expanded to cover the entire operating day, while where appropriate bus priority at signals will be implemented. These options are targeted at reducing the impacts of heavy traffic flow on bus journey time reliability. This will be further supported by infilling those bus stops that are currently laybys to on-street roadside bus stops, to protect the buses' position in traffic and minimising the associated delays of boarding and alighting. The addition of banning the right-turn onto Castle Street is based on feedback from bus operators who indicated this turn as being one of the largest contributors to the delay of bus services.
- 3.16.9 An agreed standard of bus stops will be designed followed by a programme of upgrading bus stops to a consistent standard. This will include the provision of shelters, flags and poles and bus timetable information. Real Time Passenger Information will be provided at strategic stops that experience the largest levels of demand to keep passengers informed. Emphasis will also be on reducing the disparity between infrastructure provision between eastbound and westbound services to reemphasise the importance of the corridor as a facilitator of two-way demand and the levels of development and trip generation to destinations at Westhill and PrimeFour. Additionally, a BSIP plan and option would be identified with the local authorities working closely with the bus operators to agree a level of service along the corridor and the serving of key communities to ensure an increased level of accessibility to public transport. This BSIP will also agree on the vehicle fleet to provide a mix of cleaner and greener vehicles along the corridor to reduce the impact of emissions and local pollutants.
- 3.16.10 The rebranding and further advertising of Kingswells Park and Ride is aimed at sparking an uptake in utilisation. Increasing the information available including live parking capacity information and potential travel times by bus on VMS signs on the AWPR on approach to the A944 junction is designed to capture drivers notice and encourage a change in behaviour at a key decision point in their journey. This will hopefully be aided by more reliable running services based on the improved enforcement and operational hours of the existing bus lane network. The second aim of the rebranding is to provide an increase in secure cycle parking and changing facilities to encourage an uptake in park and choose, where people can decide to take the bus or cycle from the site in place of undertaking the journey by car. Provision of cycle sheds or increased cycle locations allows users to store their bike at the site overnight instead of travelling with their bike every day on a bike rack on their car. This would assist in this site being

recognised as a multi-modal local interchange whereby all road users could use/benefit from a re-branding.

3.16.11

Delivery Package	Environment	Safety	Economy	Integration	Accessibility & Social Inclusion	Feasibility	Affordability	Public Acceptability
Medium	✓✓	✓	✓✓	✓✓	✓✓	✓✓	Medium Cost	✓✓

### 3.17 High Delivery Package

3.17.1 As with the previous package the high delivery package again incrementally increases both the infrastructure works required and the level of investment needed to deliver the package. This package is also the first to identify potential conflicts in infrastructure provision between cycling infrastructure and bus lanes. There are several pinch-points along the corridor which reduces the capability and eventual capacity to deliver both a segregated cycle route and a bus lane along the A944 while ensuring the impacts of such infrastructure does not have a negative impact on other modes. Consideration may have to be given to the creation of a shared segregated bus/cycle lane, reallocating one lane on the duelled sections of the corridor.

3.17.2 In terms of each mode, the options would provide:

#### Walking

3.17.3 Pedestrian based infrastructure will be delivered as previously described. However, this package would look to expand on the pedestrianisation of Union Street along its entire length coupled with a wider programme of reclaiming the city centre streets. This will see city centre streets rebalanced in favour of sustainable transport modes, providing an environment that encourages walking and cycling and repurposing streets for outdoor events, such as markets, festivals and outdoor seating areas for local restaurants and bars. Albyn Place and sections of Queen’s Road would also receive elements of this package to create car free days and a pedestrian and cycle friendly environment for users of the western side of the city centre. This would help in creating a better sense of place and would add destination value to existing central areas.

3.17.4 On-street parking would be removed from Albyn Place and Queen’s Road and an alternative solution would need to be sought to relocate large commercial and residential bins present on Union Street, Castle Street and Albyn Place.

#### Cycling

3.17.5 Again, options for cycling build upon previous options as described via the aforementioned low and medium packages. In keeping with setting the level of investment within each package to differentiate between the level of investment required, there exists a decision over choosing the delivery of either Option 5b or Option 6 as part of this package, rather than both which is considered in the Gold package. For the purposes of this appraisal, Option 5b was considered for delivery within the High delivery package due to the number of trip generators along the A944 Lang Stracht to Westburn Drive. There are significantly higher employment numbers on this corridor, thus why only Option 5b was considered. However, as alluded to previously, there may also exist a trade-off and decision with regards to the deliverability of both Option 5b and bus related options on the same corridor, particularly as there are several carriageway width constraints present. In this case, there is the opportunity to instead define the High Delivery package to focus on bus options along the A944 due to this primarily being the main bus route corridor and Option 6 considered in place of Option 5b, establishing a focus of bus based interventions on the A944 and cycle based interventions on the A9119. These choices can be considered further during any subsequent development of a business case.

3.17.6 Based on the engineering feasibility and works required, the main cycling option considers a segregated cycle lane from the AECOM option at Kingswells to the ARI, before the road narrows to single carriageway. This option reduces the required works to deliver this route, while its feasibility remains. At this point, cyclists would be routed via city centre surface routes to permeate the city to their final destination. A physical concrete buffer between the cycle lane and carriageway may not be feasible along its entire length due to the number of access and egress points and thus the route is envisaged to either contain several sections of raised tables to allow cyclists to cross junctions and retain access for vehicles or a hybrid of continuous concrete buffer interspersed with light segregation in locations where there is increased access points across the cycle route. Cycle bypasses will be provided at bus stops, with these becoming floating bus stops.

#### Bus

3.17.7 Building on the medium delivery package, the high delivery package introduces end-to-end bus lanes along both the A944 and A9119. This will provide buses with a streamlined route between Westhill and Aberdeen city centre reducing the impacts of other traffic on journey times, allowing for services to become more reliable. As touched on above, potential conflicts for space arise between the delivery of a bus lane alongside a cycle lane while maintaining an appropriate road network and adequate capacity for car users to negate any inappropriate re-routing / displacement issues. Similarly, there are deliverability issues arising around the A9119 especially along sections of Skene Road as indicated in chapter 3. As such, a solution may need to be sought to deliver a lane along this route, which could include having a short section without bus lane provision. Other solutions would require acquiring land on either side of the carriageway, realigning the current carriageway, and narrowing of lanes to accommodate a bus lane.

3.17.8 All other bus-based options will be delivered as described within the medium delivery package.

Delivery Package	Environment	Safety	Economy	Integration	Accessibility & Social Inclusion	Feasibility	Affordability	Public Acceptability
High	✓✓	✓✓	✓✓	✓✓	✓✓	✗	High Cost	✓✓

### 3.18 Gold Delivery Package

3.18.1 The gold delivery package represents the maximum required infrastructure works and investment needed to deliver the vast majority of options to significantly change the current sustainable transport system and provide a “gold” level of service representing the very best (best practice / guidance) options across the modes. This package would deliver the full aspirations of Aberdeen City Council, Aberdeenshire Council and Nestrans in terms of delivering the infrastructure required to achieve the maximum modal switch to generate a significant step change. Although the is package represents the very best and thus is expected to deliver positively across all the criteria, it does come with several feasibility issues. Constrained carriageway widths and cost realism are the main issues, resulting in significant carriageway works to accommodate fully segregated bus and cycle provision, or alternatively a need to explore options around integrating both modes into a single piece of infrastructure delivery.

3.18.2 Segregated routes along Queen’s Road also raise some issues with the number of access points to properties along this route. This can make it difficult to accommodate a continuous concrete buffer while retaining access to these properties.

3.18.3 In terms of each mode, the options would provide:

#### Walking

3.18.4 Pedestrian based infrastructure will be delivered as previously described. However, this package would look to expand on the pedestrianisation of Union Street along its entire length coupled with a programme of reclaiming the streets. This will see city centre streets rebalanced in favour of sustainable transport modes, providing an environment that encourages walking and cycling and repurposing streets for outdoor events, such as markets, festivals and outdoor seating areas for local restaurants and bars. Albyn Place

and sections of Queen’s Road would also receive elements of this package to create car free days and a pedestrian and cycle friendly environment for users of the western side of the city centre.

3.18.5 On-street parking would be removed from Albyn Place and Queen’s Road and an alternative solution would need to be sought to relocate large commercial and residential bins present on Union Street, Castle Street and Albyn Place.

**Cycling**

3.18.6 This package introduces the concept of delivering fully segregated cycle lanes along both the A944 and A9119, building upon the delivery of other options through each of the previous packages. As discussed within the high delivery package, there are significant issues with delivering a cycle route along the full length of the A944. Option 5b looked at constraining the route to the ARI before routing cyclists through city streets, whereas option 5a as considered in this option would look to explore provision past the ARI and to Mounthooly roundabout. However, what has become apparent is that there is not enough capacity available to deliver both a segregated cycle lane and bus lane along the entire corridor. Thus, a decision would be required to propose which options should proceed past the ARI. From a high-level feasibility view, this may favour cycle provision over bus provision along this section, especially as a number of bus services also divert from the corridor at various points post the ARI.

3.18.7 The A9119 also presents many of the same issues, but mainly the number of entrance and exit points along the corridor and then carriageway width constraints that limit the possibility to have a cycle, bus and other traffic lane. Again, options would need to consider the delivery of a joint segregated lane for bus and cyclists, with cycle bypass provision at bus stops to enable cyclists to continue when buses stop.

3.18.8 The remaining cycling based options will be delivered as described previously.

**Bus**

3.18.9 The main deliverable as part of the gold delivery package for bus-based options is the introduction of Bus Rapid Transit along the A944 from Westhill to Aberdeen city centre. The routing of the BRT along the A944 was selected due the higher number of trip generators along the corridor, specifically the ARI, which would provide many journey time benefits for commuters and visitors to the hospital and other destinations along the A944 via a local interchange point at the ARI. This option would require the delivery of bus-based infrastructure to provide priority measures including segregated lanes, bus priority signals or bypasses where appropriate and the installation of on street ticket machines and waiting facilities. This option will require significant engineering works to accommodate the delivery of the option along this corridor. Carriageway constraints and the ability to deliver this option and a segregated cycle route are limited. Additional land will need to be acquired at specific sections of the corridor and where this proves too difficult, bus lanes may need to be dropped for short sections, such as the section between Victoria and Westburn Parks.

3.18.10 It is likely that the delivery of this BRT option will have a negative impact on other road users as this service will be provided priority over other motorised users. However, it would be hoped that through the delivery of this option that the use of car along the corridor would reduce in favour of an uptake in both cycling and using public transport.

3.18.11 All other bus-based options will be delivered as described within the high delivery package.

Delivery Package	Environment	Safety	Economy	Integration	Accessibility & Social Inclusion	Feasibility	Affordability	Public Acceptability
Gold	✓✓✓	✓✓	✓✓	✓✓	✓✓✓	×	High Cost	✓✓

**3.19 Option Appraisal Summary**

3.19.1 The table below summarises the STAG related scoring information captured in the appraisal summary tables discussed above.

Delivery Package	Environment	Safety	Economy	Integration	Accessibility & Social Inclusion	Feasibility	Affordability	Public Acceptability
Low	✓	✓	✓	○	✓	✓✓✓	Low Cost	
Medium	✓✓	✓	✓✓	✓✓	✓✓	✓✓	Medium Cost	
High	✓✓	✓✓	✓✓	✓✓	✓✓	×	High Cost	
Gold	✓✓✓	✓✓	✓✓	✓✓	✓✓✓	×	High Cost	

3.19.2 As would be anticipated, the most extensive package in terms of infrastructure works delivers the largest and widest range of benefits but is also the most expensive in terms of cost to government. As is common in STAG studies, there is not yet a clear funding envelope within which to work and thus it is not possible to rule options in or out on the basis of affordability. This will however be a key consideration in progressing towards a preferred option package in the context of a subsequent business case.

**3.20 Quantified Risk Assessment**

3.20.1 The STAG Guidance requires the development of a Quantified Risk Assessment (QRA), which allows for the quantification and, where practical, valuation of risk factors.

3.20.2 Risks and opportunities are appraised using two criteria:

- **Significance:** What would be the impact and severity if the risk materialised?
- **Likelihood:** How likely is it that the risk will materialise within the period stated?

3.20.3 The risks identified for this study are strategic rather than specific. The table below nonetheless provides an assessment of the wider project risks in terms of their significance, likelihood, potential mitigation measures and residual risk:

Risk	Likelihood	Significance	Risk Score	Mitigation	Residual Likelihood	Residual Significance	Residual Risk Score
The costs of options are higher than that set out in this report. This is likely given the high-level approach to costing and no consideration of land acquisition costs and utilities.	5	4	20	Any option or package taken forward as part of this appraisal would be subject to more detailed assessment as part of business case development. This is entirely consistent with STAG appraisals of this nature.	5	2	10

Risk	Likelihood	Significance	Risk Score	Mitigation	Residual Likelihood	Residual Significance	Residual Risk Score
There is a low / no uptake in demand for public transport services in response to public perception around physical distancing.	3	4	12	As part of making the TPOs SMART, metrics were established for monitoring and evaluating the success of the objective. It recommended the monitoring of patronage figures to determine changes in levels of demand and to adjust targets accordingly.	3	3	9
The uptake and continued use of cycling begin to trail off as things return towards "normality" or the potential market is already capped.	3	4	12	As part of making the TPOs SMART, metrics were established for monitoring and evaluating the success of the objective. It recommended the monitoring of cycle count data to determine changes in levels of demand and to adjust targets accordingly. Additionally, surveys were also recommended to understand responses to option delivery.	3	3	9
There is a change in travel behaviours as an outcome of COVID19 and the flexibility and acceptance of working from home becomes a more permanently accepted practice.	4	5	20	In developing the TPOs it was recommended that metrics are reviewed and analysed every five years until the RTS horizon year of 2040, providing four control periods. As part of this review, data analysis and available census data will inform any changes to travel behaviours which affords the opportunity to make refinements to targets and objectives.	3	3	9
There is a change in travel demand due to the volatility of the oil and gas sector, one of the main drivers of the Aberdeen City Region economy.	4	4	16	In developing the TPOs it was recommended that metrics are reviewed and analysed every five years until the RTS horizon year of 2040, providing four control periods. As part of this review, data analysis and available census data will inform any changes to travel behaviours which affords the opportunity to make refinements to targets and objectives.	3	3	9
Future developments on the corridor not being fully up taken in response to economic changes (further dip in the oil sector etc)	3	4	12	In developing the TPOs it was recommended that metrics are reviewed and analysed every five years until the RTS horizon year of 2040, providing four control periods. As part of this review, data analysis and available census data will inform any changes to travel behaviours which affords the	3	3	9

Risk	Likelihood	Significance	Risk Score	Mitigation	Residual Likelihood	Residual Significance	Residual Risk Score
				opportunity to make refinements to targets and objectives.			

### 3.21 Uncertainty

3.21.1 The STAG Guidance notes that, no matter how well risks are defined, the future remains uncertain and thus a narrative on key future uncertainties which could impact on the study outcomes is required.

- Coronavirus impacts upon employment levels, demand for public transport and road traffic volumes. It is unclear if conditions will ever return to 'normal' and if so, when. The uncertainties surrounding the long term, structural impacts of the virus are perhaps the greatest 'issue' for the study.
- A significant proportion of jobs in Aberdeen are supported directly or indirectly by the oil industry, and as such employment levels are sensitive to changes in oil prices. A recent study published by Aberdeen University forecasts that oil production activity in the UK Continental Shelf (UKCS) will sharply decrease in medium- and long-term from 2019–2050, resulting in substantial job losses. It is however recognised that there are plans to transform the local economy in response to this.
- Substantial development is planned along the study corridor including residential development at Countesswells, Maidencraig, Kingswells and Friarsfield as well as commercial development at Kingswells Prime 4. Much of the construction is already underway with some traffic impacts on the A944 already being generated, however, there is still uncertainty regarding the cumulative traffic impacts of the these developments on the A944 as they become fully online and also how development appetite will be affected by local economic circumstances.
- The development of the new Aberdeen Football Club Stadium at Kingsford to expand on the recently opened training centre.
- New major junctions are proposed on the A944 to support development at Maidencraig, Kingswells and Countesswells. The exact location and form of these junctions is yet to be confirmed.
- There is a danger of further worsening the divide in Westhill between business park and residential areas by continuing to develop based on the current north-south land use split.
- Additionally, continuing development could result in a deterioration in conditions on the A944 which in turn could threaten the vitality or Westhill and attractiveness of commercial premises in the area.
- New Stagecoach bus timetables were planned to be introduced in April 2020; changes included retiming of services to account for the AWPR, renumbering of the X17 and additional route variations. However, these changes were put on hold as a result of the coronavirus pandemic, and it remains unclear if proposed changes will be reconsidered and/or adjusted.
- First is reviewing its UK bus operations and has sold off individual depots in recent months and is one of the main operators within Aberdeen City Centre.
- There are concerns over the financial viability of some bus services related to their ability to recover from Covid19 and regaining lost patronage.
- Improved cycle connections are proposed between Kingswells Park & Ride and Westhill but not yet committed.

### 3.22 Prioritisation and Delivery Programme

- 3.22.1 It is clear from the appraisal undertaken that each of the delivery packages considered has merit in being taken forward for further consideration for detailed design and business case development.
- 3.22.2 Recognising the fact that the majority of options are both feasible and deliverable from an engineering perspective, they may not be feasible from a financial perspective as these are bounded by budgetary constraints. It may, therefore, be that the final delivery of packages is a spread of options across the four designed delivery packages, almost presenting a menu of options for consideration. The aim, however, is still to create a transformative sustainable transport network along the corridors. This is an issue which would be picked up through iterations of the preferred option in line with the Commercial, Financial and Management Cases of the Outline Business Case.
- 3.22.3 In considering both what and where to prioritise interventions, the site audit *pro formas* act as a useful indicator. Across the modes, they identify those sections of the corridor that are currently under provisioned for in terms of infrastructure, together with the degree of prioritisation. This analysis provides a clear basis for prioritisation, e.g. by tackling the 'worst' sections first. These then provide us the 'where'. The 'what' is prescribed by the sustainable transport hierarchy and positions both walking and cycling as priorities in terms of identifying and implementing interventions.
- 3.22.4 This stance is further promoted via current network-based conditions. The COVID19 pandemic has led to an increase in active travel users, as people are becoming more aware of health issues and many have concerns with using public transport. Both Aberdeen City and Aberdeenshire have been successful in receiving funding from the *Spaces for People* Fund and have installed temporary measures on key routes to facilitate physical distancing procedures. The success of these temporary measures can be assessed and used as trials for further roll out of future active travel interventions. This will ensure the success of any future active travel-based option through building upon the foundations and initial users on the network. The surge in bike sales is a positive indicator for investment in cycling infrastructure and with additional downturn in bus-based patronage makes this a credible argument in the short term.
- 3.22.5 Additionally, analysis of bus journey times indicated that although bus journeys are unreliable, they often run ahead of schedule in contrast to historical evidence which indicated long bus journey times due to congestion induced impacts. This would suggest that the AWPR is providing benefits to the road network, freeing up capacity and reducing running times of bus services.
- 3.22.6 From the evidence obtained through this study from the *Initial Appraisal Case for Change* to this *Preliminary Appraisal*, further detailed analysis is required on the engineering feasibility of providing any of the identified options, especially those involving segregated cycle and bus lanes due to clear and obvious carriageway constraints. The AECOM A944 Cycle Feasibility report indicated that it is feasible to establish a segregated cycle route along the corridor, however, when considered alongside bus-based infrastructure, this feasibility greatly reduces at these constrained points. Whilst the STAG guidance recommends against defining preferred options (this is typically undertaken during the Outline Business Case), we note that the council aspires to improve active and sustainable travel along this corridor in the short-term.
- 3.22.7 Recognising this and the deliverability of some options over others, there would be merit in working towards the progression of a **hybrid** of the **Medium Delivery Package** supplemented by options **PTO3** and **PTO4** (to provide where possible bus lanes, on both sides of the carriageway, along both corridors) from the High/Gold packages, through the development of an Outline Business Case. This would allow for further option development, greater cost certainty and consideration of funding, procurement, delivery, and management (through the Commercial, Financial and Management cases) ultimately emerging as a preferred package of options. This would be a first step towards creating a consistent coherent network standard along the corridors. Although this recommendation leads towards the medium package, it is worth noting that many of the options within this package are also present within the High and Gold packages, with the main omission being the high-priced ticket items.
- 3.22.8 In parallel to this however, longer-term option development via business case related works could be undertaken to assess the deliverability and viability of these high priced options from the **high** and **gold** packages within the current and future travel and economic context. In developing and delivering the

medium package, a key principle would be to avoid sunk costs and undertake works to protect the deliverability of either the high or gold delivery packages. In fact, this **Medium+ Delivery Package** would provide much of the required infrastructure to facilitate and assist in the delivery of further options from the high and gold packages. This package can therefore be considered as a delivery mechanism for these options in time.

- 3.22.9 This medium delivery package would achieve benefits for sustainable transport users by segregating buses and cyclists from the main flow of traffic for large parts of the corridors, whilst enabling them to maintain their position in traffic at signals. Along wider sections of the corridors, bus lanes would be present alongside cycle lanes, separated by light segregation such as orcas. Where the carriageway widths become constrained, cycle provision will be prioritised over bus lanes in line with the sustainable transport hierarchy, with bus priority infrastructure instead provided via priority signals at junctions where appropriate. The provision of floating bus stops would also enable cyclists to continue without having to stop or manoeuvre around stationary buses, however, there is the potential for conflict between cyclists and bus users accessing the vehicles. The provision of light segregation as opposed to a continuous buffer has been selected so as not to act as a restriction to other users of the network who require access to both residential and commercial properties along both the A944 and A9119. The option therefore provides the foundations to increase future sustainable modes modal share and can provide further evidence for future business case development.



Figure 3-1: Map of Options within Medium+ Delivery Package

- 3.22.10 The figure above highlights those areas where options could be delivered. Public transport options are highlighted by blue icons, cycle options in white, pedestrian in yellow and sustainable options in green. The purple icons indicate those junctions where both cycle and bus-based priority options will be considered for delivery. Those sections of the corridor, where constraints are less of a barrier, both cycle and bus lanes would be considered as reflected by solid white and blue lines on the map. Those links indicated by a white dashed line, indicate those sections of the corridor, where the focus would move more towards delivering cycle lanes with light segregation due to the width constraints. Adopting this approach would facilitate the integration of both bus and cycle infrastructure where possible. However, there also exists the option, based on the graphic above, to move away from providing infrastructure for both modes along both corridors and instead focussing more on cycle infrastructure along the A9119 and bus-based infrastructure along the A944. The benefits and costs of each can be more fully considered during the more detailed design work undertaken as part of any business case development.
- 3.22.11 Combined, this **Medium+ Delivery Package** would cost approximately **£25m** to deliver over a timeframe of approximately **five to six years**. This would provide the opportunity to assess and monitor the success



of the option package in addressing the evidenced problems up to the 2040 horizon period of the RTS, accounting for any COVID-19 related changes in travel behaviour. Within this period any emerging evidence of outcomes and/or impacts of the Medium Delivery Package can be fed back into the development of the business cases to support either **the high or gold packages**. This would afford the opportunity to bring forward or delay option implementation or identification of the need to increase the level of ambition and move to a high or gold delivery package, building upon the infrastructure already in place as part of the medium+ delivery package.

3.22.12 The options within this package have been re-ordered to reflect the prioritisation that should be given to implementing each of the options within the package, also considering the required construction and infrastructure works to deliver each, taking cognisance of the interdependencies between them. This would include the requirement to undertake further detailed assessment to ascertain the deliverability aspects from an engineering perspective of the bus lanes on sections of the corridor where carriageway widths are highly constrained.

### 3.23 Option Delivery Prioritisation

<ul style="list-style-type: none"> <li>■ <b>ACTO4:</b> Identify and formalise a city centre cycle network</li> <li>■ <b>PTO5:</b> Changes to bus lane operational hours and enforcement</li> <li>■ <b>PTO13:</b> Develop Sustainable Transport Hubs</li> <li>■ <b>ACTO8:</b> Create cycle route on Old Lang Stracht</li> </ul>	<p>This initial set of options establishes a series of quick win projects. Identifying and formalising a cycle network is key before any work commences to ensure the correct and appropriate routes are identified and connections assessed. Bus lane operating hours will produce small gains across the day, while additional provision of cycle parking at Kingswells and Union Square will assist in the development and refinement of the sustainable transport hubs. The cycle route along Old Lang Stracht will support the option identified by AECOM and provide direct links between Kingswells and A944 Lang Stracht and routing to A9119.</p> <p><b>Timescale year 1-2.</b></p>
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<ul style="list-style-type: none"> <li>■ <b>ACTO2:</b> Review of pedestrian desire lines and installation of pedestrian friendly crossing facilities to suit</li> <li>■ <b>ACTO1:</b> Programme of pavement maintenance and decluttering</li> <li>■ <b>GTO2:</b> Improve Wayfinding and Signage</li> <li>■ <b>PTO10:</b> Rebrand of Kingswells Park and Ride</li> <li>■ <b>PTO11:</b> Advanced VMS on AWPR</li> <li>■ <b>PTO12:</b> Establish a Bus Service Improvement Programme (BSIP) covering the A944 and A9119 corridors</li> </ul>	<p>These options provide a mix of quick wins and those which will take some time and complement the delivery of future options. The BSIP is crucial to the delivery of the investment required to deliver the infrastructure changes. Therefore, establishing this ahead of time then helps design and confirm the delivery of bus shelters and bus lanes, and subsequent cycle lanes.</p> <p><b>Timescale year 2-4.</b></p>
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<ul style="list-style-type: none"> <li>■ <b>PTO8:</b> Reallocate all lay-by bus stops to on-street bus stops.</li> <li>■ <b>PTO6:</b> Bus Stop upgrade programme and stop rationalisation</li> <li>■ <b>PTO3:</b> Continuous Bus Lane from Westhill to Aberdeen via A944</li> </ul>	<p>These remaining options will be delivered once the first two phases are complete. Bus and cycling infrastructure will be delivered in conjunction to maximise efficiencies in the works and to reduce costs.</p>
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<ul style="list-style-type: none"> <li>■ <b>PTO4:</b> Continuous Bus Lane from Westhill to Aberdeen City Centre via A9119</li> <li>■ <b>ACTO7c:</b> Replace and extend all existing advisory cycle routes with mandatory cycle lanes to provide a connected network, with the option of including light segregation</li> <li>■ <b>PTO7:</b> Bus Prioritisation / Pre-Signals at all signalised junctions on the corridors</li> <li>■ <b>ACTO9:</b> Provide advance stop lines or cycle by-passes at all signalised junctions</li> <li>■ <b>ACTO3:</b> Development of Green Corridors within the city centre and between development sites on the corridors</li> <li>■ <b>PTO9a:</b> Make Castle Street to Union terrace, bus, cycle and walk only</li> </ul>	<p>Development of green corridors and pedestrianisation of Castle Street will be programmed to coincide with the CCMP.</p> <p><b>Timescale year 5+.</b></p>
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## **A944/A9119 Transport Corridor Study – STAG-Based Appraisal**

**Preliminary Appraisal**

## Document Control Sheet

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Appendix A	Initial Appraisal: Case for Change Public Engagement
Appendix B	Outline High Level Option Costings

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# 1 Introduction

## 1.1 Overview

1.1.1 Stantec was appointed by Aberdeen City Council, Aberdeenshire Council and Nestrans, the Regional Transport Partnership for North-East Scotland, to undertake a Scottish Transport Appraisal Guidance (STAG) based study to identify and appraise options for improving transport connections (particularly active travel and public transport connections), in line with the *Sustainable Travel & Investment Hierarchies*, between Westhill and Aberdeen City Centre. The study is focused on the key western approaches to the city, the A944 and A9119 (*formerly B9119*) corridors, and other roads used by public transport services serving the west of the city, reflecting the status of these corridors within the North East Scotland Roads Hierarchy.

1.1.2 The study considers the western approach corridors in a holistic manner, looking at both eastbound and westbound movements recognising development aspirations and pressures in both Aberdeen and Aberdeenshire.

1.1.3 The study is independent of the Westhill to Kingswells Cycle Connectivity study undertaken simultaneously by AECOM, although options identified by that study are integrated within any options further developed as part of this study.

## 1.2 Approach to the study

1.2.1 This study does not require a traditional four-stage STAG Appraisal, but rather a focussed and proportionate appraisal underpinned by STAG principles to guide the development of business cases for any emerging interventions. As such our approach to the study consists of two main deliverables; (i) an *Initial Appraisal: Case for Change*, outlining the need for intervention, completed in July 2020, and (ii) a 'hybrid' *Preliminary Options Appraisal*, supported by Appraisal Summary Tables (ASTs).

1.2.2 Transport Scotland has published guidance with respect to the development of business cases in Transport Scotland. This guidance provides a framework for the delivery of transport projects and sets out a 3-stage process comprising Strategic, Outline and Final Business Cases (SBC, OBC and FBC respectively). This STAG-based appraisal is broadly the equivalent of the SBC, whilst also providing pertinent information and analysis to develop the OBC to determine a preferred option.

## 1.3 This report

1.3.1 This report forms the hybrid Preliminary Appraisal consisting of elements of both a STAG Part 1 and Part 2 Appraisal and commences from where the Case for Change left off.

1.3.2 The report will consider:

- Further development and refinement of the options from the Case for Change;
- 'SMART-ening' of the Transport Planning Objectives and their associated level of ambition;
- Assessment of the options against the TPOs to identify the anticipated level of impact and subsequent scope for sifting or packaging of options to provide the greatest benefit;
- Appraisal of options against the five STAG criteria, comprising of Environment, Safety, Economy, Integration and Accessibility & Social Inclusion; and
- High-level appraisal of the options against the deliverability criteria including; Cost to Government, Feasibility, Affordability and Public Acceptability.

1.3.3 The findings from this high-level appraisal contribute to developing outline costings and a prioritised programme of effective, feasible and deliverable interventions, for business case consideration and detailed design.



## 2 Case for Change – Revisited

### 2.1 Overview

2.1.1 The **Initial Appraisal: Case for Change** is a crucial stage in the STAG process, as it provides the evidence base for the transport problems and opportunities that the study should seek to address and forms the basis for objective setting and subsequent option development.

2.1.2 Transport Scotland increasingly views the Case for Change as a key part of STAG, as a robust evidence base is essential to ensuring that the problems and opportunities are accurately defined, objectives truly reflect corridor needs and options appropriately focused. In short, without a well evidenced Case for Change, there is little prospect of securing Transport Scotland funding for future projects.

2.1.3 The Case for Change for this study is heavily influenced by the recently published National Transport Strategy 2 (NTS2) which at its core establishes a refreshed approach to assessing the transport network in Scotland and viewing transport as a means by which to reduce social inequalities. A key premise of the NTS2 is that the transport investment decisions should align with the:

- Sustainable Travel Hierarchy to ensure projects which support green and inclusive travel are appropriately prioritised; and the
- Sustainable Investment Hierarchy, which focuses on promoting behavioural change and making best use of existing assets before investment in new infrastructure.

2.1.4 Options developed in this study will align with these two hierarchies but will be packaged and subject to detailed design and business case development, to select a preferred option package. This study is the equivalent to the Strategic Business Case (SBC) and will provide the information required to develop a business case for any preferred option package.

### 2.2 Appraisal Framework

2.2.1 To develop a robust and clearly auditable evidence base, we employed our Appraisal Framework approach to the study to formulate our Case for Change for the A944 and A9119 Transport Corridors. The diagram below illustrates the steps within this framework which were followed to develop the Case for Change.

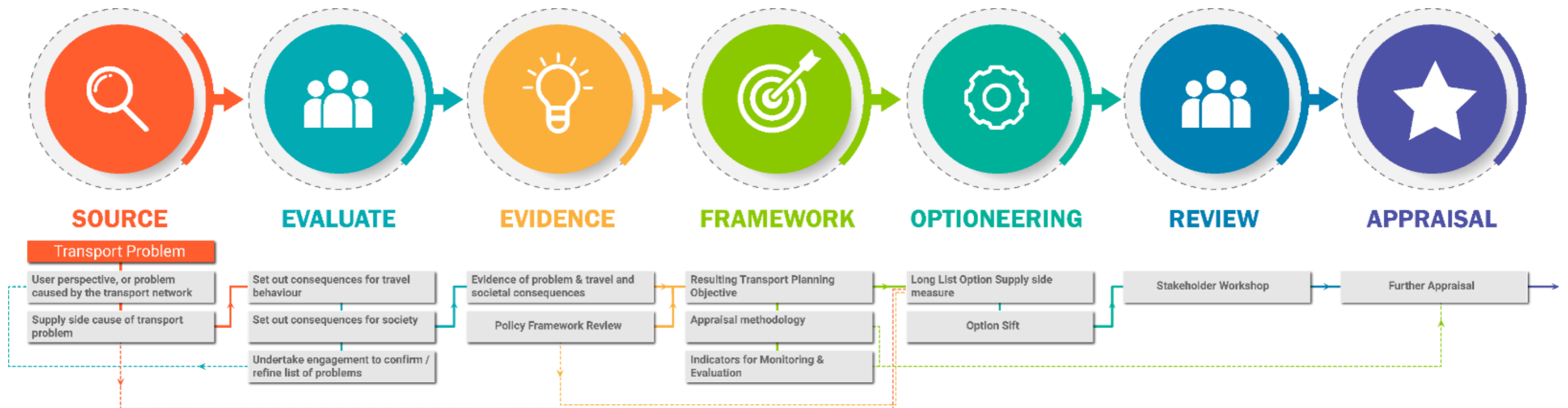


Figure 2-1: Stantec's Appraisal Framework

## 2.3 Study Area

2.3.1 The study area extends from the A944/Westhill Drive roundabout in Westhill eastwards along the A944, beneath the Aberdeen Western Peripheral Route (AWPR) and onwards to Switchback Roundabout. From Switchback roundabout it continues east along both the A944 and A9119 corridors as follows:

- The A944 section crosses the A92 North Anderson Drive and runs past the Aberdeen Royal Infirmary to Mounthooly Roundabout, from which point the study corridor extends along A96 West North Street, King Street and Castle Street to its junction with Union Street.
- The A9119 section travels south east along Skene Road, across the A92 and onwards to the Queens Cross Roundabout. From Queen's Cross, the corridor extends east along Albyn Place to join Union Street as far as its junction with Castle Street.

2.3.2 For the purpose of analysis and to help focus interventions, the study corridor was split into 17 sections which were considered similar in nature and bounded by natural breaks such as major junctions. These sections are as illustrated in the map below and can be described as:

- **Section A:** Westhill Roundabout to A944 AWPR Junction
- **Section B:** A944 AWPR Junction
- **Section C:** A944 AWPR Junction to Kingswells Roundabout
- **Section D:** Kingswells Roundabout to Switchback Roundabout
- **Section E:** Switchback Roundabout to A944 Lang Stracht / Maidencraig Drive
- **Section F:** A944 Lang Stracht / Maidencraig Drive to North Anderson Drive
- **Section G:** North Anderson Drive to A944 Westburn Road / Westburn Drive
- **Section H:** A944 Westburn Road / Westburn Drive to A944 Westburn Road / Berryden Road
- **Section I:** A944 Westburn Road / Berryden Road to Mounthooly Roundabout
- **Section J:** Mounthooly Roundabout
- **Section K:** Mounthooly Roundabout to West North Street / Castle Street
- **Section L:** Castle Street / Union Street to Union Street / Alford Place
- **Section M:** Alford Place / Union Street to Albyn Place / A9119 Queen's Road
- **Section N:** Albyn Place / A9119 Queen's Road to A9119 Queen's Road / North Anderson Drive
- **Section O:** A9119 Queen's Road / North Anderson Drive to King's Gate Roundabout
- **Section P:** King's Gate Roundabout to A9119 Queen's Road / Groats Road
- **Section Q:** A9119 Queen's Road / Groats Road to Switchback Roundabout

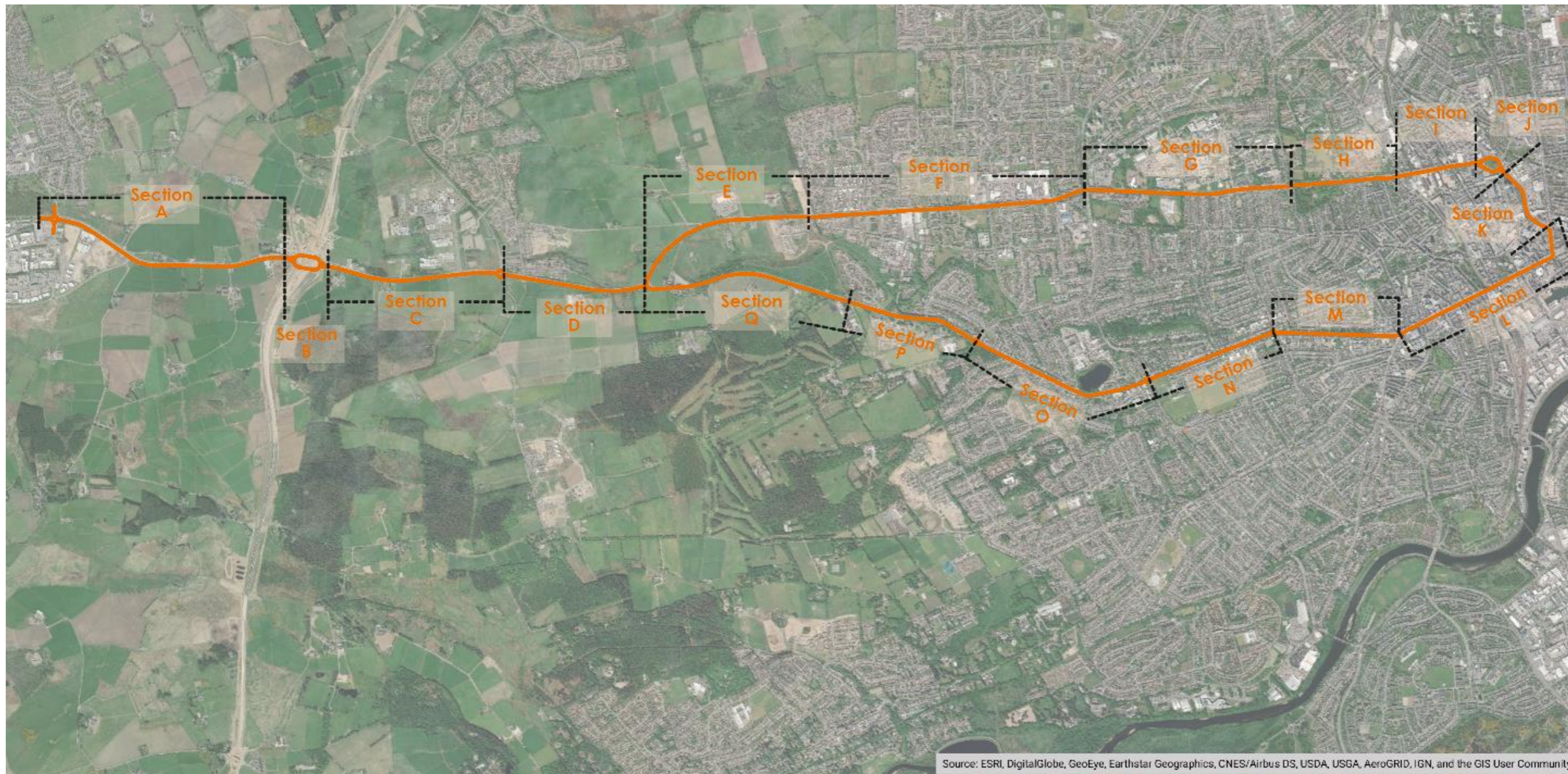


Figure 2-2: Map of the Study Corridors and Sections

2.3.3 Both the A944 and A9119 have been assigned as **Priority** route corridors, within the recently revised Roads Hierarchy. The characteristics of a priority route within the Roads Hierarchy are:

- These are generally radial routes connecting with the AWPR to facilitate movement around Aberdeen without using the City Centre as a through-route;
- They are primary movement corridors linking the AWPR to principal destinations and secondary routes;
- They connect with at least one secondary route and terminate at a secondary route or principal destination;
- They are significant carriers of at least two key modes of transport;
- They should be considered for the provision of bus lanes (if a bus route) and segregated cycle lanes where there is scope to do so, with public transport and cycle priority through junctions; and
- Speed limits should be reflective of the environment but are generally expected to be 30-40mph.

2.3.4 As highlighted above, the fact that these corridors (as priority routes) should provide for both bus and cycle lanes where possible is key to this study and sets the context to which baseline conditions should be considered. It is also important to take cognisance of the role of these corridors within the Roads Hierarchy and to make sure any options that are identified as part of this study are not detrimental to the ability of the corridors to facilitate their role in the Roads Hierarchy and to avoid diverting traffic onto inappropriate routes.

## 2.4 Identified Transport Problems and Opportunities

2.4.1 To identify problems and opportunities with the transport network from both the supply-side and from the point of view of a user, two approaches to sourcing the problems and opportunities were adopted:

- site visit and audit; and
- desktop review of ongoing and completed key studies within the area.

### Site Visit and Audit

2.4.2 A two-day site visit was undertaken in early February 2020. The corridors were traversed on bike and by car to identify mode specific problems and opportunities with the supply-side of the transport system.

2.4.3 The team were equipped with mobile tablets and access to our Enterprise ArcGIS licence enabling them to capture information spatially while on site, instantly mapping observations and geo-locating photographs. Additionally, the tablets were preloaded with mode specific *pro formas*, developed combing metrics and indicators from best practice guidance, to assess the network.

2.4.4 The development of the *pro formas* including the elements considered per mode can be found in further detail in the Case for Change report. Points to note from the audits include:

- **8 of the 17** sections of the corridor passed the Walking and Wheeling Audit
- **4 of the 17** sections of the corridor passed the Cycling Audit
- **4 of the 17** sections of the corridor passed the Bus Audit.

2.4.5 These audits identified a significant number of problems, issues and constraints across the network including inconsistent and incoherent cycling infrastructure, poor surface conditions for pedestrians and cyclists, vehicles parking in advisory cycle & bus lanes and all-round poor level of service for sustainable 'active travel' transport users.

### Desktop Review of Key Studies

2.4.6 From our initial review of the documentation, we uncovered **76** problems, **26** issues, **15** constraints and **16** opportunities considered across the range of studies. Many of these observations were consistent or similar in nature so we undertook a process of rationalisation, sifting each of the categories down to a more manageable list.

2.4.7 This process provided us with sifted lists under each element. Overarching themes were then created containing a list of sub-problems, opportunities, constraints and issues from the sifted lists.

2.4.8 The resulting list of identified **13 problem themes** from the document review and associated problems is as follows:

- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>▪ <b>Problem 1:</b> Inconsistent pedestrian infrastructure</li> <li>▪ <b>Problem 2:</b> Cycle route infrastructure is disjointed</li> <li>▪ <b>Problem 3:</b> Cycle infrastructure is inconsistent in form and quality</li> <li>▪ <b>Problem 4:</b> Travel by public bus is not seen as an attractive option</li> <li>▪ <b>Problem 5:</b> Bus priority infrastructure is sporadic, and buses are caught in traffic congestion</li> <li>▪ <b>Problem 6:</b> Bus stop design and placement</li> <li>▪ <b>Problem 7:</b> Kingswells Park and Ride infrastructure is underutilised</li> </ul> | <ul style="list-style-type: none"> <li>▪ <b>Problem 8:</b> Car travel is perceived as being cheaper than travel by public transport</li> <li>▪ <b>Problem 9:</b> Bus network and service frequency are threatened by high car mode share</li> <li>▪ <b>Problem 10:</b> Vehicular traffic dominates the city centre</li> <li>▪ <b>Problem 11:</b> Poor driver behaviour and misuse of active/bus travel infrastructure</li> <li>▪ <b>Problem 12:</b> Significant traffic delays are seen during peak periods</li> <li>▪ <b>Problem 13:</b> Extensive development is planned to the western end of the corridor</li> </ul> |
|--|--|

2.4.9 12 opportunities were also identified at this stage and these consist of:

- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li>▪ <b>Opportunity 1:</b> Existing active travel promotional schemes</li> <li>▪ <b>Opportunity 2:</b> Policy supports active travel improvements along the A944 and B9119</li> <li>▪ <b>Opportunity 3:</b> Existing active travel and bus priority infrastructure on the corridors</li> <li>▪ <b>Opportunity 4:</b> Aberdeen has an existing Smart Ticketing System</li> </ul> | <ul style="list-style-type: none"> <li>▪ <b>Opportunity 7:</b> Availability of External Funding Sources</li> <li>▪ <b>Opportunity 8:</b> Kingswells Park and Ride has significant spare capacity</li> <li>▪ <b>Opportunity 9:</b> Business Improvement Districts Scheme</li> <li>▪ <b>Opportunity 10:</b> Improvements to active travel and reduce congestion already planned</li> </ul> |
|---|--|

- **Opportunity 5:** The Transport (Scotland) Act provides Local Authorities with new powers, including enforcement of pavement parking and bus franchising
- **Opportunity 6:** National Transport Strategy 2 requires investment is in line with the Sustainable Transport Hierarchy
- **Opportunity 11:** Trip generators and attractors are present along the length of the corridor
- **Opportunity 12:** New developments may support delivery of transport improvements

2.4.10 There was a high level of consistency between the problems and opportunities identified during the site audit and the review of the previous studies and documents. As such, it was considered that the lists were both appropriate and proportionate and taken forward to stakeholder consultation.

## 2.5 Case for Change Consultation

2.5.1 The original planned approach to engagement comprised: (i) stakeholder engagement which would have likely taken the form of a half-day workshop event at a location on the corridor and (ii) views of the public which would have been derived from previous consultation undertaken as part of overlapping studies, to be followed up at the conclusion of the Case for Change with a public drop-in event for feedback on the study outcomes.

2.5.2 Due to the Covid19 Pandemic, however, it was necessary to adapt this approach following the lockdown introduced in mid-March and subsequent social/physical distancing policy. Due to the inability to hold face-to-face stakeholder events, it was necessary to develop an alternative approach to engagement to ensure that views were captured which: (i) validate the work undertaken as part of the identification of problems and opportunities; and (ii) achieve stakeholder buy-in to ensure the study progresses on the right footing.

2.5.3 To this end, interactive stakeholder briefing notes were developed. These notes provided a summary of the purpose of the study and key headline statistics uncovered as part of the data analysis and site visits, partly informed by stakeholder and public engagement from previous studies. The note then set out the identified problems and opportunities, as outlined above, before asking the stakeholders a series of questions to capture their views. Four versions of the note were produced for the different stakeholders' groups identified through discussions with the client group as follows:

- General Stakeholders;
- Emergency Services;
- Community Councils and Elected Members; and
- Public Transport Operators.

2.5.4 Responses were received from 14 consultees, with the response rate likely impacted by consultees having other priority tasks in response to the *COVID19* pandemic during this period. However, responses were received from a variety of stakeholders, providing views across the spectrum of disciplines and organisations.

2.5.5 Overall, there was a strong level of validation of the identified problems and opportunities from the stakeholders who responded and thus both sets of lists were taken forward for consideration as part of the objective setting and option generation stages.

2.5.6 As previously indicated, the intention was not to undertake public engagement during this stage of the study, but to undertake this task upon conclusion of the Case for Change to avoid consultation fatigue. As such, to inform and validate the identification of the problems and opportunities, public opinion was sourced from: (i) responses to consultations from other reports and studies interacting with the corridors; and (ii) from responses to the Aberdeen City Commonplace page in support of *COVID19* related *Spaces for People* response.

2.5.7 In a similar vein to the stakeholder consultation, the public consultation elements also highlighted several of the same problems with the transport network, which added further validation and emphasis to the problems uncovered during both the site audit and key document review. As such it was agreed that these transport problem themes would be taken forward to the evidence stage within the Appraisal Framework before setting transport planning objectives and subsequent option identification.

## 2.6 Evidencing the Transport Problems

2.6.1 For brevity, this section will touch on the key points from the Case for Change, with full details available within the document itself. For each problem theme identified previously, the implied transport problem is derived, and this is the problem that objectives and subsequent option generation will address.

2.6.2 As such the resulting process identified the following transport problems from the evidence:

Transport Problem Theme	The Transport Problem
<b>Problem Theme 1:</b> Inconsistent Pedestrian Infrastructure	In some places, facilities for pedestrians make getting around frustrating and inconvenient.
<b>Problem Theme 2:</b> Disjointed Cycle Route Provision	Journeys by bike on designated routes are fragmented and inconvenient.
<b>Problem Theme 3:</b> Inconsistent Cycle routes and infrastructure	In some places facilities for cyclists make getting around frustrating and inconvenient.
<b>Problem Theme 4:</b> Low uptake of Public Transport	Bus Services in the corridors are perceived to be of poor quality.
<b>Problem Theme 5:</b> Lack of Bus Priority Infrastructure	Bus journey times can be long and unreliable.
<b>Problem Theme 6:</b> Issues with Planning / Provision of Bus Stop Infrastructure	Bus operations are hampered by the location of bus stops and facilities at some bus stops are poor.
<b>Problem Theme 7:</b> Kingswells Park and Ride is underutilised	Established park and ride assets are perceived to unattractive and inconvenient.
<b>Problem Theme 8:</b> Car travel is perceived as being cheaper than public transport	Public transport is viewed as too expensive by some.
<b>Problem Theme 9:</b> Extent of bus network threatened by high car mode share	The bus network in the corridors omits areas leading to connectivity gaps.
<b>Problem Theme 10:</b> City Centre is car dominated	The city centre network prioritises vehicular traffic over all other modes.
<b>Problem Theme 11:</b> Poor Driver Behaviour	Intimidation of non-motorised road users.
<b>Problem Theme 12:</b> Traffic Delays	Vehicle based journey times are extended during peak periods in the A944 and A9119 corridors
<b>Problem Theme 13:</b> Land use development	Future growth along the corridors may exacerbate existing problems

## 2.7 Transport Opportunities

2.7.1 Opportunities with the transport network identified through the study prior to the consultation remained unadjusted for the remainder of the study and thus were simply carried forward through the appraisal.

## 2.8 Setting Transport Planning Objectives

2.8.1 TPOs were produced for each of the 13 transport problems identified above, with the objectives effectively becoming the inverse of the problems. There was a degree of overlap amongst several of the TPOs, which resulted in several of these TPOs becoming amalgamated. As prescribed by STAG, objective setting is an iterative process and should be refined as the study progresses and they become 'SMART-ened'. Following this guidance, the TPOs were refined and developed to produce a set of eight TPOs, each of which was developed with the ability to make them SMART as the study progresses.

2.8.2 The TPOs for this study are as follows:

- **TPO1:** Improve the quality of the pedestrian experience for all, and address the barriers which affect some groups moving around as a pedestrian
- **TPO2:** Improve cycle routes to ensure they are sufficiently direct and connected, while improving journey quality, times, and safety for cyclists on the corridor
- **TPO3:** Rebalance the city centre environment in favour of more sustainable modes
- **TPO4:** Reduce journey times by bus and improve service punctuality
- **TPO5:** Improve the quality of bus services and bus stop infrastructure in the corridor, enhancing the experience for current bus users and attracting new passengers
- **TPO6:** Address the cost of public transport and reduce gaps in bus connectivity along the corridor
- **TPO7:** Provide improved integration between sustainable travel modes
- **TPO8:** Increase the mode share for sustainable travel modes along the A944 and A9119 transport corridors

## 2.9 Option Generation, Sifting and Development

2.9.1 The final stages in the Case for Change process is to identify and appraise a range of transport options and interventions to address the identified current and future transport problems and assist in realising potential opportunities. This process consists of three steps:

- **Option Generation**, whereby an unconstrained initial long list of options is identified across the range of transport modes to address the identified transport problems and root causes.
- **Option Sifting**, where options that fail to deliver against the TPOs set or are unrealistic or subject to possible delivery via alternative mechanisms are sifted from the process.
- **Option Development**, where those options that remain after sifting are further developed, and where applicable, packaged to be assessed further at the Preliminary Appraisal stage of STAG.

## 2.10 Option Generation

2.10.1 The initial long list of options was derived through: (i) options identified through previous and ongoing studies; (ii) options identified via the stakeholder consultation process; and (iii) those identified via internal team optioneering workshops.

2.10.2 An unconstrained initial long list of options was generated against each of the identified transport problems and associated TPO to complete the appraisal framework logic.

## 2.11 Option Sifting

2.11.1 The convention within STAG is that all options should be retained until unequivocal evidence is provided that the option will not deliver against the TPOs and STAG criteria, thus not addressing the root causes behind the transport problems. At the Case for Change stage, it is recommended that during the sifting stage, any options that will not deliver the intended outcomes of the study should be eliminated from further consideration. Furthermore, those options which may be more appropriately implemented as part of a wider study, should also be routed away at this stage of the appraisal process.

2.11.2 Following this guidance, several options were sifted from the appraisal process, as they: (i) involved wider options that are beyond the scope of this study, (ii) options that are already being delivered via another mechanism, and (iii) involved policy and legislative change.

## 2.12 Option Development

2.12.1 This task develops the remaining options prior to the Preliminary Appraisal stage. This ensures that the options for appraisal are broadly feasible, defined such that they can be appraised independently of other options, and are sufficiently developed for meaningful appraisal. As such, the options that were identified to progress to the Preliminary Appraisal are set out below.

### Active Travel Options

- **ACTO1:** Programme of pavement maintenance and decluttering.
- **ACTO2:** Review of pedestrian desire lines and installation of pedestrian friendly crossing facilities to suit.
- **ACTO3:** Development of Green Corridors within the city centre and between development sites on the corridors
- **ACTO4:** Identify and formalise a city centre cycle network
- **ACTO5a:** Provision of a segregated 2-way cycle lane from PrimeFour to Aberdeen City Centre along the A944 connecting into AECOM study options
- **ACTO5b:** Provision of a segregated 2-way cycle lane from PrimeFour to ARI along the A944 connecting into AECOM study options
- **ACTO6:** Provision of a segregated 2-way cycle lane from Union Street / Holburn junction to PrimeFour via A9119
- **ACTO7:** Replace and extend all existing advisory cycle routes to provide a connected network.
- **ACTO8:** Create cycle route on Old Lang Stracht.
- **ACTO9:** Provide advance stop lines or cycle by-passes at all signalised junctions.

#### Public Transport Options

- **PTO1:** Reconfigure roundabout junctions to signalised junctions, complete with bus and cycle pre-signals
- **PTO2:** Bus Rapid Transit on the A944 Westhill – Aberdeen City Centre, via Kingswells Park and Ride.
- **PTO3:** Continuous Bus Lane from Westhill to Aberdeen via A944.
- **PTO4:** Continuous Bus Lane from Westhill to Aberdeen City Centre via A9119.
- **PTO5:** Changes to bus lane operational hours and enforcement.
- **PTO6:** Bus Stop upgrade programme and stop rationalisation.
- **PTO7:** Bus Prioritisation / Pre-Signals at all signalised junctions on the corridors.
- **PTO8:** Reallocate all lay-by bus stops to on-street bus stops.
- **PTO9a:** Make Castle Street to Union terrace, bus, cycle and walk only.
- **PTO9b:** Make Castle Street to Holburn Street Junction, bus, cycle and walk only.
- **PTO10:** Rebrand of Kingswells Park and Ride.
- **PTO11:** Advanced VMS on AWPR.
- **PTO12:** Establish a Bus Service Improvement Programme (BSIP).
- **PTO13:** Develop Sustainable Transport Hubs/Interchanges.
- **PTO14:** North West Street to Castle Street Right Turn – Bus Only.

#### General Transport Options

- **GTO1:** Reclaiming Streets Programme.
- **GTO2:** Improve Wayfinding and Signage.



## 3 Option Appraisal Context

### 3.1 Overview

3.1.1 Having completed the Case for Change and in advance of appraising each of the options, some further work and thoughts have been generated on the appraisal context. This helps to focus the appraisal and guides the subsequent assessment of the option packages to ensure they are proportionate and appropriately developed to address the identified transport problems. Establishing this context follows the sustainable transport hierarchy and sets the prioritisation framework for delivery of any range of options to emerge from the appraisal.

### 3.2 The Corridors

3.2.1 The A944 and A9119 function as key priority routes between Aberdeen City Centre, Kingswells and Westhill. Along their length they have key trip generators and attractors, making them unique in that they serve a function for two-way movements along their full length. Large scale employment opportunities exist in Westhill, Kingswells (PrimeFour), the Aberdeen Royal Infirmary, and other health campuses in addition to Aberdeen City Centre itself.

3.2.2 Analysis of Census Travel to Work (2011) data indicates that approximately 59% of people in employment in the city centre area out to Sheddocksley work within 5km of their home and a further 20% travel between 5km and 10km. For Kingswells, these figures sit at 22% and 73%, while for Westhill this sits at 17% and 25%.

3.2.3 Although this data is slightly dated, it does point towards a significant number of localised trips along these key corridors. However, when considering modes used, out with the city centre area, active travel modes are significantly lower, while bus mode share also drops off. Trips within 5km are those which are most likely to be converted to active travel-based trips and thus, option development should seek to target these initial catchment areas, before expanding further.

### 3.3 COVID19 Pandemic

3.3.1 The COVID19 pandemic has had significant and detrimental impacts on communities and businesses. However, the pandemic has also afforded an opportunity. Over the past six months of lockdown and subsequent physical distancing policy, there has been a significant upsurge in demand for bicycles, with many retailers selling out across the UK. The cycle-to-work scheme has witnessed a 200% increase in applications over the past three months, whilst Forbes has documented that the results of an ICM poll indicated 17% of commuters are more likely to cycle post COVID19, which when extrapolated across the 32 million commuters in the UK, would result in an additional 5.5 million cyclists commuting. In a report published in June by Cycling Scotland, they have noted a 77% increase in cycle traffic across all their automated cycle counters through May. With these statistics in mind, there is the credible argument that investment should be weighted more towards active travel infrastructure, with the recently increased budget for the *Spaces for People* fund leading the way. In a further behavioural shift, there has been a big increase in interest in electric bikes, opening cycling up to those who would not have previously considered cycling or indeed allowing longer cycling journeys to be considered.

3.3.2 Conversely, in a recent consultant's report, it was found that 61% of those surveyed were nervous of using public transport in the future, post-COVID19. As such, investment may be necessary to reduce these fears and encourage patronage, likely requiring investment in on-street infrastructure, and changes in vehicle fleet design to facilitate social distancing measures, such as reduced capacity and internal kit out. These measures may cost operators, and combined with potentially reduced farebox revenue, measures must be considered to avoid future service cuts with the associated risks of isolating elements of society. This study can help by developing options to make buses services more attractive thus potentially reversing some of this decline in revenue.

3.3.3 It is crucial, therefore, that investment is well targeted and focussed to ensure that it (i) maximises the potential benefits and current captured market with cycling and walking, (ii) improves the attractiveness of the public transport network and reassures the public about the use of bus services to minimise any negative connotations of health fears using public transport to avoid future service cuts, and (iii) ensures that travel by car does not become the first choice again undoing investment and achievements thus far in achieving modal shift or the risk of widening equality gaps between those that have access to a car and those who don't.

### 3.4 Pedestrian Appraisal Context

3.4.1 The **Initial Appraisal: Case for Change** highlighted several problems with the current pedestrian environment including:

- Poor surface quality
- Poor maintenance of surface
- Constrained pavement widths
- Street furniture and on pavement parking further constraining pavement widths
- Lack of footway / footpath provision
- Lack of adequate crossing locations and excessive wait times at crossings.

3.4.3 As part of the appraisal and the development of a prioritisation programme the site visit audit indicated those sections of the corridor which are in immediate need of investment and this should help frame the focus. Those sections highlighted in red indicate those that scored below the 70% pass mark from the site audit. In particular, key sections of the pedestrian environment in and around the ARI on section G below should be prioritised and options should look to tackle the apparent issues along sections F-H upon which constituent land uses are a mix of residential, commercial and health which are likely to benefit from improved pedestrian network coherence and connectivity. There appears to be imbalance between then northern and southern sections of the corridor, thus initial focus should concentrate in reducing this gap in provision before enhancing the rest of the network.

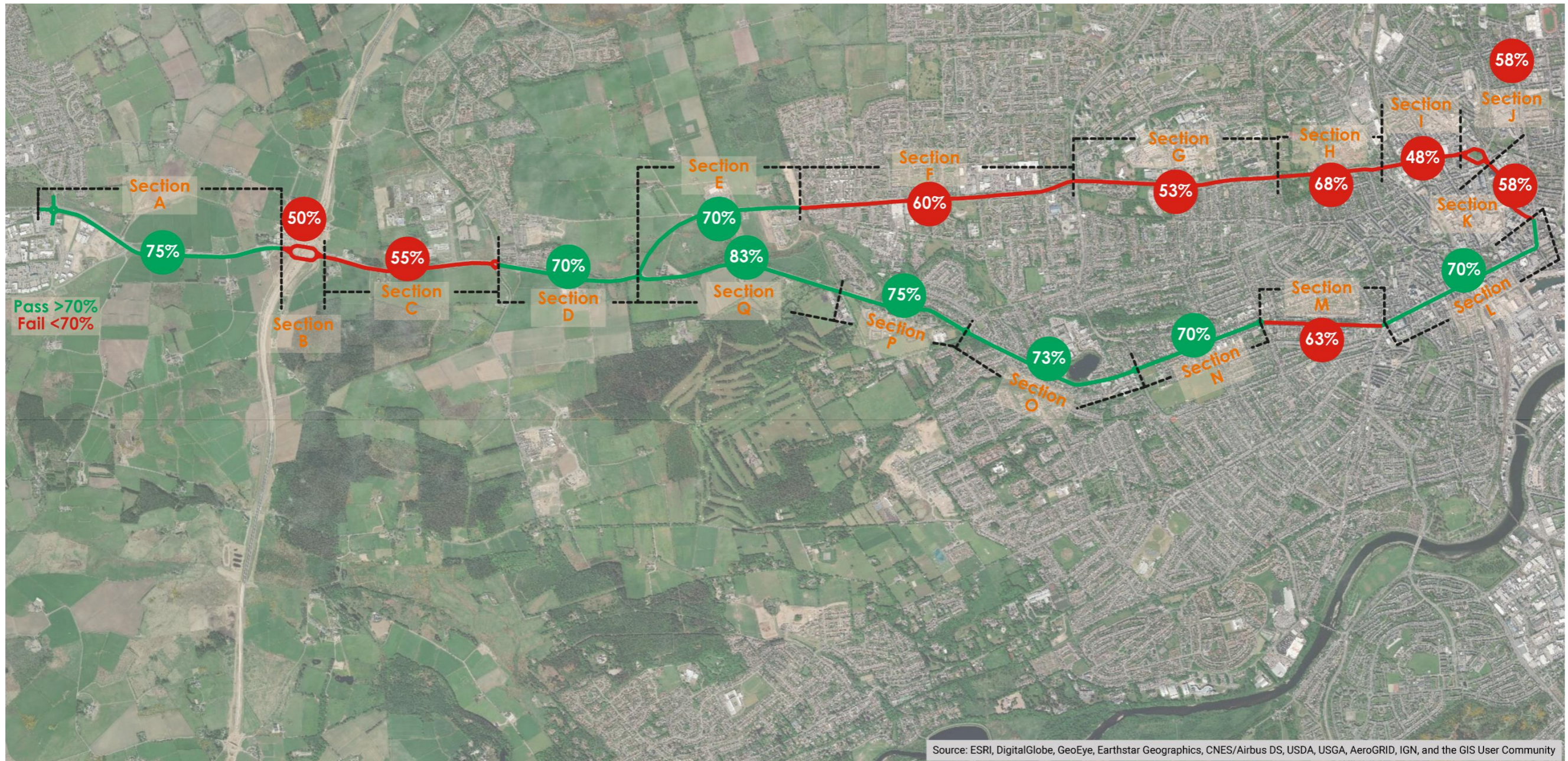


Figure 3-1: Walking / Wheeling Site Audit scoring recap

### 3.5 Cycling Appraisal Context

3.5.1 The Case for Change also highlighted several similar issues with the cycling network along the corridors, which are summarised below:

- Disjointed cycling infrastructure
- Existing cycling infrastructure in poor condition and not well maintained
- Safety concerns with cycling on the network, including intimidation by drivers
- Lack of adequate provision on heavy traffic roads

3.5.2 With both corridors providing direct links between Aberdeen city centre, Kingswells and Westhill, in addition to being within an acceptable commuting distance by bike, options should look to address the problems highlighted and provide an efficient and effective link between these key centres. As the AECOM study is looking to provide interventions along sections A-C, the appraisal and identification of interventions as part of a prioritised delivery plan should focus primarily on the sections in red below (sections which scored below the 70% during the site audit), which is almost entirely within the city centre catchment area. There are obvious feasibility issues uncovered within this study to cycle based intervention on sections of the corridor on the eastern end, and as such focus should be applied in the first instance on sections F-G and L-P to provide an integrated and coherent cycling network.

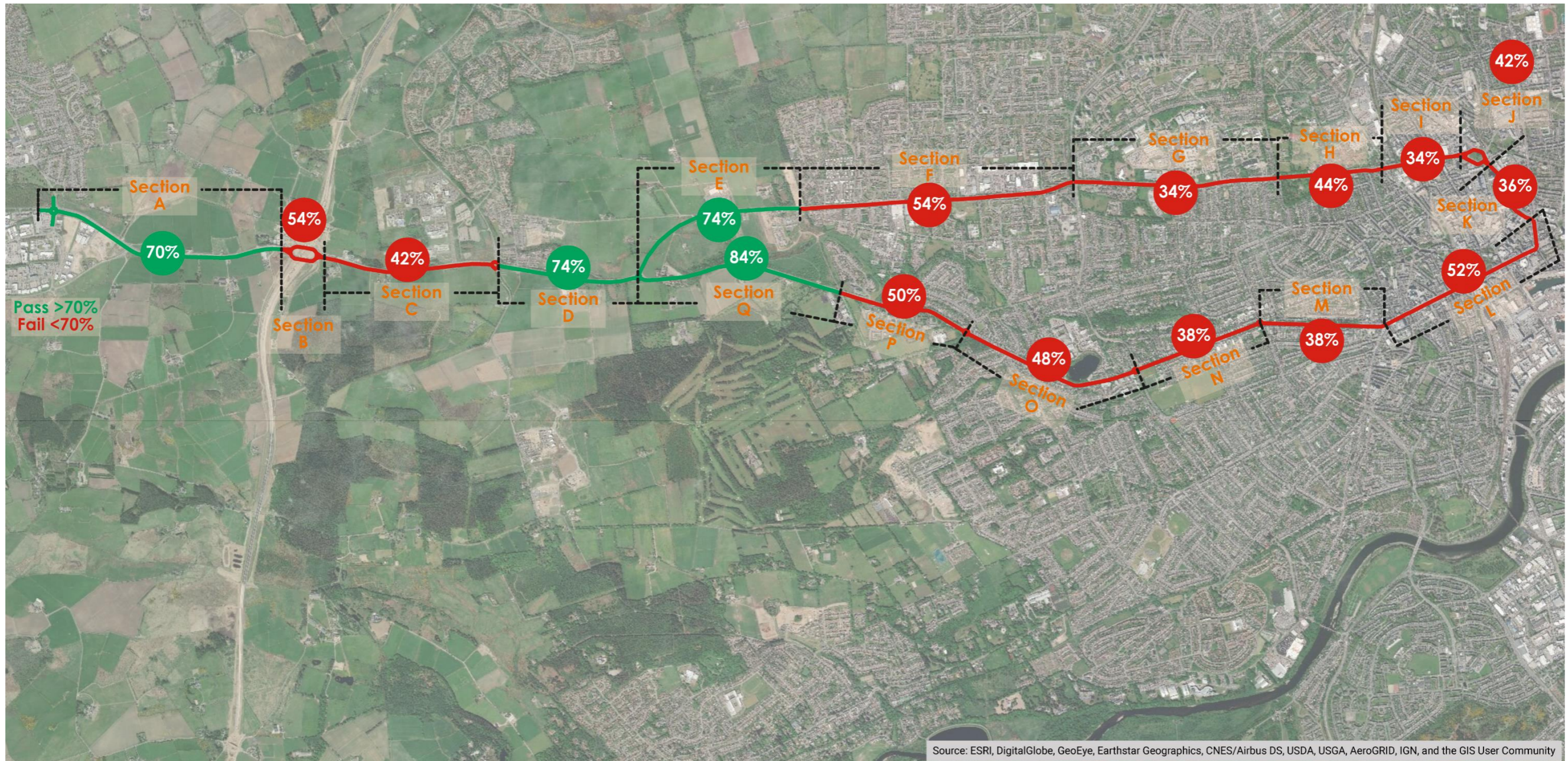


Figure 3-2: Cycling Site Audit recap

### 3.6 Bus Appraisal Context

3.6.1 From the Case for Change problems with the bus network were quickly ascertained, as many are historically well known. These included:

- Long journey times
- Journey time unreliability
- Poor frequency of services
- Poor bus priority infrastructure provision
- Poor bus stop infrastructure provision

3.6.2 Bus transit time analysis, bus-based accessibility analysis, in addition to the site audit all highlighted and validated these issues with the bus network. It will be evermore important currently to provide infrastructure to assist in reducing the instances and occurrences of these trends, while at the same time further promoting the bus services available to arrest the worrying trends in declining bus patronage, especially as elements of normality begin to be reinstated and the concerns people may have about using public transport. Again there are obvious feasibility issues surrounding many of the identified options, but consideration must be given within the appraisal for interventions that can initially address the issues along sections E-G and M-Q, all marked in red, to provide efficient and effective transit in and out of the city and connections between both corridors.

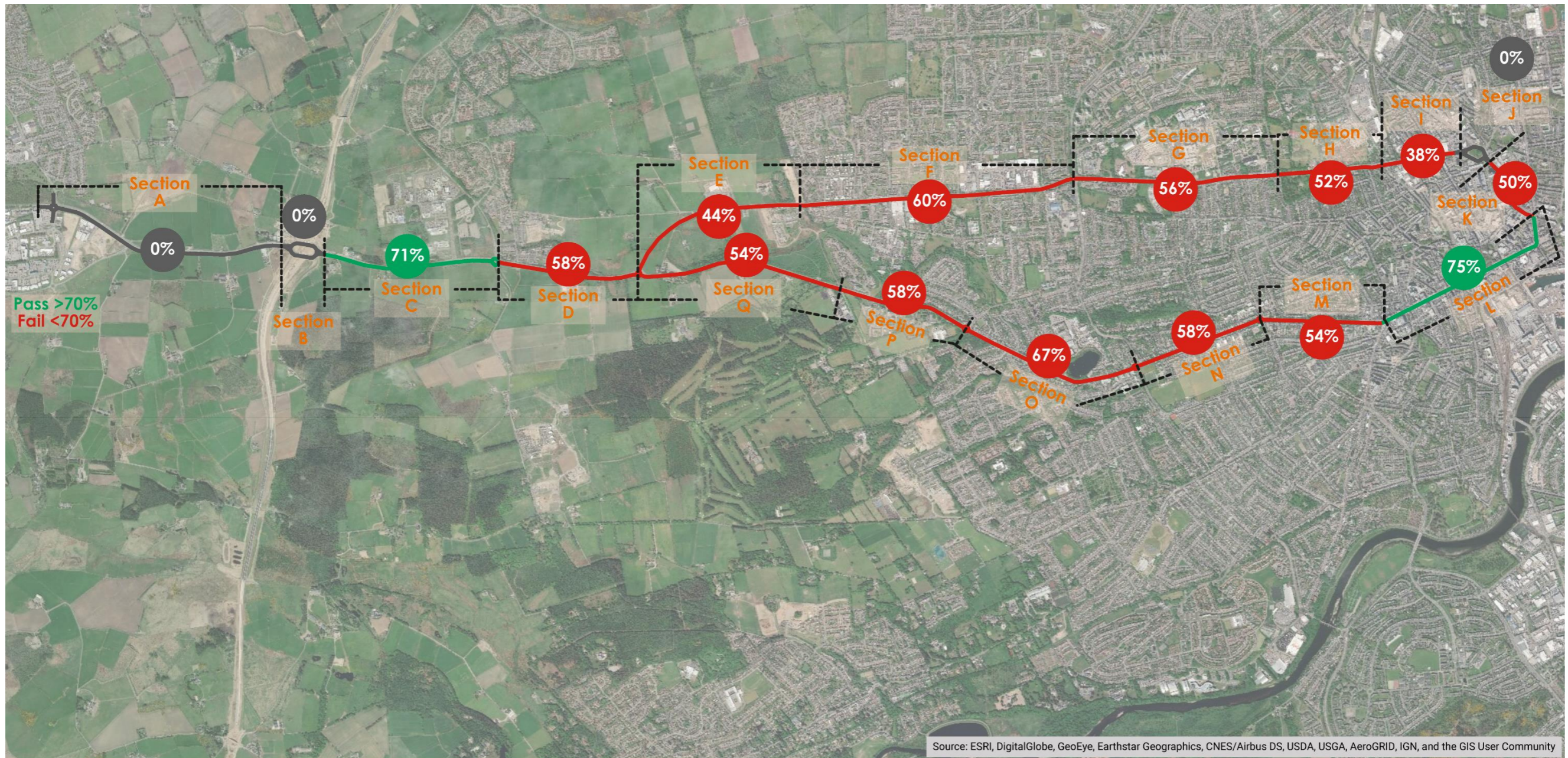


Figure 3-3: Bus Site Audit recap

### 3.7 Carriageway Physical Constraints

3.7.1 In addition to the site audit, further commentary and observations were noted highlighting several sections of the network which would have some form of constraint on the options which would be feasible along both corridors. These are noted below:

- **Section A:** No obvious physical constraint
- **Section B:** No obvious physical constraint
- **Section C:** 5-mile garage constraint (options for cycling are being considered within AECOM study)
- **Section D:** No obvious physical constraint
- **Section E:** Narrow carriageway, which would require some form of realignment and potential acquisition of land to widen the carriageway for bus and cycle-based interventions.

- **Section F:** Main constraint is between Rousay Drive and Fernhill Drive. Carriageway narrows particularly after Springhill Road, which may require carriageway widening to facilitate both cycle and bus-based interventions.
- **Section G:** Constrained width between Cairnfield Place and Argyll Crescent/Place. Carriageway narrows considerably.
- **Section H:** Full length of this section poses several constraints. Cycle based options may require offline interventions using the parks on both north and south sides of the carriageway.
- **Section I:** Hutcheon Street is particularly constrained and would require the removal of both on-street parking and on-street bins.
- **Section J:** No obvious physical constraint.
- **Section K:** No obvious physical constraint
- **Section L:** No obvious physical constraint
- **Section M:** Requirement to remove on-street parking to reallocate road space
- **Section N:** Requirement to remove on-street parking to reallocate road space
- **Section O:** Requirement to remove on-street parking to reallocate road space. On-pavement trees restrict ability to define pavement and carriageway widths.
- **Section P:** Carriageway width constraints, limited opportunities
- **Section Q:** Narrow carriageway but an offline cycleway does exist.

3.7.2 The figure below highlights those locations that impose the main risks to the feasibility / deliverability of options as commented on above.



Figure 3-4: Carriageway Physical Constraints

### 3.8 Case for Change – Public Engagement

- 3.8.1 As a requirement within STAG guidance public engagement plays a key role in achieving buy-in to the study and to assist in the development of the evidence case and subsequent option development. As previously noted in the Case for Change document, it was agreed that this public engagement would take place at the end of the Case for Change process to obtain public opinion on the options, as opposed to during the problems identification stage to avoid undertaking duplicated work from other studies and consultation fatigue from the numerous consultation events in process in the Aberdeen City Region.
- 3.8.2 Due to the COVID19 pandemic and associated Government guidance, it was not viable to hold a public drop-in day as was first anticipated. Subsequently an alternative solution was sought and Stantec applied the use of ArcGIS StoryMaps to undertake the engagement process.
- 3.8.3 The ArcGIS StoryMaps platform provides the framework to publish an interactive and visual story, complete with mapping integration, imagery and supporting text. With Survey123 integration, Stantec included a survey as part of the StoryMap to capture the feedback of the public on the outcomes of the study thus far and the options identified. A short summary note of the Initial Appraisal: Case for Change is provided in [Appendix A](#), with a summary of the feedback provided below.

### Active Travel Options

3.8.4 To determine the level of preference behind each of the 10 options identified for the active travel network, viewers of the StoryMap were asked to distribute 100 points across the options. Respondents had the ability to spread these points freely across as many of the options or as little of the options they were attracted too. The application of this methodology was adopted to draw out the level of support behind each of the options instead of traditional methods asking for levels of satisfaction with options or simple ranking, as these methods can often be misconstrued or skewed.

3.8.5 The chart below illustrates the total distribution of points across the 10 active travel options, with the table below then listing the options in order of this level of public preference.

Active Travel Options - Public Preference

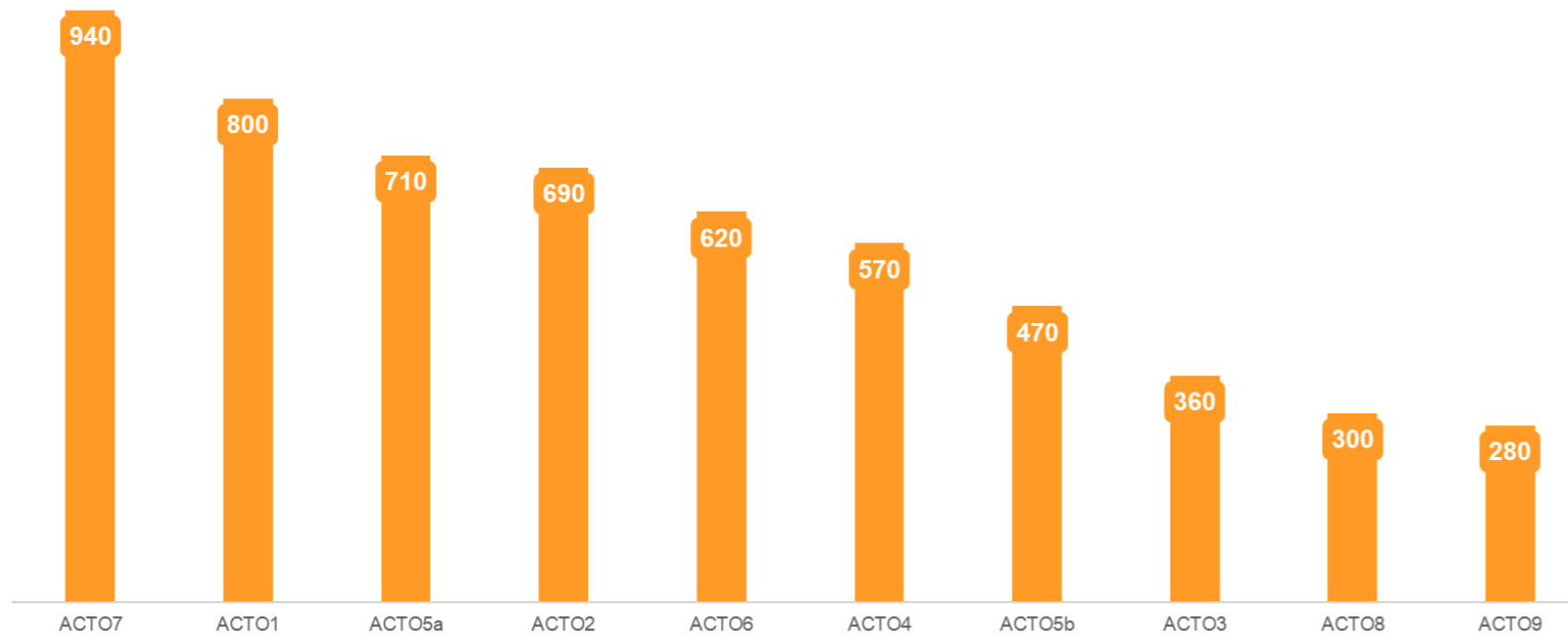


Figure 3-5: Active Travel Options, Public Preference

Table 3-1: Active Travel Options in order of preference

Options in order of Preference
<b>ACTO7:</b> Replace and extend all existing advisory cycle routes to provide a connected network.
<b>ACTO1:</b> Programme of pavement maintenance and decluttering.
<b>ACTO5a:</b> Provision of a segregated 2-way cycle lane from PrimeFour to Aberdeen City Centre along the A944
<b>ACTO2:</b> Review of pedestrian desire lines and installation of pedestrian friendly crossing facilities to suit.
<b>ACTO6:</b> Provision of a segregated 2-way cycle lane from Union Street / Holburn junction to PrimeFour via B9119
<b>ACTO4:</b> Identify and formalise a city centre cycle network
<b>ACTO5b:</b> Provision of a segregated 2-way cycle lane from PrimeFour to ARI along the A944
<b>ACTO3:</b> Development of Green Corridors within the city centre and between development sites on the corridors
<b>ACTO8:</b> Create cycle route on Old Lang Stracht.
<b>ACTO9:</b> Provide advance stop lines or cycle by-passes at all signalised junctions.

3.8.6 From the responses there appears to be two options that come out ahead of the others in terms of public support. **ACTO7** which concerns replacing and extending all existing advisory cycle routes to provide a connected and coherent network comes out on top, **140** points ahead of the next best supported option. That option is **ACTO1** a programme of pavement maintenance and decluttering to improve the pedestrian environment.

3.8.7 Interestingly the large investment and infrastructure package **ACTO5a** Provision of a segregated 2-way cycle lane from PrimeFour to Aberdeen City Centre along the A944 only came third in the list, **230** points behind the preferred option.



### Public Transport Options (39 Responses – 3,900 Points)

3.8.8 As with the active travel options, respondents to the public transport options survey were asked to distribute 100 points across the 15 public transport options. The chart and table below highlight the level of public preference across the 15 options.

Public Transport Options - Public Preference

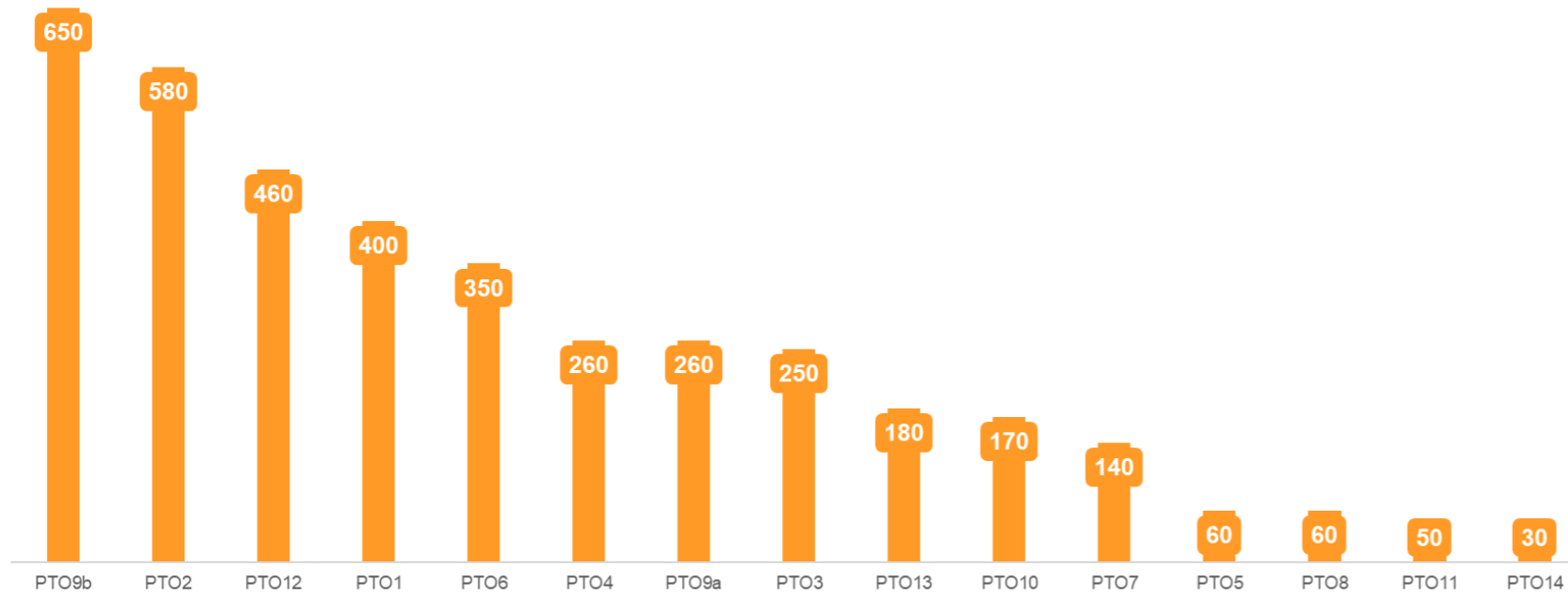


Figure 3-6: Public Transport Options, Public Preference

Table 3-2: Public Transport Options in order of preference

Options in order of Preference
<b>PTO9b:</b> Make Castle Street to Holburn Street Junction, bus, cycle and walk only
<b>PTO2:</b> Bus Rapid Transit on the A944 Westhill – Aberdeen City Centre, via Kingswells Park and Ride.
<b>PTO12:</b> Establish a Bus Service Improvement Programme (BSIP).
<b>PTO1:</b> Reconfigure roundabout junctions to signalised junctions, complete with bus and cycle pre-signals
<b>PTO6:</b> Bus Stop upgrade programme and stop rationalisation.
<b>PTO4:</b> Continuous Bus Lane from Westhill to Aberdeen City Centre via A9119.
<b>PTO9a:</b> Make Castle Street to Union terrace, bus, cycle and walk only.
<b>PTO3:</b> Continuous Bus Lane from Westhill to Aberdeen via A944.
<b>PTO13:</b> Develop Sustainable Transport Hubs.
<b>PTO10:</b> Rebrand of Kingswells Park and Ride.
<b>PTO7:</b> Bus Prioritisation / Pre-Signals at all signalised junctions on the corridors.
<b>PTO5:</b> Changes to bus lane operational hours and enforcement.
<b>PTO8:</b> Reallocate all lay-by bus stops to on-street bus stops.
<b>PTO11:</b> Advanced VMS on AWPR.
<b>PTO14:</b> North West Street to Castle Street Right Turn – Bus Only

3.8.9 Akin to the responses for the active travel options, two options received further support over all others. **PTO9b** concerning making Castle Street to Holburn Street junction, bus, cycle and walk only, i.e. the full length of Union Street received the most support, **70** points more than the second-best option. The second most popular option was the big-ticket option within the public transport option package, **PTO2** Bus Rapid Transit on the A944 Westhill – Aberdeen City Centre via Kingswells Park and Ride. This option was **120** points ahead of the third placed option. The remainder of the points distribution establishes a step like distribution with two or three options closely aligned before a gap of approximately 80-100 points to the next level of options.

3.8.10 The responses from the survey will be integrated into the option appraisal stage of this report to develop the public acceptability rationale behind the options in **Chapter 6**.

## 4 Preliminary Appraisal Option Development

### 4.1 Overview

4.1.1 This section of the report focuses on further development and refinement of the identified options from the **Initial Appraisal: Case for Change**. Each option is considered individually and the narrative behind each developed. In a slight departure from normal STAG guidance at this stage, additional high-level information with regards to feasibility, costs and indicative delivery timeframes have also been indicated, steps, which are normally considered in more detail until the **Detailed Appraisal** stage. Costs have been considered within three bandings; **Low** - <£5m, **Medium** - £5m to £10m and **High** >£10m, while timeframes are defined as **short-term (0-2 years)**, **medium-term (2-5 years)** and **long-term (more than 5 years)**.

4.1.2 The costs presented below reflect undiscounted 2019 prices and have been informed where possible, from likewise projects, or prepared using approximate estimating rates extracted from SPON's Civil Engineering and Highway Works Price Book 2019. Additionally, an optimism bias (OB) rate of 44% has been factored into these calculations as prescribed by STAG. OB reflects a tendency for appraisers to be overly optimistic with regards to costs and expected benefits returned. To redress this tendency, practitioners should make explicit adjustments for this bias when appraising projects. Currently, within STAG, this is only considered for cost risk adjustment and has thus been applied to the indicative costings presented within this section. More information on the costs calculated can be found in **Appendix B**.

### 4.2 Active Travel Options

4.2.1 From the submission of the **Initial Appraisal: Case for Change**, the options have been considered further and where applicable have been separated to create further sub-options. This is commensurate with STAG guidance.

#### ACTO1: Programme of pavement maintenance and decluttering

Table 4-1: ACTO1 Definition

<b>Option Narrative:</b>	<p>This option has two focus areas; (i) repairing and improving current pavement provision, and (ii) provision of new footway in areas where there is inadequate or no provision. The longevity and future resilience of the pavement network is key to the successful delivery of this option. Within the city centre boundary, most pavements are stone flagged (paving stones) whilst outwith the Anderson Drive boundary the preferred surface is asphalt. Future City Masterplan programmes have highlighted areas of the city centre to undergo future public realm works, which have a focus on delivering surfaces that are attractive and will most likely be paving slabs as opposed to more resilient and easier to maintain 'bound' asphalt surfaces.</p> <p>Outwith the core city centre areas, specifically Union Street, it is recommended under this option that surfaces are transformed to being asphalt based with limestone chips to increase the resilience of the future network, especially if both foot and cycle traffic were to increase through complementary option delivery. The option would also look to address the issues with width constrained pavements along the corridor, specifically, along the A944 Lang Stracht where a significant proportion of the pavements provided are 2 metres or less wide.</p> <p>The final aspect of this option would be the decluttering where possible of pavement surfaces to provide an unobstructed surface. This should look to remove current on pavement residential and commercial bins, which are both unattractive and damage the current paving slab surfaces. Further enforcement of on pavement parking should also fall under the purview of this option to reduce further and future damage to the pavement network and to reduce the number of pavement obstacles for easier navigation of pedestrians. Where not already installed, streetlight column lanterns should be converted to LED, which provide an improved standard of lighting which increases the feeling of safety and security for all users.</p>
<b>High-Level Feasibility:</b>	<p>The site audit completed as part of the <b>Case for Change</b> identified several sections of the network which fell below the 70% pass threshold. These areas should be prioritised under this option to be brought up to standard. Overall, the repair and resurfacing of existing pavements is viewed as feasible. A significant length of section of the A944 Lang Stracht provides pavements which are under 2 metres in width and would therefore require to be widened. Based on the current width constraints of this section of the network and a high-level assessment of the dimensions and space required, it is feasible that widened pavements can be provided along the 2km stretch, maintaining the current road lane provision (shared bus lane and single carriageway eastbound and single carriageway westbound). Works may be required to establish a level surface area as in areas of the network along this stretch there is a dip between pavement and carriageway. Drainage works would also need to be assessed to restrict the build-up of surface water where new pavements are constructed or widened.</p>
<b>Indicative Cost Range<sup>1</sup>:</b>	<ul style="list-style-type: none"> <li>- Resurfacing along Albyn Place, Queen's Road and West North Street from paving slabs to more durable asphalt - with 44% OB = <b>£713,000 - £952,000</b></li> <li>- Widening of pavements along A944 Lang Stracht - with 44% OB = <b>£1,480,000 - £1,670,000</b></li> <li>- Total Cost Range with OB = <b>£2.2m - £2.6m</b></li> <li>- <b>Low Cost</b></li> </ul>
<b>Indicative Timescale:</b>	<p>It is expected that the delivery of this option can be achieved in a <b>short-term</b> timescale</p>

<sup>1</sup> As the proposed options are at the conceptual design stage, only high-level construction cost estimates can be provided. The cost estimate has been prepared using approximate estimating rates extracted from 'SPON's Civil Engineering and Highway Works Price Book 2019'. No formal assessment of risk has been undertaken in preparing the cost estimates due to the limited information available at present. As the project is at the concept stage, an estimate including Optimism Bias of 44%, as per Table 13.4 – Stage 1: Programme Entry, 'The Scottish Transport Appraisal Guidance (STAG) Technical Database, 2014', has been provided to reflect the uncertainties. The cost estimates do not include allowances for:

- (i) Costs associated with land/property acquisition;
- (ii) Statutory approvals/ consents;
- (iii) Adjustments to existing public utility apparatus;
- (iv) Surveys and investigations;
- (v) Design and works supervision fees; and
- (vi) Value Added Tax (VAT) and Inflation, as the date of construction is yet to be established.

It should be noted that costs could increase or decrease once more information becomes available and the design process advances. Consequently, the estimates provided should only be used as a broad indication of construction costs for the proposed works.

## ACTO2: Review of pedestrian desire lines and installation of pedestrian friendly crossing facilities to suit

Table 4-2: ACTO2 Definition

<b>Option Narrative:</b>	<p>A review of pedestrian movements would be undertaken along the length of Union Street and along A944 Lang Stracht. Temporary HD cameras could be installed with the main purpose being to monitor and count pedestrian and cyclist activity along these sections of the corridors. The track and trace system can monitor the interactions between pedestrians and the network and using heat mapping can identify potential hotspots where pedestrians are crossing the carriageway outside of a designated and controlled crossing. A correlation between existing crossings and desired crossings can then be identified and a decision taken at that point with regards to consideration of controlled crossing provision.</p> <p>As part of this review, there would also be a requirement to monitor pedestrian wait times at existing crossing locations and the accumulation of pedestrians waiting to cross. Action can then be taken to set minimum wait times at the signals along the corridor to rebalance towards active travel users.</p> <p>Additionally, locations along the corridor which are currently missing essential infrastructure such as dropped kerbs and tactile paving will be installed as part of this option. This includes sections of A944 Lang Stracht where a few crossings are missing tactile paving.</p>
<b>High-Level Feasibility:</b>	<p>There are no immediate feasibility concerns with this option. Road safety reviews would need to be undertaken to measure the appropriateness of any new additional crossing along the corridor. Realisation of the City Centre Masterplan will remove a significant volume of traffic from sections of Union Street which should address many of the concerns identified through the <b>Case for Change</b>.</p> <p>The installation of appropriate kerbing, either dropped or raised and installation of tactile paving are all feasible throughout the corridor.</p>
<b>Indicative Cost Range:</b>	<ul style="list-style-type: none"> <li>- Assuming the installation of two controlled crossings (toucan crossing) on the A944 with 44% OB = <b>£167,000 - £202,000</b></li> <li>- Installation of kerbing and tactile pavement with 44% OB = <b>£6,000</b></li> <li>- Total Cost Range with OB = <b>£0.1m - £0.2m</b></li> <li>- <b>Low Cost</b></li> </ul>
<b>Indicative Timescale:</b>	<p>It is expected that the delivery of this option can be achieved in a <b>short-term</b> timescale</p>

## ACTO3: Development of Green Corridors within the city centre and between development sites on the corridors

Table 4-3: ACTO3 Definition

<b>Option Narrative:</b>	<p>Green corridors in cities can be defined as links between other green and open spaces often bordered by trees and plants to form a green urban network for the movement of pedestrians and cyclists. These networks provide safe and clean mobility networks and access to green spaces through the provision of sustainable and active transport routes that link transport with mixed land-use; residential, commercial, education, leisure, and open spaces.</p> <p>Research has found that green networks in cities can deliver numerous benefits to the operation of the city and to the wider population including:</p> <ul style="list-style-type: none"> <li>■ increases in levels of walking, cycling and public transport within the city;</li> <li>■ increases and promotes physical activity, reducing negative health impacts of inactivity;</li> <li>■ reduces the impact of air pollution on pedestrians and cyclists;</li> <li>■ reduces concerns over safety, security, conflicts, and intimidation of non-motorised users;</li> <li>■ if tree lined and planted, these routes can reduce both air pollution and urban heat island effect;</li> <li>■ increase mental wellbeing and the interaction of the urban population; and</li> <li>■ support and promote public realm projects and improving the aesthetics of the urban environment for all.</li> </ul> <p>Research and implementation of these networks in Germany by the German Agency for Nature Conservation state that “<i>Green infrastructure in the form of green corridors and paths designed with a view to the needs of pedestrians and cyclists can form the backbone of sustainable mobility</i>”. As such, this option would sit well within the overall aim and objectives of this study. Aberdeen is currently implementing both the City Centre Masterplan (CCMP) and Sustainable Urban Mobility Plan (SUMP) and this option has many synergies with those proposals and can help achieve the maximum benefits.</p> <p>Within the city centre, a review of the role of streets should be considered alongside both the CCMP and SUMP to identify those streets which should be considered for transforming into green corridors linking sections of the city centre together, providing safe and clean passage for pedestrians and cyclists to navigate the city. These links should afford direct connectivity and consist of both east-west and north-south provision linking Union Street in the south with the A944 in the north. These streets should be similar to Broad Street with the removal of cars but maintaining access for buses.</p> <p>This option should also be considered for delivery between areas of development, especially between Maidencraig and Countesswells and onwards to Kingswells, providing attractive linkages between these residential development areas and existing residential communities and business locations.</p>
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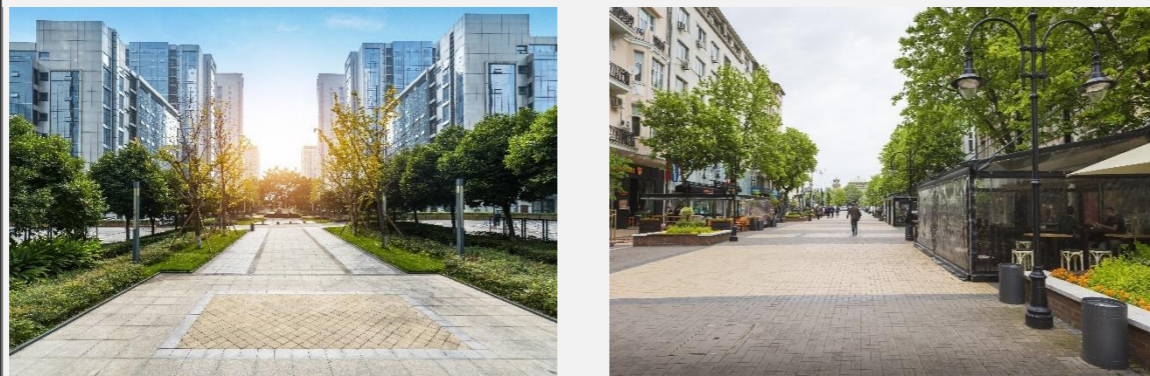


Figure 4-1: Examples of full Green Corridors

A softer approach to Green Corridors can also be adopted along more strategic routes based on an 'avenues' style approach, with wider footways, specific cycle lanes and narrowed carriageways with reduced speeds – 20mph. This option would retain access for private vehicles but would also enhance the local environment making it more "people-friendly", more attractive, greener, and more sustainable. Albyn Place and Queen's Road to its junction with Anderson Drive could potentially be candidates for this type of approach providing a more sustainably balanced environment on the west side of the city.



Figure 4-2: Example of Avenues Project Glasgow

<b>High-Level Feasibility:</b>	Would require reallocation of road space for sustainable transport modes. Development based links can be delivered through site masterplans and developer contributions. No immediate feasibility concerns, as these corridors will reallocate existing roads to both active mode users and vegetation. Drainage works and surfacing required to level out the surfaces.
<b>Indicative Cost Range:</b>	<ul style="list-style-type: none"> <li>- It is expected that this option will be low cost and will further expand on similar public realm work being delivered as part of the City Centre Masterplan. There may be implied costs associated with resurfacing and repurposing roads to facilitate this new function.</li> <li>- To adopt an Avenues style approach to Albyn Place and Queen's Road with 44% OB = <b>£1.7m</b></li> <li>- <b>Low Cost</b></li> </ul>
<b>Indicative Timescale:</b>	It is expected that the delivery of this option can be achieved in a <b>short-term</b> timescale as part of new developments. City Centre green corridors can be delivered in line with the City Centre Masterplan programme, with some potential corridors arriving within the short-term and others coming online as the CCMP is delivered.



### ACTO5a: Provision of a segregated 2-way cycle lane from PrimeFour to Aberdeen City Centre along the A944 connecting into AECOM study options

Table 4-5: ACTO5a Definition

<b>Option Narrative:</b>	<p>As mentioned previously, safety is a key element in encouraging and maintaining the uptake in cycling. Designing to provide segregated cycle infrastructure is regarded as the highest level of design. Segregated cycle lanes often include providing a continuous physical barrier, often concrete, between cyclists and other traffic on the carriageway. These cycle lanes are often designed to be either: (i) at the carriageway level; (ii) stepped to provide an intermediate level between the road carriageway and pedestrian footway; or (iii) at pavement level. Recent guidance released by the DfT insists that cyclists should be considered vehicles capable of travelling at speed and, therefore, should be designed for under this consideration, separately from other non-motorised users.</p> <p>Cycle lanes can be either two-way (bi-directional) or one way. In practice, two-way cycle lanes are provided on just one side of the carriageway whereas one-way cycle lanes are provided on both sides of the carriageway with cyclists travelling with traffic. There are several issues with two-way cycle lanes, many of which relate to the design and function of this corridor, which makes it difficult for certain movements to be made at some of the busiest junctions on the corridor and the number of entry and exit points for commercial and residential properties along the length of the corridor and sections of the corridor where space is heavily constrained. As such, for feasibility purposes, this option will be considered during this appraisal as the provision of a segregated one-way cycle lane on each side of the carriageway – with traffic.</p> <p>This option would be designed to provide a segregated cycle lane between PrimeFour Business Park (and integration into the preferred option from the Westhill to Kingswells study) and Aberdeen City Centre along the A944 corridor. The lane would look to provide 1.5m width (minimum recommended) with a 0.5m buffer, providing a 2m segregated route on both sides of the carriageway, where possible.</p>
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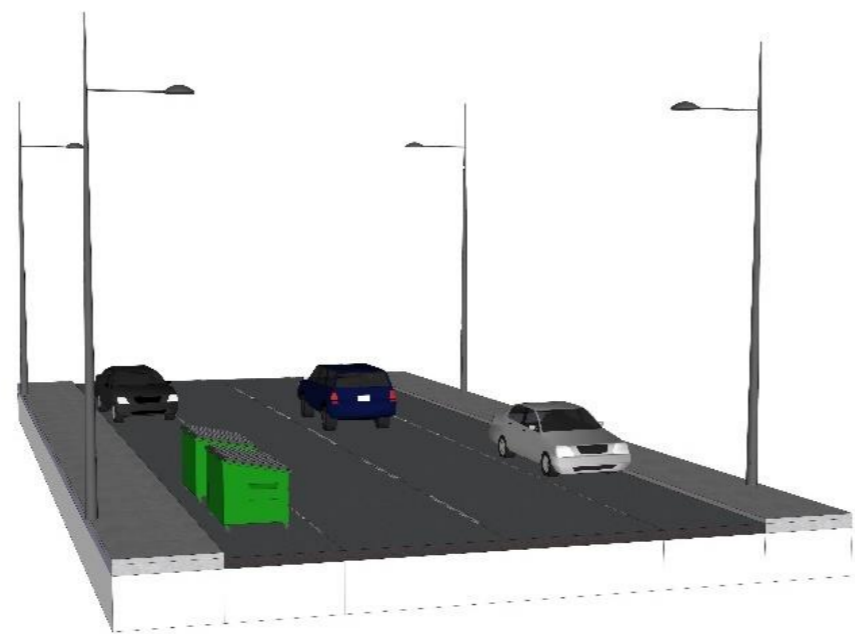


Figure 4-4: Hutcheon Street Currently including parked cars and on-street bins, (Sketch-up Design)

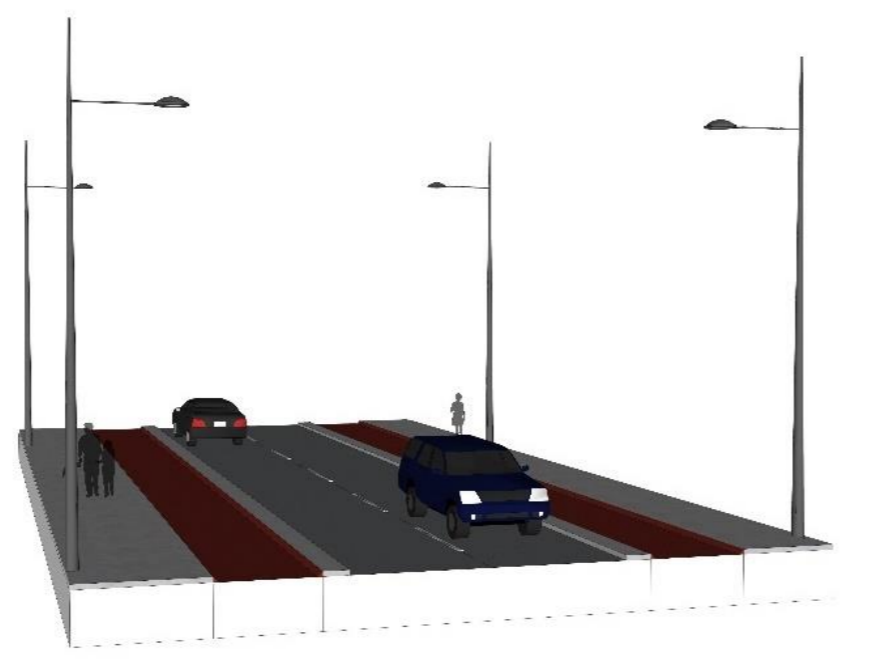


Figure 4-5: Hutcheon Street with Option 5a and the removal of on-street parking and bins reallocated to cycle lanes, (Sketch-up Design)

**High-Level Feasibility:**

There are several feasibility concerns with the deliverability of this option, and it would require the reallocation of road space and land purchase where carriageway widths are heavily constrained (see section 3.7). Overall, there may be a need to consider carriageway realignment and narrowing of the central reservation in places. To facilitate the integration of the cycle lane, on street parking would be required to be removed along the length of the corridor, in addition to residential and commercial bins on Hutcheon Street. Bus stop positions would also need to be considered as part of this option, with those that are currently presented as laybys transformed into floating bus stops and for others, consideration of adaptation of the position of the bus stop to provide bypasses for cyclists. Additionally, raised tables would need to be provided across many side streets and entry/exit points to commercial properties.

There are also several key pinch-points along the corridor where the carriageway narrows to single carriageway. This provides several engineering feasibility issues, specifically along:

- Westburn Road on the approach to the junction with Argyll Place
- Westburn Road / Hutcheon Street between the junction with Argyll Place and George Street

	Therefore, there may be a requirement to take more land and overspill the current carriageway confines. There may be a requirement at this section to make use of both Westburn Park and Victoria Park to provide alternative routes to bypass this particular constraint.
<b>Indicative Cost Range:</b>	<ul style="list-style-type: none"> <li>- Costs for this option have been derived from those used in the AECOM A944 Cycle Route Feasibility Study</li> <li>- The costs of the section linking Westhill to Kingswells have been removed as this will be delivered separately through the AECOM study, leaving a cost with 44% OB = <b>£16.5m</b></li> <li>- <b>High Cost</b></li> </ul>
<b>Indicative Timescale:</b>	It is expected that the delivery of this option can be achieved in a <b>long-term</b> timescale due to the design work required, TRO creation and approval, land acquisition and engineering works. Some sections may be able to be delivered quicker than others and can be considered during the prioritisation and delivery plan.

### ACTO5b: Provision of a segregated 2-way cycle lane from PrimeFour to Aberdeen Royal Infirmary (ARI) along the A944 connecting into AECOM study options


Table 4-6: ACTO5b Definition

<b>Option Narrative:</b>	<p>This option would be delivered as ACTO5a, however, would end at the ARI, where the A944 becomes single carriageway. At this point, a series of internal city streets would be recommended for routing cyclists, enabling them to permeate the city to arrive at their desired destination. Terminating at this point would reduce the infrastructure related works required post the ARI location, due of the narrowing of the road carriageway. This would also reduce the need to reallocate road space beyond this point and removal of on-street parking and the need to find alternative locations for residential and commercial bins on Hutcheon Street.</p> <p>This option would be designed to provide a segregated cycle lane between PrimeFour (and integration into the preferred option from the Westhill to Kingswells study) and Aberdeen Royal Infirmary along the A944 corridor. The lane would look to provide 1.5m width (minimum recommended) with a 0.5m buffer, providing a 2m segregated route on both sides of the carriageway.</p>  <p>Figure 4-6: Segregated route South Side Way, Glasgow</p>
<b>High-Level Feasibility:</b>	<p>There are several feasibility concerns with the deliverability of this option and would require the reallocation of road space and land purchase where carriageway widths are heavily constrained (see section 3.7). Overall, there may be a need to consider carriageway realignment and narrowing of the central reservation in places. To facilitate the integration of the cycle lane, on-street parking would be required to be removed along the length of the corridor, in addition to residential and commercial bins on Hutcheon Street. Bus stop positions would also need to be considered as part of this option, with those that are currently presented as laybys transformed into floating bus stops and for others, consideration of adaptation of the position of the bus stop to provide bypasses for cyclists. Additionally, raised tables would need to be provided across many side streets and entry/exit points to commercial properties.</p> <p>As mentioned above, as the route would terminate as the carriageway narrows to single carriageway it would negate the specific sections of the corridor which pose the most significant constraints for facilitating this option.</p>
<b>Indicative Cost Range:</b>	<ul style="list-style-type: none"> <li>- Costs for this option have been derived from those used in the AECOM A944 Cycle Route Feasibility Study The costs of the sections linking Westhill to Kingswells, Westburn Park to Berryden Road and City Centre Option 1/2 have been removed, leaving a cost with 44% OB = <b>£8.9m</b></li> <li>- <b>Medium Cost</b></li> </ul>
<b>Indicative Timescale:</b>	It is expected that the delivery of this option can be achieved in a <b>long-term</b> timescale due to the design work required, consultation, TRO creation and approval, land acquisition and engineering works. Some sections may be able to be delivered more quickly than others and can be considered during the prioritisation and delivery plan.



**ACTO6: Provision of a segregated 2-way cycle lane from Union Street / Holburn Junction to PrimeFour via A9119**

Table 4-7: ACTO6 Definition

<p><b>Option Narrative:</b></p>	<p>This option is as option 5a and 5b above, however, focuses on delivering a route along the A9119 instead. As with the options above, there would be a requirement to remove on-street parking in locations, in addition to working around bus stop provision.</p> <p>This option would be designed to provide a segregated cycle lane between PrimeFour (and integration into the preferred option from the Westhill to Kingswells study) and Aberdeen City Centre along the A9119 corridor. The lane would look to provide 1.5m width (minimum recommended) with a 0.5m buffer, providing a 2m segregated route on both sides of the carriageway.</p> <p>The image below provides an example of how a route would look on Queen's Road.</p>  <p>Figure 4-7: Potential Queen's Road segregated route (Sketch-up Design)</p>
<p><b>High-Level Feasibility:</b></p>	<p>There are several feasibility concerns with the deliverability of this option and would require the reallocation of road space where carriageway widths are heavily constrained (see section 3.7). To facilitate the integration of the cycle lane, on-street parking would be required to be removed along the length of the corridor. Bus stop positions would also need to be considered as part of this option, with those that are currently presented as laybys transformed into floating bus stops and for others, consideration of adaptation of the position of the bus stop to provide bypasses for cyclists.</p> <p>Due to the nature of the A9119 and the number of access and egress points to both commercial and residential properties along Queen's Road specifically, the segregation barrier will need to include numerous breaks to keep this access available for these properties unless alternative parking solutions can be found. Alternatively, the buffer can be removed, and light segregation provided along this section of the corridor to maintain access for vehicles to these properties, with the buffer reinstated in areas where the number of entry and exit points reduce.</p> <p>Additionally, there are width constraints along Skene Road which has an impact on the feasibility of this option. At this point, northbound provision may have to remain on road, while southbound makes use of the off-road path adjacent to the Den of Maidencraig.</p> <p>The large roundabout junction with Anderson Drive would also pose some difficulty for cyclists, and options for delivering a safe crossing would need to be looked at further. Possibly a candidate for a Dutch style roundabout solution. Dutch-style roundabouts are narrower in carriageway width, which enforces slower approach and departure speeds. Larger/ longer vehicles are able to benefit from an overrun able strip in the centre of the road, whilst pedestrians are provided with zebra crossings and cyclists are given their own red tarmac cycle path to reduce risk of collisions for all potential highway users. The gradient and camber on this corridor would need to be explored further to avoid a buildup of surface water running through the cycle lane, thus there are likely to be options considered for providing drainage solutions between the carriageway and cycle lane.</p>
<p><b>Indicative Cost Range:</b></p>	<ul style="list-style-type: none"> <li>- Costs for this option have been derived from the A944 Cycle Route Feasibility Study completed by AECOM who estimated high-level costings for the A944 option</li> <li>- The costs have been calculated using unit costs in Appendix D of the report and would estimate this options costs with 44% OB = <b>£11m-£13.5m.</b></li> <li>- <b>High Cost</b></li> </ul>
<p><b>Indicative Timescale:</b></p>	<p>It is expected that the delivery of this option can be achieved in a <b>long-term</b> timescale due to the design work required, TRO creation and approval and engineering works. Some sections may be able to be delivered more quickly than others and can be considered during the prioritisation and delivery plan.</p>

**ACTO7: Replace and extend all existing advisory cycle routes to provide a connected network**

4.2.2 Since the *Initial Appraisal: Case for Change*, this option has been considered further and developed to provide three sub-options.

Table 4-8: ACTO7a Definition



<p><b>Option Narrative:</b></p>	<p>This variation would include extending and replacing/resurfacing the existing advisory cycle lanes. This would create a connected network of advisory cycle lanes throughout the corridor between PrimeFour and the city centre along both the A944 and A9119 carriageways.</p> <p>As part of the replacement of the existing advisory lanes, new and brightly coloured cycle lanes could be implemented to further highlight the presence of these lanes to drivers. This has become a more widely used practice across the globe to increase the awareness of cycle lanes to drivers and offer slightly more protection to cyclists. There are two methods of providing this coloured surface, either through coloured screed or asphalt with coloured limestone chips. The chipped based surface is more durable and resilient than paint-based surfaces which have a lifespan of approximately five years and can cause uncomfortable riding when in deteriorating. A lane would be provided on both sides of the carriageway – with traffic - and would require the removal of on-street parking to reallocate road space on certain sections of the corridor to provide a 1.5m wide cycle lane.</p> <div style="display: flex; justify-content: space-around;">   </div>
<p><b>High-Level Feasibility:</b></p>	<p>Like the previous options, this option would require the removal of on-street parking and relocation of road space to facilitate the cycle lane along the length of the corridor. Advisory cycle lanes already exist along several sections of the corridor combined with shared bus lanes. The most notable gaps in this current provision exists on:</p> <ul style="list-style-type: none"> <li>- Westburn Road on approach to the ARI, which may require narrowing of the central reservation</li> <li>- Hutcheon Street eastbound which will require the removal of on-street parking and bins</li> <li>- Queen's Road between Albyn Place and Anderson Drive which would require the removal of on-street parking.</li> </ul> <p>At this stage there appears to be no 'showstoppers' preventing advisory cycle lanes being replaced and extended along the corridors. If the surfaces are being replaced with brightly coloured chips, there will be costs associated with these works and works to implement new drainage and kerbing.</p>
<p><b>Indicative Cost Range:</b></p>	<ul style="list-style-type: none"> <li>- Replacing the existing cycle lanes with coloured screed and extending along the corridor from Switchback roundabout along A944 and A9119 is estimated with 44% OB = <b>£1.1M</b></li> <li>- As above but resurfacing of the carriageway to integrate brightly coloured asphalt chips to indicate the presence of advisory lanes more prominently is estimated to cost with 44% OB = <b>£3.9m</b></li> <li>- <b>Low Cost</b></li> </ul>
<p><b>Indicative Timescale:</b></p>	<p>It is expected that the delivery of this option can be achieved in a <b>short-term</b> timescale once TROs have been approved to remove on-street parking.</p>

Table 4-9: ACTO7b Definition

<p><b>Option Narrative:</b></p>	<p>This variation would include converting existing advisory lanes to mandatory lanes and extending these along the corridor in much the same fashion as option ACTO7a. Mandatory cycle lanes are considered as providing further protection to cyclists as legally, vehicles are prevented from entering these spaces. As with option ACTO7a, these lanes would be provided on both sides of the carriageway and could involve using bright coloured screed to increase visibility to drivers and define the road space. Again, on-street parking would be required to be removed to implement this option, and a TRO would be required to prevent vehicles from parking within the cycle lane, including delivery vehicles loading and unloading.</p>
<p><b>High-Level Feasibility:</b></p>	<p>Like the previous options, this option would require the removal of on-street parking and relocation of road space to facilitate the cycle lane along the length of the corridor. Advisory cycle lanes already exist along several sections of the corridor combined with shared bus lanes. The most notable gaps in this current provision exists on:</p> <ul style="list-style-type: none"> <li>- Westburn Road on approach to the ARI, which may require narrowing of the central reservation</li> <li>- Hutcheon Street eastbound which will require the removal of on-street parking and bins</li> <li>- Queen's Road between Albyn Place and Anderson Drive which would require the removal of on-street parking.</li> </ul> <p>At this stage there appears to be no 'showstoppers' preventing advisory cycle lanes being replaced by mandatory cycle lanes and extended.</p>

<b>Indicative Cost Range:</b>	<ul style="list-style-type: none"> <li>- Replacing the existing cycle lanes with coloured screed and extending along the corridor from Switchback roundabout along A944 and A9119 is estimated with 44% OB = <b>£1.1M</b></li> <li>- As above but resurfacing of the carriageway to integrate brightly coloured asphalt chips to indicate the presence of mandatory lanes more prominently is estimated to cost with 44% OB = <b>£3.9m</b></li> <li>- <b>Low Cost</b></li> </ul>
<b>Indicative Timescale:</b>	It is expected that the delivery of this option can be achieved in a <b>short-term</b> timescale once TROs have been approved to remove on-street parking.

Table 4-10: ACTO7c Definition

<b>Option Narrative:</b>	This variation is as ACTO7b but would also include the provision of light segregation to provide a further level of separation for cyclists. Light segregation includes using intermittent physical features placed along the inside edge of a mandatory cycle lane. The relatively low cost of light segregation means it can be considered as a beneficial addition to mandatory cycle lanes in appropriate locations. There are several examples of light segregation already in use across the UK, including Wands, Orcas, Armadillos, and the use of planters. They can act as a cheaper deliverable option to providing fully segregated and kerbed cycle lanes.
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Figure 4-8: Light Segregation - Orcas



Figure 4-9: Light Segregation - Armadillos



Figure 4-10: Light Segregation - Wands

<b>High-Level Feasibility:</b>	<p>Like the previous options, this option would require the removal of on-street parking and relocation road space to facilitate the cycle lane along the length of the corridor. Advisory cycle lanes already exist along several sections of the corridor combined with shared bus lanes. The most notable gaps in this current provision exists on:</p> <ul style="list-style-type: none"> <li>- Westburn Road on approach to the ARI, which may require narrowing of the central reservation</li> <li>- Hutcheon Street eastbound which will require the removal of on-street parking and bins</li> <li>- Queen's Road between Albyn Place and Anderson Drive which would require the removal of on-street parking.</li> </ul> <p>At this stage, there appears to be no 'showstoppers' preventing advisory cycle lanes being replaced by mandatory cycle lanes and extended. The implementation of light segregation is relatively easy, with solutions such as Orcas and Armadillos being screwed into the carriageway surface meaning they can be easily moved and replaced. They are also less obtrusive on views/outlooks from residential properties along the corridors than wands. Additionally, both Orcas and Armadillos, will still enable vehicles to cross the cycle lane and enter properties along the corridor.</p>
<b>Indicative Cost Range:</b>	<ul style="list-style-type: none"> <li>- Replacing the existing cycle lanes with coloured screed and extending along the corridor from Switchback roundabout along A944 and A9119 is estimated with 44% OB = <b>£1.1M</b></li> <li>- As above but resurfacing of the carriageway to integrate brightly coloured asphalt chips to indicate the presence of mandatory lanes more prominently is estimated to cost with 44% OB = <b>£3.9m</b></li> <li>- Light segregation in the form of Orcas, every 3m, along the corridor from Switchback roundabout along A944 and A9119 is estimated with 44% OB = <b>£830,000</b></li> <li>- Total Cost Range = <b>£1.9m - £4.8m</b></li> <li>- <b>Low Cost</b></li> </ul>
<b>Indicative Timescale:</b>	It is expected that the delivery of this option can be achieved in a <b>short-term</b> timescale once TROs have been approved to remove on-street parking.

### ACTO8: Create a cycle route on Old Lang Stracht

Table 4-11: ACTO8 Definition

<b>Option Narrative:</b>	<p>This option would include improving the surface of Old Lang Stracht and taking advantage of the low levels of traffic on this road to provide a direct cycle link from Kingswells to the A944 Lang Stracht and to A9119 Skene Road via the unnamed road that currently links the two corridors.</p> <p>By providing a cycle route along this road, direct access is provided for cyclists reducing the need to navigate Switchback Roundabout. This link would also provide efficient access to Kingswells Park and Ride.</p> <p>To deliver the option, the road surface would need to be improved to provide a smooth and comfortable cycle lane, which would be shared with the current Stagecoach bus service. Signage would also be required to highlight the option of using this route to access Kingswells. A crossing phase at the bus gate may be required to enable cyclists to cross the carriageway and join the unnamed road to the south onto the A9119 or to use the cycle lane on the south side of the carriageway. Approximately 1km of the road would need to be resurfaced up to the entrance to the new housing estate access.</p>
<b>High-Level Feasibility:</b>	There are no feasibility issues with this option.
<b>Indicative Cost Range:</b>	<ul style="list-style-type: none"> <li>- Based on cost estimates this option would cost with 44% OB = <b>£550,000</b></li> <li>- <b>Low Cost</b></li> </ul>
<b>Indicative Timescale:</b>	It is expected that the delivery of this option can be achieved in a <b>short-term</b> timescale.

### ACTO9: Provide advance stop lines or cycle by-passes at all signalised junctions

Table 4-12: ACTO9 Definition

<b>Option Narrative:</b>	<p>Also known as bike boxes or cycle reservoir, Advanced Stop Lines (ASLs) are stop lines for cyclists at traffic signals, which are marked beyond the stop line for general traffic. They are designed to help cyclists pull away in front of traffic. The benefit of ASLs are only realised during red stages of signals, allowing cyclists to take-up a position to complete their next movement.</p> <p>Cycle bypasses is when there is a provision of a slip off in advance of a signalised junction, leading to a short section of cycle lane that enables the cyclist to bypass the red signal phase. This is used commonly to allow cyclists to turn left and / or to continue straight ahead at the top of a T-junction.</p> <p>ASLs in particular can also benefit from the addition of early start phases for cyclists, which can improve safety and comfort for cyclists. It enables them to clear locations of potential conflict before motor traffic starts moving.</p> <p>Within the context of this appraisal, this option would involve refreshing ASLs where they currently exist on the corridors and providing ASLs where they are currently missing but would be beneficial to cyclists. Where possible, cycle bypasses would also be considered to provide left turn and straight-ahead movements for cyclists. The option would be completed by the addition of early start times for cyclists.</p>
<b>High-Level Feasibility:</b>	There are no feasibility issues with this option.
<b>Indicative Cost Range:</b>	<ul style="list-style-type: none"> <li>- Based on cost estimates this option would cost with 44% OB = <b>£2.5m</b></li> <li>- <b>Low Cost</b></li> </ul>
<b>Indicative Timescale:</b>	It is expected that the delivery of this option can be achieved in a <b>medium-term</b> timescale.

### 4.3 Public Transport Options

4.3.1 From the submission of the **Initial Appraisal: Case for Change**, the options have been considered further and where applicable have been separated to create further sub-options. This is commensurate with STAG guidance at this stage:

#### PTO1: Reconfigure roundabout junctions to signalised junctions, complete with bus and cycle pre-signals

Table 4-13: PTO1 Definition

<b>Option Narrative:</b>	<p>This option is focused on reconfiguring the roundabouts at Queen’s Gate, Queen’s Cross, Anderson Drive and King’s Gate, all on the A9119. Evidence from various studies states that larger roundabouts are difficult and dangerous to manoeuvre for cyclists, while in urban contexts smaller roundabouts can be helpful. However, STATS19 data and observations during the site visit highlighted these roundabout junctions as being problematic to navigate due to driver behaviour and the distance of pedestrian crossing points from the junction. Bus journey time information has also highlighted significant variance in journey times along this route.</p> <p>As such, this option would include reconfiguring these junctions into signalised junctions complete with ASLs for cyclists and pre-signals for both cyclists and buses to help maintain journey time reliability. A signalised crossing will also enable the pedestrian crossings to be relocated closer to the junction and provide direct crossing links for pedestrians to cross the carriageway.</p> <p>Signalised crossings provide many benefits over roundabouts when implementing cycling and bus lanes, which has posed several issues in the case of roundabouts as movements particularly for cyclists to can be made difficult to cross lanes for right turns.</p>
<b>High-Level Feasibility:</b>	<p>There are significant engineering requirements to develop this option:</p> <ul style="list-style-type: none"> <li>• Surfaces would need to be levelled and resurfaced.</li> <li>• New signals would need to be purchased, implemented and potentially new controllers would be required.</li> <li>• There may be a requirement to realign and reduce the radii of entry exit points at Queen’s Cross roundabout in particular due to the tight turn from Carden Place to Albyn Place.</li> <li>• The monument at Queen’s Cross would also require to be relocated.</li> <li>• The Anderson Drive roundabout footprint could be reduced to facilitate the signals thus reallocating some of the existing carriageway to pedestrians and cycling facilities.</li> </ul>
<b>Indicative Cost Range:</b>	<ul style="list-style-type: none"> <li>- Based on cost estimates this option would cost with 44% OB = <b>£1.5m-£1.8m</b> per junction</li> <li>- Total Cost = <b>£6- £7m</b></li> <li>- <b>Medium Cost</b></li> </ul>
<b>Indicative Timescale:</b>	It is expected that the delivery of this option can be achieved in a <b>medium-term</b> timescale.

#### PTO2: Bus Rapid Transit on the A944 Westhill – Aberdeen City Centre, via Kingswells Park and Ride

Table 4-14: PTO2 Definition

<b>Option Narrative:</b>	<p>Bus Rapid Transit (BRT) is a bus-based system designed to improve capacity and reliability of services over conventional bus networks. The system normally includes bus priority measures along the route, such as specific bus lanes, bus priority at signals where appropriate and improved ticketing system to increase the reliability of services and reduce journey times.</p> <p>This option would involve introducing a BRT system similar to the Glider system in Belfast which provides fast and reliable services connecting key destinations along Glider corridors. Extensive bus priority is provided along the route to facilitate these fast and reliable journeys. The services operate with a modern eco-hybrid fleet and can carry more passengers than traditional bus services. Within Belfast this system has helped reduce public transport journey times by 25%. The system also caters for online and mobile ticketing and on-street ticket machines to reduce boarding related delay.</p> <p>Within the Aberdeen context, consideration of this system has been considered as part of wider studies, however, could be implemented along the A944 corridor between Westhill and Aberdeen city centre with stops at key destinations such as Kingswells P&amp;R and the ARI to create local and multi-modal interchanges. This option will require the removal of on-street parking along the corridor to reallocate road space for bus priority measures and will likely also require reconfiguration of traffic signals where appropriate to provide service priority.</p>
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Figure 4-11: Glider Belfast, Bus Rapid Transit

**High-Level Feasibility:**

There would be several feasibility issues with developing a BRT system similar to the Glider service in Belfast. Although existing bus lanes are already provided along sections of the A944, there would need to be an extension of these and rescoping of junction designs. There is quite likely a requirement to realign the carriageway at different sections along the corridor, which may also require narrowing of lanes, reduction of the central reservation and purchase of land. The most difficult section to implement this system would be beyond the ARI, where the carriageway reduces to single lane at Cairnfield Place (see section 3.7). Beyond this point the carriageway reduces significantly and is bounded by properties and boundary walls. It may be necessary to remove these walls and expand the carriageway into the parks (Westburn + Victoria). Alternatively, it may be necessary to assess the road network and create alternative routes, one-way systems and gyratories to facilitate this option beyond the ARI or look to reroute the system through the residential streets and internal street system to Union Street as opposed to continuing along the A944. Land may also be required to fit new high standard bus stops and ticket machines plus required utilities.

**Indicative Cost Range:**

- High level feasibility costs were calculated as part of the *Aberdeen City Region Deal Strategic Transport Appraisal: Preliminary Appraisal* which estimated costs at **£64m-£76m** for a route from Westhill to Bridge of Don via Kingswells P&R and Union Street.
- **High Cost**

**Indicative Timescale:**

It is expected that the delivery of this option can be achieved in a **long-term** timescale. There would be significant time for planning, engineering works and potential TROs for altering the road system.

**PTO3: Continuous Bus Lane from Westhill to Aberdeen via A944.**

Table 4-15: PTO3 Definition

**Option Narrative:**

Bus lanes are lanes restricted to buses on certain days and times, and generally used to increase the punctuality of bus services that otherwise would be held in heavy traffic flows or congestion. Bus lanes often make allowances for other vehicles to use the lanes such as taxis, motorbikes, and cyclists.

This option would introduce a continuous bus lane from Westhill to Aberdeen city centre via the A944. The lanes would be operational for a minimum of between 7am and 7pm, if not 24 hours. To facilitate the introduction of the end-to-end bus lane, on-street parking will be required to be removed along various sections of the corridor. Additionally, those bus stops that are currently formatted as laybys can be built out providing additional footway width. The lanes can be indicated by brightly coloured asphalt and allow cyclists to use them for their length. A lane would be provided on both sides of the carriageway as the evidence of bus transit times highlighted issues with journey time reliability in both directions.



Figure 4-12: Bus Lane with coloured surface

<b>High-Level Feasibility:</b>	This option would encounter many of the same issues as PTO2 in terms of allocating road space for end-to-end bus lanes. The carriageway narrows in several locations and would make it very difficult to be feasible towards the eastern extent of the corridor without significant changes to the operation of the current road network. It would also make feasibility of complementary segregated cycle lanes unlikely (see section 3.7), such that there may be a need to consider a shared bus/cycle lane along the corridor so as not to permit one or the other. It would likely be feasible to create bus lanes on both sides of the carriageway to the ARI before routing services via surface streets between the A944 and A9119 as is the current routing pattern of the main stagecoach services running between Westhill, Kingswells and the City Centre. Again consideration could be given to altering the system of residential streets to provide bus priority or removal of private vehicles from some streets (in conjunction with green corridors) to maximise the benefit of bus lane infrastructure along other sections of the corridor.
<b>Indicative Cost Range:</b>	<ul style="list-style-type: none"> <li>- The estimated cost for replacing the existing bus lanes on the A944 with resurfaced lanes including coloured limestone chips with OB = <b>£5.9M</b></li> <li>- This provides a bus lane the full length of the A944 from Westhill to and including Union Street</li> <li>- <b>Medium Cost</b></li> </ul>
<b>Indicative Timescale:</b>	It is expected that the delivery of this option can be achieved in a <b>medium-term</b> timescale. There would be time for planning, engineering works and potential TROs for altering the road system.

#### PTO4: Continuous Bus Lane from Westhill to Aberdeen City Centre via A9119.

Table 4-16: PTO4 Definition

<b>Option Narrative:</b>	This option would introduce a continuous bus lane from Westhill to Aberdeen city centre via the A9119. The lanes would be operational for a minimum of between 7am and 7pm, if not 24 hours. To facilitate the introduction of the end-to-end bus lane, on-street parking would need to be removed along various sections of the corridor, especially Queen's Road. Additionally, those bus stops that are currently designed as laybys can be built out providing additional footway width. The lanes can be indicated by brightly coloured asphalt and allow cyclists to use them for their length. A lane would be provided on both sides of the carriageway as the evidence of bus transit times highlighted issues with journey time reliability in both directions.
<b>High-Level Feasibility:</b>	As with PTO3, there would some feasibility issues with introducing bus lanes on both sides of the carriageway along certain sections of the corridor (section 3.7), in particular Skene Road to King's Cross Roundabout. There would also be a requirement for the carriageway to potentially be realigned and a requirement to narrow the current lanes to accommodate bus lanes in both directions. Again, this constraint is likely to require the sharing of the bus lane between buses and cyclists. There would also be a requirement to realign some of the current junctions. On-street parking would need to be removed along the entire length of Queen's Road.
<b>Indicative Cost Range:</b>	<ul style="list-style-type: none"> <li>- The estimated cost for replacing the existing bus lanes on the A9119 with resurfaced lanes including coloured limestone chips with OB = <b>£5.4M</b></li> <li>- This provides a bus lane the full length of the A9119 from Westhill to and including Union Street</li> <li>- <b>Medium Cost</b></li> </ul>
<b>Indicative Timescale:</b>	It is expected that the delivery of this option can be achieved in a <b>medium-term</b> timescale. There would be time for planning, engineering works and potential TROs for altering the road system.

#### PTO5: Changes to bus lane operational hours and enforcement.

Table 4-17: PTO5 Definition

<b>Option Narrative:</b>	<p>There are a number of pre-existing bus lanes along the A944 corridor which are currently operating during restricted hours 7.30-9.30am and 4-6pm. These bus lanes are also impacted upon by parked vehicles and delivery/service vehicles loading and unloading.</p> <p>This option would, therefore, seek to increase the operational hours to 24-hour operation, ensuring bus priority throughout the day. The option would also require the introduction of a TRO to prevent parking within the bus lane and either a relaxation for loading/unloading between set hours or require a look at finding an alternative servicing arrangement for commercial units along the corridor.</p>
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Figure 4-13: Bus Lane Operation Hours

<b>High-Level Feasibility:</b>	No specific feasibility issues with this option. TRO required.
<b>Indicative Cost Range:</b>	- <b>Low Cost</b>
<b>Indicative Timescale:</b>	It is expected that the delivery of this option can be achieved in a <b>short-term</b> timescale.

### PTO6: Bus Stop upgrade programme and stop rationalisation.

Table 4-18: PTO6 Definition

Evidence from the site audit and other reports / surveys indicated that many bus stops, and shelters where present, are in need of repair or lacking many features. Additionally, there were a few locations where there seemed to be a series of bus stops within close proximity to each other and a few located in areas which hampered bus movement and interaction with mainline traffic flow. Historic bus shelter provision appears to be in favour of those travelling towards Aberdeen. However, in recent years with development in PrimeFour and Westhill, there should be a rebalance in the provision to provide facilities for both directions of travel.

This option would therefore seek to determine and agree an expected level of service at bus stops in terms of infrastructure provision; shelters, seats, timetables, RTPI etc and then subsequently upgrade bus stops where appropriate to this agreed level of service. As part of this, programme analysis would be undertaken to calculate the distance and catchment of bus stops and seek to rationalise the number of stops, which should then assist with bus journey times, both length and reliability. This should also assist in determining the correct placement of bus stops to facilitate the efficient transit of bus services.

Option Narrative:



Figure 4-14: RTPI

<b>High-Level Feasibility:</b>	Overall, this option is feasible. There may be some issues at certain locations where footway widths are too narrow and may need surface works to widen the space to enable a shelter to be provided. Additionally, there may be feasibility issues with regards to land ownership, utilities to connect the shelters to provide internal lighting or RTPI.
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<b>Indicative Cost Range:</b>	<ul style="list-style-type: none"> <li>- Assuming a programme of upgrading 50% of the shelters (connected to mains) on the corridors and bus routes within Kingswells and Westhill, estimated cost with OB = <b>£750,000</b></li> <li>- Assuming provision of RTPI at 20% of bus shelters along the route, estimated costs with OB = <b>£360,000</b></li> <li>- Total Cost estimate = <b>£1.5-£1.6m</b></li> <li>- It should also be noted that many of the shelter providers often offer reduced rates in return for the advertising space on shelters, therefore, there is the possibility for these costs to be reduced.</li> <li>- <b>Low Cost</b></li> </ul>
<b>Indicative Timescale:</b>	It is expected that the delivery of this option can be achieved in a <b>short-term</b> timescale.

### PTO7: Bus Prioritisation / Pre-Signals at all signalised junctions on the corridors.

Table 4-19: PTO7 Definition

<b>Option Narrative:</b>	As discussed across other options, bus pre-signals at all signalised junctions along the corridor will be considered as part of this option. These pre-signals will enable bus services to be prioritised and assist in achieving bus journey time reliability. Where possible, this will look to make best use of existing bus lane infrastructure to provide bus gates through busy intersections.
<b>High-Level Feasibility:</b>	There is likely to be significant feasibility issues at certain junctions to provide bus priority if these were to include bus bypass lanes to get to the front of traffic or to get ahead of queues. There would be a requirement to widen the junction heads at several of the junctions along the corridor. Additional works may be necessary to provide stacking capacity for private vehicles due to reallocate space for buses.
<b>Indicative Cost Range:</b>	<ul style="list-style-type: none"> <li>- At this moment, it is uncertain how many signals currently have the capability of running bus priority and how many would need to be upgraded.</li> <li>- Estimated cost to upgrade each set of signals is <b>£25,000-£30,000</b></li> <li>- There would also be a requirement to update transponders on each bus vehicle that would use this system. Estimated costs for this are <b>£70</b> per vehicle</li> <li>- These costs do not include any infrastructure related works at the signals at this time.</li> <li>- <b>Low Cost</b></li> </ul>
<b>Indicative Timescale:</b>	It is expected that the delivery of this option can be achieved in a <b>short-term</b> timescale.

### PTO8: Reallocate all lay-by bus stops to on-street bus stops.

Table 4-20: PTO8 Definition

<b>Option Narrative:</b>	<p>It was noted that a contributing factor in the unreliability of bus journey times along the corridor is, due to buses finding it difficult to re-enter the mainline traffic flow on exit of bus laybys. This hampers the ability for the services to travel efficiently along the corridor.</p> <p>This option would seek to fill-in bus stop laybys and convert this style of bus stop into on-street kerbside stops as is already evident in some of the urban roads and quieter streets. The benefits of on-street bus stops are that they not only allow buses to maintain their positions in traffic, but also act as a natural speed reduction technique requiring cars to slow and queue behind buses while passengers board and alight. This type of bus stop delivery would also enable the retrofitting of cycle bypasses at a later date to facilitate the installation of a cycle lane.</p>
<b>High-Level Feasibility:</b>	There are no showstopper feasibility issues behind this option. Carriageway works would be required to ensure levelling of surface and adequate drainage. Option would offer widening of pavement space. Road Safety audit would be required to ensure on-street bus stop can be safely accommodated.
<b>Indicative Cost Range:</b>	<ul style="list-style-type: none"> <li>- Estimated cost to infill and convert bus stop to on-street with OB = <b>£225,000</b></li> <li>- Fitting on new shelters to replace existing ones at these nine stops with OB = <b>£130,000</b></li> <li>- Total Cost = <b>£355,000</b></li> <li>- <b>Low Cost</b></li> </ul>
<b>Indicative Timescale:</b>	It is expected that the delivery of this option can be achieved in a <b>short-term</b> timescale.

### PTO9a: Make Castle Street to Union terrace, bus, cycle and walk only.

Table 4-21: PTO9a Definition

<b>Option Narrative:</b>	This option would be designed to maximise the benefit of the City Centre Masterplan which has identified a removal of private cars from Union Street between Union Terrace/Bridge Street and Castle Street. This option would extend this current option within the Masterplan to include Castle Street to its junction with King Street. Commerce Street and Virginia Street already provide a routing alternative for private cars and by extending the current plan to include Castle Street will rebalance Aberdeen city centre in favour of sustainable transport modes and provide a clean and attractive destination for pedestrians and cyclists. As part of this option there would need to be an alternative solution found for the location of commercial and residential property bins which currently line Castle Street and alternative solutions found for servicing of commercial properties.
<b>High-Level Feasibility:</b>	There are no feasibility issues to prevent this option. There would be a requirement for TROs to ban private vehicles from accessing Castle Street and likely an agreement on loading / unloading times for delivery and service vehicles to access commercial and residential properties along this section of road. Ideally these times would be outwith the peak travel windows.
<b>Indicative Cost Range:</b>	- <b>Low Cost</b>
<b>Indicative Timescale:</b>	It is expected that the delivery of this option can be achieved in a <b>medium-term</b> timescale. This option would require a period of consultation with local businesses and creation of TROs.

### PTO9b: Make Castle Street to Holburn Street Junction, bus, cycle and walk only.

Table 4-22: PTO9b Definition

<b>Option Narrative:</b>	This option further extends upon the above option and looks to extend the removal of private cars from the entirety of Union Street from the junction of Castle Street and King Street to the junction of Albyn Place and Holburn Street. Again, this would rebalance the city centre in favour of sustainable transport modes and provide an attractive destination in the heart of the city.
<b>High-Level Feasibility:</b>	Again, there are no feasibility issues with this option as private cars can be catered for on other roads, and ultimately the aim is to reduce travel by private car. This option could also allow for the removal of traffic signals along Union Street allowing for more efficient travel along Union Street for buses and cyclists and easier crossings for pedestrians.
<b>Indicative Cost Range:</b>	- <b>Low Cost</b>
<b>Indicative Timescale:</b>	It is expected that the delivery of this option can be achieved in a <b>medium-term</b> timescale. This option would require a period of consultation with local businesses and creation of TROs.

### PTO10: Rebrand of Kingswells Park and Ride.

Table 4-23: PTO10 Definition

<b>Option Narrative:</b>	Evidence has demonstrated that Kingswells Park and Ride is currently underutilised. As such this option would include rebranding the site to a Park and Choose, recognising the ability to use the site to park and cycle and for car sharing in addition to using bus services. Additionally, as part of this rebranding, there would be an upgrade to existing facilities to include more cycle lockers or local authority operated cycle sheds and changing/showering facilities to take advantage of the recent uptake in cycling. There is also potential to adapt the park and ride site into a local interchange facility. Further marketing of the site could be expanded to increase awareness including potential marketing billboards along the AWPR to highlight the site.
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Figure 4-15: Local Authority operated Cycle Shed

<b>High-Level Feasibility:</b>	There are no immediate feasibility issues with this option. Construction of cycle shed and changing facilities block would require utilities work and planning approval.
<b>Indicative Cost Range:</b>	- <b>Low Cost</b>
<b>Indicative Timescale:</b>	It is expected that the delivery of this option can be achieved in a <b>short-term</b> timescale.

### PTO11: Advanced VMS on AWPR.

Table 4-24: PTO11 Definition

**Option Narrative:**

A further option to potentially increase the use of Kingswells Park and Ride site would be to install Advanced Variable Message Signs on the AWPR to alert drivers to the site. The signs could be used to display messages including the number of spaces still available and estimated travel times by bus to the city centre. This is pertinent information which could alert drivers to the potential benefits of using the site instead of continuing the journey solely by car.



Figure 4-16: Cantilever VMS sign

<b>High-Level Feasibility:</b>	There are no specific feasibility issues with delivering this option. Appropriate locations would need to be identified on both north and southbound carriageways. The signs would require access to utilities to power the units. New models are controlled by apps on mobile phones, tablets and laptops and can be updated regularly. It would also be necessary to install counters at the P&R site to get live parking information and also a direct link to bus operators to be provided with current running times of services and any other important information such as service amendments etc. As the AWPR is a trunk road the final opinion on deliverability and feasibility would lie with Transport Scotland.
<b>Indicative Cost Range:</b>	- <b>Low Cost</b>
<b>Indicative Timescale:</b>	It is expected that the delivery of this option can be achieved in a <b>short-term</b> timescale.


### PTO12: Establish a Bus Service Improvement Programme (BSIP)

Table 4-25: PTO12 Definition

<b>Option Narrative:</b>	<p>The Transport (Scotland) Bill 2019 set out the abolition of statutory bus quality partnerships and replaced them with BSIPs. A BSIP involves two key elements, a plan and a scheme.</p> <p>A BSIP plan should set out; the area and timeframe to which it relates, analysis and policies related to local services, the service quality and effectiveness objectives to be met, detail on how the scheme will assist in meeting these objectives, set out how views from consultation will be gathered and finally how the plan will be monitored.</p> <p>The BSIP scheme should then set out the service standards applicable to local bus services, the facilities to be provided or measures taken to support and details on how and when the scheme will be reviewed, varied or revoked.</p> <p>A BSIP scheme can only be made if the local transport authority are satisfied it will help implement the BSIP plan or its more general policies, and will improve the quality of local bus services or reduce or limit traffic congestion, noise or air pollution.</p> <p>As an option within this study, a BSIP could be introduced with the plan to improve the journey time reliability of services along the corridor and associated improvements in quality of those services. The BSIP could assist in overcoming the problems identified during the Case for Change with regards to journey times and perception of poor quality of service. An agreement would need to be reached between the local authorities and the operators in terms of what each needs to deliver. It would also help in terms of performance against emission targets by establishing types of vehicles able to operate along routes and the promotion of green vehicles.</p> <p>There is an inability for the Council to use the new powers within the Transport (Scotland) Act 2019 to introduce local authority operated services along this corridor as it is currently a commercially operated route.</p>
<b>High-Level Feasibility:</b>	<p>In terms of implementing BSIPs, there are two hurdles to be overcome, however: the need for the authority to provide investment as its part of the agreement and the effective veto held by operators if sufficient for them to object to the proposals. Nevertheless, if funding can be identified, BSIPs look to be an effective way in which authorities can advance their public transport policies and agenda.</p> <p>The bus operators in the region are key contributors to this project through their involvement in the North East Bus Alliance, therefore, it is likely that they would work with the local authorities to discuss, plan and implement a BSIP. The requirements of the BSIP may then bring further feasibility issues in terms of infrastructure required, investment in green vehicles etc.</p>
<b>Indicative Cost Range:</b>	<ul style="list-style-type: none"> <li>- There is likely to be a low cost to creating a BSIP, however, there will be costs associated with delivering the BSIP, which is likely to consist of other options within this study</li> <li>- <b>Low Cost</b></li> </ul>
<b>Indicative Timescale:</b>	<p>It is expected that the delivery of this option can be achieved in a <b>short-term</b> timescale.</p>

### PTO13: Develop Sustainable Transport Hubs

Table 4-26: PTO13 Definition

<b>Option Narrative:</b>	<p>The city of Aberdeen has a railway station, bus station and ferry terminal all within 700 metres of each other. They are all centred around the Union Square shopping centre and their proximity makes it possible to switch between rail, bus and ferry with relative ease. The objective of a sustainable transport hub is to enable the smooth transition between sustainable transport modes effectively and efficiently. This should include providing the facilities to enable the transition between cycling and public transport modes and where possible linked to local multi-modal interchanges.</p> <p>An audit report of this sustainable transport hub in Aberdeen identified that there were certain issues such as cycle parking not located in desired locations, poorly signed and poorly maintained. The report also identified inadequate provision of secure parking including cycle lockers.</p> <p>This option would seek to improve the provision of cycling infrastructure in this main sustainable transport hub to enable efficient integration between public transport modes, in addition to providing further sustainable transport hubs / local multi-modal interchanges at key locations along the corridor such as at Kingswells Park and Ride site and at future development sites such as at Maidencraig. The option would include provision of key bus interchange facilities in addition to secure cycle parking facilities such as lockers and bike sheds to enable the easy transition between modes. Cycle hire schemes could also be located at these locations reducing forced bike ownership and making bikes available to all.</p>
	
	<p>Figure 4-17: Cycle Hire at Bus Interchange</p>

<b>High-Level Feasibility:</b>	For the city centre hub, there would be a requirement to install better and more secure parking facilities, such as local authority bike sheds, as is the practice in other cities within the UK. These sheds allow for secure parking, changing facilities and are charged. Price mechanisms are set based on the amount of use of the shed and thus allow the purchase of discounted monthly and annual passes. Work would need to be undertaken to assess the most efficient location for these bike sheds to make the transition between modes as efficient as possible. At Kingswells Park and Ride, this would be a similar delivery plan as option PTO10 above, allowing for easy transition between bus, bike and car. A further location on the corridor where a hub could be possible is at Maidencraig or Countesswells developments. It is essential that these new communities are provided with adequate bus services and sustainable transport links. Therefore, a centralised hub in either one of these locations, could provide a good interchange point to allow residents to cycle to a central bus hub in the development and leave their bike for onward travel and vice versa.
<b>Indicative Cost Range:</b>	- This option would be relatively low cost to deliver for the city centre and Kingswells locations. Developer contributions could pay towards hubs at Maidencraig and/or Countesswells. - <b>Low Cost</b>
<b>Indicative Timescale:</b>	It is expected that the delivery of this option can be achieved in a <b>short-term</b> timescale for the city centre and Kingswells locations and towards a <b>medium-term</b> timescale for the development sites as they come online.

### PTO14: North West Street to Castle Street Right Turn – Bus Only

Table 4-27: PTO14 Definition

<b>Option Narrative:</b>	A number of comments were identified during the Case for Change that pointed out this specific movement as causing significant issues to the operation of the network. As such, this option would look to relieve these issues by banning the right turn into Castle Street for all vehicles with exception of buses. This option would further benefit plans within the City Masterplan for removing private vehicles from Union Street between Castle Street and Union Terrace / Bridge Street.
<b>High-Level Feasibility:</b>	There are no feasibility issues with this option. A TRO would be required to ban vehicles from using that link other than buses and cyclists (bus gate).
<b>Indicative Cost Range:</b>	- <b>Low Cost</b>
<b>Indicative Timescale:</b>	It is expected that the delivery of this option can be achieved in a <b>short-term</b> timescale, although the consultation period could push this into a <b>medium-term timescale</b> .

## 4.4 General Transport Options

4.4.1 From the submission of the **Initial Appraisal: Case for Change**, the options have been considered further and where applicable have been separated to create further sub-options. This is commensurate with STAG guidance at this stage:

### GTO1: Reclaiming Streets Programme

Table 4-28: GTO1 Definition

<b>Option Narrative:</b>	A reclaiming the streets programme is an option that has grown on trend in recent years where cities across the world have rebalanced their city streets in favour of sustainable transport modes, in particular walking and cycling. Different models of this programme have been implemented across the world from removing on-street parking spaces, to out and out banning of private vehicles in city centres. Both Madrid and Oslo for instance have banned vehicles from a vast majority of their city streets including replacing on-street parking spaces with cycle lanes and widened pavements. Other cities take actions such as banning vehicles on certain days of the week and altering the function of the streets to provide civic spaces for markets, street events and cycling events. This option would be shaped and influenced by best practice and experience from other cities throughout Europe, in particular the Scandinavian cities of Oslo and Helsinki. As such, this option would assist in the facilitation of the City Masterplan in removing private vehicles from Union Street. It would also include removal of on-street parking along Albyn Place and Queen's Road and reallocating this space to sustainable transport modes. The option would also include the ability of holding public space events throughout the year in areas throughout the city centre opening up the space and rebalancing the environment. Schemes such as these across various cities have supported economic benefits for the local economy with increased footfall and a return to the high streets for many businesses.
<b>High-Level Feasibility:</b>	There are no specific showstoppers for this option. TROs will be required to ban on-street parking, and alternative solutions to the locating of some residential and commercial bins would need assessed. Overall, the option should assist the city in reducing harmful emissions from private cars in the city centre, whilst rebalancing the city centre environment in favour of sustainable modes aligning with national policy and carbon neutral targets.
<b>Indicative Cost Range:</b>	- <b>Low Cost</b>
<b>Indicative Timescale:</b>	It is expected that the delivery of this option can be achieved in a <b>short-term</b> timescale, although the consultation period could push this into a <b>medium-term timescale</b> .

## GTO2: Improve Wayfinding and Signage

Table 4-29: GTO2: Definition

<b>Option Narrative:</b>	A common concern raised throughout public engagement in various studies is a lack of appropriate signing and the ability to navigate the current network for cyclists and pedestrians. This option would involve a corridor wide review of current signage and removal of conflicting and inappropriate signs. Additionally, a new signing strategy can be created, with colour coded signs indicating specific areas of the city centre and appropriate safe routes to Kingswells and Westhill. This option would help increase the coherence of the network and potentially reduce accident rates on certain routes by diverting active travel modes onto quieter and more appropriate routes through the city centre. Signing at Switchback Roundabout would provide early wayfinding information for pedestrians and cyclists as this is the first route choice decision along the corridor.
<b>High-Level Feasibility:</b>	There are no significant feasibility issues with implementing this option. An initial review of signage and origin/destination-based analysis would be required to assess where people are travelling from and to. This will allow for the appropriate allocation of routes to be used and signed appropriately. This option would work alongside the establishing of a city centre cycle network to maximise the benefits of both options. Other signs would be removed to reduce the levels of confusion when travelling around the network. A new signing strategy could be created with areas of the city centre colour coded on maps and signs appropriately coloured to match to make it easier to travel to specific sections of the city to reach key destinations.
<b>Indicative Cost Range:</b>	- <b>Low Cost</b>
<b>Indicative Timescale:</b>	It is expected that the delivery of this option can be achieved in a <b>short-term</b> timescale.

## 4.5 Option Cost and Timescale Summary

4.5.1 The table below provides a key summarising the cost and timescale indications from the previous section.

Table 4-30: Summary of Option Cost Range and Timescale

Options	Cost	Timescale
<b>ACTO1:</b> Programme of pavement maintenance and decluttering.	LOW	SHORT
<b>ACTO2:</b> Review of pedestrian desire lines and installation of pedestrian friendly crossing facilities to suit.	LOW	SHORT
<b>ACTO3:</b> Development of Green Corridors within the city centre and between development sites on the corridors	LOW	SHORT
<b>ACTO4:</b> Identify and formalise a city centre cycle network	LOW	SHORT
<b>ACTO5a:</b> Provision of a segregated 2-way cycle lane from PrimeFour to Aberdeen City Centre along the A944 connecting into AECOM study options	HIGH	LONG
<b>ACTO5b:</b> Provision of a segregated 2-way cycle lane from PrimeFour to ARI along the A944 connecting into AECOM study options	MEDIUM	LONG
<b>ACTO6:</b> Provision of a segregated 2-way cycle lane from Union Street / Holburn junction to PrimeFour via A9119	HIGH	LONG
<b>ACTO7a:</b> Replace and extend all existing advisory cycle routes to provide a connected network.	LOW	SHORT
<b>ACTO7b:</b> Replace and extend all existing advisory cycle routes with mandatory lanes to provide a connected network	LOW	SHORT
<b>ACTO7c:</b> Replace and extend all existing advisory cycle routes with mandatory lanes and light segregation to provide a connected network	LOW	SHORT
<b>ACTO8:</b> Create cycle route on Old Lang Stracht.	LOW	SHORT
<b>ACTO9:</b> Provide advance stop lines or cycle by-passes at all signalised junctions.	LOW	MEDIUM
<b>PTO1:</b> Reconfigure roundabout junctions to signalised junctions, complete with bus and cycle pre-signals	MEDIUM	MEDIUM
<b>PTO2:</b> Bus Rapid Transit on the A944 Westhill – Aberdeen City Centre, via Kingswells Park and Ride.	HIGH	LONG
<b>PTO3:</b> Continuous Bus Lane from Westhill to Aberdeen via A944.	MEDIUM	MEDIUM
<b>PTO4:</b> Continuous Bus Lane from Westhill to Aberdeen City Centre via A9119.	MEDIUM	MEDIUM
<b>PTO5:</b> Changes to bus lane operational hours and enforcement.	LOW	SHORT
<b>PTO6:</b> Bus Stop upgrade programme and stop rationalisation.	LOW	SHORT
<b>PTO7:</b> Bus Prioritisation / Pre-Signals at all signalised junctions on the corridors.	LOW	SHORT
<b>PTO8:</b> Reallocate all lay-by bus stops to on-street bus stops.	LOW	SHORT
<b>PTO9a:</b> Make Castle Street to Union terrace, bus, cycle and walk only.	LOW	MEDIUM

<b>PTO9b:</b> Make Castle Street to Holburn Street Junction, bus, cycle and walk only.	LOW	MEDIUM
<b>PTO10:</b> Rebrand of Kingswells Park and Ride.	LOW	SHORT
<b>PTO11:</b> Advanced VMS on AWPR.	LOW	SHORT
<b>PTO12:</b> Establish a Bus Service Improvement Programme (BSIP).	LOW	SHORT
<b>PTO13:</b> Develop Sustainable Transport Hubs.	LOW	SHORT
<b>PTO14:</b> North West Street to Castle Street Right Turn – Bus Only	LOW	SHORT
<b>GT01:</b> Reclaiming Streets Programme.	LOW	SHORT
<b>GT02:</b> Improve Wayfinding and Signage	LOW	SHORT

## 4.6 Packaging of Options

- 4.6.1 Having refined the narrative around the options that have progressed from the **Initial Appraisal: Case for Change**, it is apparent that each can deliver a positive impact against the previously defined study TPOs. Although all the options can improve travel by sustainable modes, it is unlikely that they will be able to deliver a **significant step change** if delivered in isolation, which is a key requirement of this study's purpose.
- 4.6.2 There is evidence to support the likelihood that these options will deliver benefits aligned to increased levels of physical activity and thus improved health outcomes, increased local and wider connectivity, reductions in carbon and wider environmental benefits. These are all benefits that support society and reduce social inequalities and are fully supported by the directive of the **National Transport Strategy 2** and subsequently the **RTS 2040** via the **sustainable transport hierarchy** and **sustainable transport investment hierarchy**.
- 4.6.3 In completing the narrative behind the options, it became obvious that many of the options provide synergies, and on occasion overlap with other individual options, and indeed some options would only witness sufficient benefits through subsequent delivery of other complementary options. Thus, many are intertwined, or all encompassed within a more detailed option. As such, during this option development phase, it was decided that in order to best deliver this required step change in sustainable transport mode share, it would be beneficial to consolidate options into deliverable packages based on similar levels of required infrastructure works and level of investment, thus removing standalone options that deliver little through tweaking around the edges of the network, while identifying those that will deliver and facilitate wider societal benefits - reflective of the ambition behind this study and NTS2.
- 4.6.4 Examination of the options has highlighted that many naturally sit within distinct hierarchical levels when considered in conjunction with best practice design guidance, for example, advisory cycle lanes (minimum) to segregated cycle lanes (best practice). This has subsequently influenced and shaped these packages to represent the natural hierarchy, deliverability and scalability of the options following a logic map-based approach and expected level of impact of each against the study TPOs and STAG criteria. Additionally, this approach helps establish the potential prioritisation of the options, and subsequent development of business cases.
- 4.6.5 To this end, the emphasis of the appraisal will adjust to focus on the performance of these packages as opposed to addressing each individual option. The packages that have been developed consist of four hierarchical levels, each a reflection on the level of ambition that can be achieved through related investment and infrastructure works:

- **Low Delivery Package** – which requires the minimum level of works and investment and represents the minimum acceptable level of option delivery
- **Medium Delivery Package** – which requires a higher level of works and investment and will provide more options beyond the minimum in line with existing levels of work
- **High Delivery Package** – this involves a high level of infrastructure works alongside a significant investment in this infrastructure and other policy / regulatory changes to facilitate the delivery of these options
- **Gold Delivery Package** – this package represents the highest level of infrastructure works in line with best practice guidance and will require substantial financial investment to support the delivery of this package of options.

## 4.7 The Packages

- 4.7.1 The following section outlines the options which have been included within each of the defined packages described above. These form the constituent elements of each of these packages as each is appraised further. As described above, many of the options have synergies, overlap or are hierarchical versions of an option. As such, as the packages are developed from the minimum package to the gold package, not all options will be considered within each package as some replace others and others are already accounted for within another option, so these packages are **additive not cumulative**, as you progress through the hierarchy.
- 4.7.2 Additionally, at this stage it is worth taking cognisance of the fact that some options may not be feasible along the full length of the corridor or indeed in addition to a further option within the same package due to some of the physical carriageway constraints described previously. As such, variations of options may need to be considered in terms of deliverability, i.e. some sections may have the ability to deliver options of the Gold package, whereas in areas of constraint, it may be necessary to reduce the ambition to an option from the medium or high delivery packages. The induced risk from this approach is that levels of safety and coherence for users between standards may reduce the attractiveness of the options. Furthermore, it is also worth noting that circumstances may also arise where trade-offs will exist between modes (bus or cycle in particular) where carriageway constraints limit the ability to deliver options for each on certain sections. In which case, as the appraisal proceeds, it may become evident that one corridor is preferred for greater focus on one mode over the other and vice versa on the other corridor. These issues will be considered at a high-level within this appraisal, with further detailed analysis undertaken through business case development to determine the most appropriate design solution.



## 4.8 Low Delivery Package

4.8.1 The low delivery package consists of the following options:

- **ACTO2:** Review of pedestrian desire lines and installation of pedestrian friendly crossing facilities to suit
- **ACTO3:** Development of Green Corridors within the city centre and between development sites on the corridors
- **ACTO4:** Identify and formalise a city centre cycle network
- **ACTO7a:** Replace and extend all existing advisory cycle routes to provide a connected network
- **ACTO8:** Create cycle route on Old Lang Stracht.
- **PTO5:** Changes to bus lane operational hours and enforcement
- **PTO10:** Rebrand of Kingswells Park and Ride
- **PTO11:** Advanced VMS on AWPR
- **PTO14:** North West Street to Castle Street Right Turn – Bus Only
- **GTO2:** Improve Wayfinding and Signage

## 4.9 Medium Delivery Packages

4.9.1 The medium delivery package consists of the following options:

- **ACTO1:** Programme of pavement maintenance and decluttering
- **ACTO2:** Review of pedestrian desire lines and installation of pedestrian friendly crossing facilities to suit
- **ACTO3:** Development of Green Corridors within the city centre and between development sites on the corridors
- **ACTO4:** Identify and formalise a city centre cycle network
- **ACTO7b/c:** Replace and extend all existing advisory cycle routes with mandatory cycle lanes to provide a connected network, with the option of including light segregation
- **ACTO8:** Create cycle route on Old Lang Stracht
- **ACTO9:** Provide advance stop lines or cycle by-passes at all signalised junctions
- **PTO5:** Changes to bus lane operational hours and enforcement
- **PTO6:** Bus Stop upgrade programme and stop rationalisation
- **PTO7:** Bus Prioritisation / Pre-Signals at all signalised junctions on the corridors
- **PTO8:** Reallocate all lay-by bus stops to on-street bus stops.
- **PTO9a:** Make Castle Street to Union terrace, bus, cycle and walk only
- **PTO10:** Rebrand of Kingswells Park and Ride
- **PTO11:** Advanced VMS on AWPR
- **PTO12:** Establish a Bus Service Improvement Programme (BSIP)
- **PTO13:** Develop Sustainable Transport Hubs
- **GTO2:** Improve Wayfinding and Signage

## 4.10 High Delivery Package

4.10.1 The high delivery package consists of the following options:

- **ACTO1:** Programme of pavement maintenance and decluttering

- **ACTO2:** Review of pedestrian desire lines and installation of pedestrian friendly crossing facilities to suit
- **ACTO3:** Development of Green Corridors within the city centre and between development sites on the corridors
- **ACTO4:** Identify and formalise a city centre cycle network
- **ACTO5b:** Provision of a segregated 2-way cycle lane from PrimeFour to ARI along the A944 connecting into AECOM study options
- **ACTO8:** Create cycle route on Old Lang Stracht
- **ACTO9:** Provide advance stop lines or cycle by-passes at all signalised junctions
- **PTO3:** Continuous Bus Lane from Westhill to Aberdeen via A944
- **PTO4:** Continuous Bus Lane from Westhill to Aberdeen City Centre via A9119
- **PTO5:** Changes to bus lane operational hours and enforcement
- **PTO6:** Bus Stop upgrade programme and stop rationalisation
- **PTO7:** Bus Prioritisation / Pre-Signals at all signalised junctions on the corridors
- **PTO8:** Reallocate all lay-by bus stops to on-street bus stops.
- **PTO9b:** Make Castle Street to Holburn Street Junction, bus, cycle and walk only
- **PTO10:** Rebrand of Kingswells Park and Ride
- **PTO11:** Advanced VMS on AWPR
- **PTO12:** Establish a Bus Service Improvement Programme (BSIP)
- **PTO13:** Develop Sustainable Transport Hubs
- **GTO1:** Reclaiming Streets Programme
- **GTO2:** Improve Wayfinding and Signage

## 4.11 Gold Delivery Package

4.11.1 The gold delivery package consists of the following options:

- **ACTO1:** Programme of pavement maintenance and decluttering
- **ACTO2:** Review of pedestrian desire lines and installation of pedestrian friendly crossing facilities to suit
- **ACTO3:** Development of Green Corridors within the city centre and between development sites on the corridors
- **ACTO4:** Identify and formalise a city centre cycle network
- **ACTO5a:** Provision of a segregated 2-way cycle lane from PrimeFour to Aberdeen City Centre along the A944 connecting into AECOM study options
- **ACTO6:** Provision of a segregated 2-way cycle lane from Union Street / Holburn junction to PrimeFour via A9119
- **ACTO8:** Create cycle route on Old Lang Stracht
- **ACTO9:** Provide advance stop lines or cycle by-passes at all signalised junctions
- **PTO1:** Reconfigure roundabout junctions to signalised junctions, complete with bus and cycle pre-signals
- **PTO2:** Bus Rapid Transit on the A944 Westhill – Aberdeen City Centre, via Kingswells Park and Ride
- **PTO4:** Continuous Bus Lane from Westhill to Aberdeen City Centre via A9119
- **PTO5:** Changes to bus lane operational hours and enforcement
- **PTO6:** Bus Stop upgrade programme and stop rationalisation
- **PTO7:** Bus Prioritisation / Pre-Signals at all signalised junctions on the corridors
- **PTO8:** Reallocate all lay-by bus stops to on-street bus stops.
- **PTO9b:** Make Castle Street to Holburn Street Junction, bus, cycle and walk only
- **PTO10:** Rebrand of Kingswells Park and Ride

- **PTO11:** Advanced VMS on AWPR
- **PTO12:** Establish a Bus Service Improvement Programme (BSIP)
- **PTO13:** Develop Sustainable Transport Hubs
- **GTO1:** Reclaiming Streets Programme
- **GTO2:** Improve Wayfinding and Signage

#### 4.12 Package Summary

4.12.1 These four packages will go forward and form the main part of the appraisal process. The impacts and benefits of delivering each and the inferred cost and works required, will be calculated cumulatively to provide an overall high-level package delivery feasibility. It should be recognised that the full delivery of each package may be feasible from an engineering perspective, but financial feasibility is bounded by budget constraints. As such, it is noted at this early stage, that it is likely that the final delivery packages highlighted within the Prioritisation and Delivery programme will be representative of a selection of options from the various packages to provide final deliverable interventions.

## 5 Transport Planning Objectives (TPOs)

### 5.1 Initial Appraisal: Case for Change TPOs

5.1.1 Eight Transport Planning Objectives (TPOs) for the study were developed during the earlier *Initial Appraisal: Case for Change* stage of this study:

- **TPO1:** Improve the quality of the pedestrian experience for all, and address the barriers which affect some groups moving around as a pedestrian
- **TPO2:** Improve cycle routes to ensure they are sufficiently direct and connected, while improving journey quality, times, and safety for cyclists in the corridor
- **TPO3:** Rebalance the city centre environment in favour of more sustainable modes
- **TPO4:** Reduce journey times by bus and improve service punctuality
- **TPO5:** Improve the quality of bus services and bus stop infrastructure in the corridor, enhancing the experience for current bus users and attracting new passengers
- **TPO6:** Address the cost of public transport and reduce gaps in bus connectivity along the corridor
- **TPO7:** Provide improved integration between sustainable travel modes
- **TPO8:** Increase the mode share for sustainable travel modes along the A944 and A9119 transport corridors

5.1.2 These TPOs were robustly and directly developed from the identified transport problems from the Case for Change. Although these TPOs were developed very recently, since then, the draft Aberdeen Regional Transport Strategy (RTS) 2040 has been released for general consultation. The RTS was previously studied and utilised in the shaping of this studies TPOs, however, in the recent publication, the original RTS objectives have been developed further.

### 5.2 Transport Planning Objectives – RTS2040

5.2.1 The emerging RTS2040 has been guided by the NTS2 vision and sets out six ‘principles’ under which sit a number of aspirational objectives. The RTS2040 principles and their sub-objectives have been developed to be SMART and offer a set of well-defined objectives.

Table 5-1: RTS 2040 Principles and Objectives

RTS 2040 Principles	RTS 2040 Objectives
<b>Significantly reduced carbon emissions from transport to support net-zero nationally by 2045</b>	Zero petrol or diesel cars in town and city centres 100% of buses across the region to be fuelled by Ultra Low Emission Vehicles Substantial public uptake of Ultra Low Emission Vehicles
<b>No exceedances of World Health Organisation (WHO) safe levels of emissions from transport</b>	Reduce nitrogen dioxide and particulates (PM10) emissions from transport below WHO safe levels
<b>A 50:50 mode share split between car driver and sustainable modes</b>	Increase the number and proportions travelling by bus, rail, cycling and walking Increased passenger kilometres travelled by rail to, from and within the region
<b>Improved journey efficiencies</b>	Reduce journey times by rail to the central belt by 20 minutes and Inverness by 15 minutes Improve journey efficiencies by road from Peterhead to the motorway network at Friarton Bridge Reduce delays on the region’s road network to less than 10% of driver journeys delayed due to congestion Improve bus punctuality to 95% of buses starting their route on time Improve average bus speeds
<b>Zero fatalities on the road network</b>	Reduce the number and severity of all casualties Reduce the proportion of vulnerable users involved in road traffic collisions
<b>Accessibility for all</b>	No areas at high risk of transport poverty across the region All railway stations to meet desired accessibility standards All buses, bus stops and interchanges to be fully accessible Accessibility to key destinations to include employment, health, education, and leisure

### 5.3 Study TPOs vs RTS2040 TPOs

5.3.1 The table below highlights the correlation between the TPOs set in this study and those from the emerging RTS 2040.

Table 5-2: TPOs vs RTS Objectives 2040

RTS 2040 Principles	TPO1	TPO2	TPO3	TPO4	TPO5	TPO6	TPO7	TPO8
Significantly reduced carbon emissions from transport to support net-zero nationally by 2045	✓	✓	✓		✓		✓	✓
No exceedances of World health Organisation (WHO) safe levels of emissions from transport					✓			
A 50:50 mode share split between car driver and sustainable modes	✓	✓	✓	✓	✓	✓	✓	✓
Improved journey efficiencies				✓	✓			
Zero fatalities on the road network	✓	✓	✓					
Accessibility for all					✓	✓	✓	✓

5.3.2 As is evident in the table above there is a strong correlation and synergy between the TPOs in this study and those developed through the RTS2040. We are confident, therefore, that there is no need to revisit or change the TPOs for this study and instead should progress to establishing how these objectives could become SMART.

### 5.4 SMART-ening of Study TPOs

5.4.1 In accordance with STAG guidance, study TPOs should become SMART as the study progresses so that they are:

- Specific:** It will say in precise terms what is sought
- Measurable:** There will exist means to establish to stakeholders' satisfaction whether or not the objective has been achieved
- Attainable:** There is general agreement that the objective set can be reached
- Relevant:** The objective is a sensible indicator or proxy for the change which is sought
- Timed:** The objective will be associated with an agreed point by which it will have been met

5.4.2 This study seeks to generate a significant step change in increasing the balance between sustainable transport modes and private car. Based on this premise and the objectives and principles established as part of the RTS2040, it is important that this level of ambition is reflected within this study's' TPOs.

5.4.3 Through consideration of the above elements, the table below establishes the position of the TPOs and the individual elements of the SMART process. With the RTS having a horizon year of 2040, it would be beneficial to set and raise the ambition of these objectives to be achieved in advance of this horizon period. Achieving these ambitious targets can be explored by incrementally adjusting the objectives within four evaluation periods of five years. Adopting this methodology, the TPOs can continually be revisited, evaluated and success monitored as options come online. For example, long-term targets for each of the TPOs can be proportioned into these four evaluation periods, thus by 2025 if these targets have been met, then more ambitious targets can be set for the next period of 2030 and so forth. If they have not been met, then any options delivered within this period would be evaluated to determine any limitations to achieving the target or other options can be brought forward in their planned delivery to assist. This will also provide sufficient time for options delivered during this time period to become fully operation and bedded into the network.

5.4.4 The figure below provides an example of what could be considered for TPO4 to improve bus punctuality. From the sample of bus data we analysed, 71% of services fall within the window of tolerance which is 24% below the 95% target. As such by 2025, the objective here could be to achieve 90% of services meeting the target, as it is unlikely options will have been integrated into the network by this period, but improvements may have been gained from some early delivery of other options within the selected package. By 2030, it is expected that this 95% target is met due to intervention delivery and thus evaluation periods 3 and 4 focus on maintaining this standard by monitoring the data closely. At any point during these five year intervals, targets have not been met, then evaluating the options will enable issues to be identified, improvements made, or decisions made to accelerate the delivery of a subsequent option to meet this target by the next evaluation period.

5.4.5 These evaluation periods can then assist in the monitoring of the RTS objectives, in this case the 50:50 mode share target, to see if gains have been achieved.

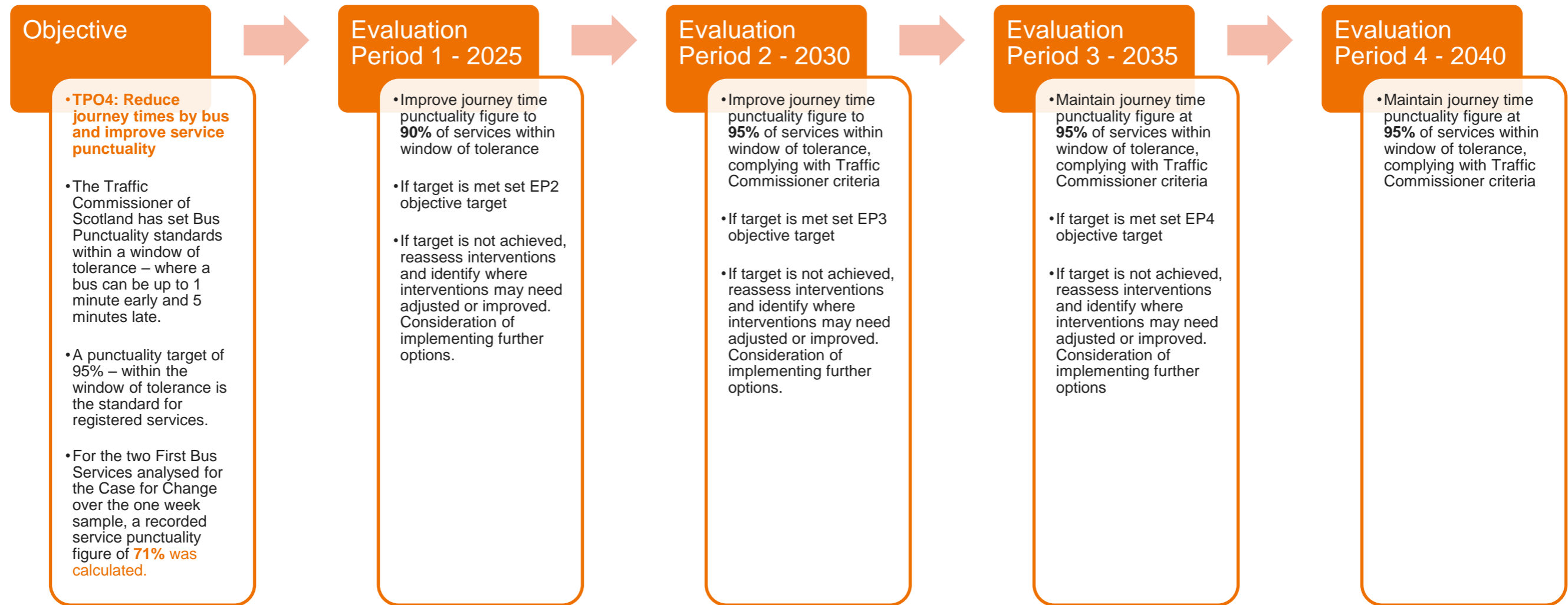


Figure 5-1: Example of utilising 4 Evaluation Periods for monitoring Objectives success

5.4.6 At this stage of the STAG process it is commensurate for the TPOs to be articulated in general terms indicating the desired direction of change, while during the Detailed Appraisal stage they should be finalised in more specific terms and where appropriate, include a target. In place of a Detailed Appraisal, these TPOs can become more specific as part of any business case development.

Table 5-3: SMART-ening of TPOs

TPO	Specific	Measurable	Attainable	Relevant	Timed
<b>TPO1:</b> Improve the quality of the pedestrian experience for all, and address the barriers which affect some groups moving around as a pedestrian	Objective is specific in that it seeks to address mode specific issues.  Objective could be smartened to make specific reference to geographical areas or streets.	Annual surveys can be undertaken to assess changing perceptions of various pedestrian groups. Aberdeen Citizens Panel often undertaken surveys containing a question similar in nature. The responses to this question could be used to measure success of this objective.  Could establish targets to achieve greater than 85% satisfaction with pedestrian environment.	Objective and measure are attainable.  Attainment of the TPO is within the remit of the sponsoring bodies.  100% satisfaction is unrealistic target and as such 85% representation is attainable through option delivery.	Addresses transport problem and root cause. Developed direct from transport problem as part of the Appraisal Framework within the <b>Case for Change - In some places facilities for pedestrians make getting around frustrating and inconvenient</b>	85% satisfaction target to be achieved by RTS 2040 horizon. Progress to be monitored and evaluated every 5 years, providing four control periods.
<b>TPO2:</b> Improve cycle routes to ensure they are sufficiently direct and connected, while improving journey quality, times and safety for cyclists in the corridor	Objective is specific in that it seeks to address mode specific issues within the geographic area	Annual surveys can be undertaken to assess changing perceptions of various cycling groups. Aberdeen Citizens Panel often undertaken surveys containing a question similar in nature. The responses to this question could be used to measure success of this objective.  Could establish targets to achieve greater than 85% satisfaction with cycling environment.  Census data can identify mode share change to act as an indicator to the uptake in cycling for journeys.  Cycling counts along the corridor can monitor changes in cycling numbers.  STATS19 data can be monitored to discern the change in the number of collisions involving cyclists.	Objective and measure are attainable.  Attainment of the TPO is within the remit of the sponsoring bodies.  100% satisfaction is unrealistic target and as such 85% representation is attainable through option delivery.  Monitoring of stats can assist in determining the success of the TPO thus has the elements required to be attainable.	Addresses transport problem and root cause. Developed direct from transport problem as part of the Appraisal Framework within the <b>Case for Change - Journeys by bike on designated routes are fragmented and inconvenient</b>  <b>In some places facilities for cyclists make getting around frustrating and inconvenient</b>	85% satisfaction target to be achieved by RTS 2040 horizon. Progress to be monitored and evaluated every 5 years, providing four control periods.
<b>TPO3:</b> Rebalance the city centre environment in favour of more sustainable modes	Objective is specific in that it seeks to address mode specific issues within the geographic area	Pedestrian and cycling counters in conjunction with road traffic counters can be used to measure mode share within city centre area.  Change in road lengths banned to private vehicles can be measured in addition to the recording of removing on-street parking spaces.  Air Quality Monitor readings will provide a proxy measurement of the change in road-based traffic.  Change in pedestrian wait times at controlled signalised crossings can indicate rebalance towards pedestrians over road-based traffic.	Objective and measure are attainable.  Attainment of the TPO is within the remit of the sponsoring bodies.  Monitoring of stats can assist in determining the success of the TPO thus has the elements required to be attainable.	Addresses transport problem and root cause. Developed direct from transport problem as part of the Appraisal Framework within the <b>Case for Change - The city centre network prioritises vehicular traffic over all other modes</b>  <b>Intimidation of non-motorised road users</b>	To be achieved by RTS 2040 horizon. Progress to be monitored and evaluated every 5 years, providing four control periods.
<b>TPO4:</b> Reduce journey times by bus and improve service punctuality	Objective is specific in that it seeks to address mode specific issues  Objective could be smartened to reference specific journeys, i.e. Between Westhill and Aberdeen City Centre	Bus GPS data provides a reliable and wealthy data source. Punctuality and reliability indicators can be generated and monitored.  Objective could be measured by setting a target of 95% of bus journeys to arrive within 1 minute early of scheduled time and within 5 minutes late. Within the sample data for the Case for Change, approximately 10-15% of services arrived within 1 minute of their scheduled time.	Objective and measure are attainable.  Attainment of the TPO is within the remit of the sponsoring bodies.  Monitoring of stats can assist in determining the success of the TPO thus has the elements required to be attainable.	Addresses transport problem and root cause. Developed direct from transport problem as part of the Appraisal Framework within the <b>Case for Change - Bus journey times can be long and unreliable</b>	To be achieved by RTS 2040 horizon. Progress to be monitored and evaluated every 5 years, providing four control periods.
<b>TPO5:</b> Improve the quality of bus services and bus stop infrastructure in the corridor, enhancing the experience for current bus users and attracting new passengers	Objective is specific in that it seeks to address mode specific issues  Objective could be smartened to reference specific sections of the network or particular clusters of bus stops	Annual surveys can be undertaken to assess changing perceptions of bus users. Aberdeen Citizens Panel often undertaken surveys containing a question similar in nature. The responses to this question could be used to measure success of this objective.	Objective and measure are attainable.  Study sponsors would need to work with bus operators to assist in service-related improvements. Bus operators are key stakeholders on	Addresses transport problem and root cause. Developed direct from transport problem as part of the Appraisal Framework within the <b>Case for Change - Bus Services in the corridors are perceived to be of poor quality</b>	To be achieved by RTS 2040 horizon. Progress to be monitored and evaluated every 5 years, providing four control periods.

TPO	Specific	Measurable	Attainable	Relevant	Timed
		<p>Could establish targets to achieve greater than 85% satisfaction with bus services.</p> <p>Patronage numbers can be monitored along the corridor to identify changes in demand in response to option delivery.</p> <p>Visible measure in the number of bus stops upgraded and maintained.</p>	<p>this project and likely to achieve buy-in.</p> <p>Monitoring of stats can assist in determining the success of the TPO thus has the elements required to be attainable.</p>	<p><b>Bus operations are hampered by the location of bus stops and facilities at some bus stops are poor</b></p>	
<p><b>TPO6:</b> Address the cost of public transport and reduce gaps in bus connectivity along the corridor</p>	<p>Objective is specific in that it seeks to address mode specific issues</p> <p>Objective could be smartened to reference specific sections of the corridor where these gaps exist, such as low frequency in Westhill and Kingswells</p>	<p>Scottish Access to Bus Index (SABI) can be monitored annually to assess changes in the accessibility to bus services.</p> <p>TRACC accessibility software can be used to measure levels of connectivity during each new timetable release and identify any widening or narrowing of gaps. Can measure changes in connectivity by journey time at the postcode level to key destinations.</p> <p>Costs for public transport tickets can be monitored in line with rates of inflation and real cost of living to monitor potential transport poverty.</p> <p>Benchmarking of fares against other areas and against travel by car costs (city centre parking)</p>	<p>Objective and measure are attainable.</p> <p>Study sponsors would need to work with bus operators to assist in service-related improvements such as fares and integrated ticketing. Bus operators are key stakeholders on this project and likely to achieve buy-in.</p> <p>Monitoring of stats can assist in determining the success of the TPO thus has the elements required to be attainable.</p>	<p>Addresses transport problem and root cause. Developed direct from transport problem as part of the Appraisal Framework within the <b>Case for Change - Public transport is viewed as too expensive by some</b></p> <p><b>The bus network in the corridors omits areas leading to connectivity gaps</b></p>	<p>To be achieved by RTS 2040 horizon. Progress to be monitored and evaluated every 5 years, providing four control periods.</p>
<p><b>TPO7:</b> Provide improved integration between sustainable travel modes</p>	<p>Objective is specific in that it seeks to address mode specific issues</p> <p>Objective could be smartened to reference specific areas in which to improve current integration or future integration, such as new development sites, Kingswells P&amp;R</p>	<p>Monitor timetable information between bus and rail to assess alignment and measure wait times.</p> <p>Surveys of cycle parking to assess occupancy rates at key transport interchange hubs (bus station, Kingswells, rail station).</p> <p>Car park occupancy counts at Kingswells Park and Ride.</p>	<p>Objective and measure are attainable.</p> <p>Study sponsors would need to work with bus operators to assist in service-related improvements. Bus operators are key stakeholders on this project and likely to achieve buy-in.</p> <p>Monitoring of stats can assist in determining the success of the TPO thus has the elements required to be attainable.</p>	<p>Addresses transport problem and root cause. Developed direct from transport problem as part of the Appraisal Framework within the <b>Case for Change - Established park and ride assets are perceived too unattractive and inconvenient</b></p>	<p>To be achieved by RTS 2040 horizon. Progress to be monitored and evaluated every 5 years, providing four control periods.</p>
<p><b>TPO8:</b> Increase the mode share for sustainable travel modes along the A944 and A9119 transport corridors</p>	<p>Objective is specific in that it seeks to address mode specific issues</p> <p>Objective could be smartened to reference specific areas in which to improve mode share as a priority, such as areas with a distance travel to work under 5km</p>	<p>Census data provides statistics on mode share which can be monitored over larger timeframes.</p> <p>Scottish Household Survey results can be monitored annually to assess changes in mode share.</p> <p>Patronage, cycle and car counts at points on the corridors can monitor changes in demand by mode.</p>	<p>Objective and measure are attainable.</p> <p>Attainment of the TPO is within the remit of the sponsoring bodies.</p> <p>Monitoring of stats can assist in determining the success of the TPO thus has the elements required to be attainable.</p>	<p>Addresses the overall ambition and desire for the study as can be considered an outcome of achieving the preceding TPOs</p>	<p>To be achieved by RTS 2040 horizon. Progress to be monitored and evaluated every 5 years, providing four control periods.</p>



## 5.5 Appraisal Packages against TPOs

5.5.1 At this stage, an initial appraisal of the identified packages has been undertaken against the TPOs. The 7-point STAG scoring criteria has been used to inform this initial assessment, as highlighted below.

- ✓✓✓ - Major beneficial impacts
- ✓✓ - Moderate beneficial impacts
- ✓ - Minor beneficial impacts
- – Neutral / No impact
- ✗ - Minor detrimental impacts
- ✗✗ - Moderate detrimental impacts
- ✗✗✗ - Major detrimental impacts

Table 5-4: Appraisal Packages vs TPOs

Package	TPO1: Improve the quality of the pedestrian experience for all, and address the barriers which affect some groups moving around as a pedestrian	TPO2: Improve cycle routes to ensure they are sufficiently direct and connected, while improving journey quality, times, and safety for cyclists in the corridor	TPO3: Rebalance the city centre environment in favour of more sustainable modes	TPO4: Reduce journey times by bus and improve service punctuality	TPO5: Improve the quality of bus services and bus stop infrastructure in the corridor, enhancing the experience for current bus users and attracting new passengers	TPO6: Address the cost of public transport and reduce gaps in bus connectivity along the corridor	TPO7: Provide improved integration between sustainable travel modes	TPO8: Increase the mode share for sustainable travel modes along the A944 and A9119 transport corridors
Low	✓	✓	✓	✓	○	○	✓	✓
Medium	✓✓	✓✓	✓✓	✓	✓	✓	✓	✓
High	✓✓✓	✓✓✓	✓✓✓	✓✓	✓✓	✓✓	✓✓	✓✓
Gold	✓✓✓	✓✓✓	✓✓	✓✓✓	✓✓✓	✓✓	✓✓✓	✓✓✓

5.5.2 As expected, the packages which contain the highest level of investment deliver the largest benefits. However, this must be set against their deliverability, cost realism and delivery timescales. For example, you will be able to deliver against the TPOs for the low delivery package long before achieving the benefits for the gold package.

5.5.3 Reflecting on this point, the appraisal packages do display a good level of performance against the TPOs and as such should proceed to be appraised against the STAG criteria.

## 6 Option Appraisal (Preliminary Appraisal)

### 6.1 Overview

6.1.1 This section of the report establishes the appraisal of each of the four identified delivery packages. This is achieved through a two-stage process:

A **Logic Map**, setting out:

- The underlying transport problems – derived from the Initial Appraisal: Case for Change
- The transport related outcomes of delivery package implementation
- The wider societal impacts of delivery package implementation
- TPOs, the package contributes towards
- Which of the RTS2040 targets the delivery package helps towards

Developing a proportionate **Appraisal Table** covering the appraisal criteria:

- STAG Criteria – Environment, Safety, Economy, Integration and Accessibility and Social Inclusion
- Established Policy Directives
- Feasibility and Cost to Government / Affordability (using three band ranges for cumulative costs; **Low <£10m**, **Medium £10m - £20m**, **High >£20m**)
- Public Acceptability

6.1.2 The information contained within the Appraisal Tables has been developed through consideration of the Logic Mapping exercise and through consideration of:

- Existing studies – drawing on appraisals undertaken to date
- Benchmarking & case studies
- Professional knowledge and experience

6.1.3 In addition, work has been undertaken to develop high-level costs and engineering feasibility around each delivery package. This information has been derived from the further development of the individual options within **Chapter three**, and at this stage, reflecting a 'Preliminary Appraisal' approach are high level, based on previous cost estimates or from experience of similar projects elsewhere. This information will then be utilised alongside the appraisal performance to structure the prioritisation and delivery plan.

6.1.4 The 7-point STAG scoring criteria has been used to inform this initial assessment, as highlighted below.

✓✓✓ - Major beneficial impacts

✓✓ - Moderate beneficial impacts

✓ - Minor beneficial impacts

○ – Neutral / No impact

× - Minor detrimental impacts

×× - Moderate detrimental impacts

××× - Major detrimental impacts

## 6.2 Low Delivery Package

6.2.1 The low delivery package represents those options which require the minimum amount of infrastructure works and financial investment required to implement the options constituent within. Options exist within this package to provide benefits (although marginal) for each sustainable transport mode. These options are also designed to have the lowest impact on other users of the corridor, negating negative impacts likely to cause any inappropriate routing. In terms of each mode, the options would provide:

### Walking

6.2.2 Improvements to city centre crossing locations, including altering wait times to rebalance in favour of pedestrians where appropriate. There would also include the provision of additional crossing points on the A944 which are controlled to provide easier access across a busy dual carriageway to align with desire lines. The beginning of the implementation of green corridors would start with this package with streets interacting with Union Street becoming incorporated in the City Centre Masterplan providing safe and attractive connections between city centre locations that are car free. Wayfinding and signage would be implemented to provide routing along quieter trafficked routes, including the employment of a coloured coded signing strategy.

### Cycling

6.2.3 As part of this package, an initial development of an agreed city centre cycle network would be created. This will highlight those routes which are formally recognised as cycling routes and establish the precedence for implementing cycling infrastructure. This network will also extend out to Westhill and incorporate appropriate linkages into Kingswells, Maidencraig and Countesswells. From this position, extension of advisory cycle lanes can be facilitated with preference for resurfacing these lanes to provide brightly coloured asphalt to draw attention and awareness to the presence of these lanes to drivers. Resurfacing has been selected over painting the lanes, as the resurface is more durable and resilient with a longer lifespan compared to screed which has a lifespan of around 5 years and when it starts to disintegrate can account for uncomfortable riding. A direct route would also be provided along Old Lang Stracht to provide a link between Kingswells and the A944 Lang Stracht without the need to reroute down and along the A944 dual carriageway and interaction with Switchback Roundabout.

### Bus

6.2.4 This package includes two main focuses as part of its delivery (i) make better use of existing infrastructure; and (ii) to increase the utilisation of Kingswells Park and Ride. The minimum level of action for altering the bus network includes increasing the operational hours of the existing bus lanes to increase the potential of reducing congestion induced delays to bus journey times. The addition of banning the right-turn onto Castle Street is based on feedback from bus operators who indicated that this turn is one of the largest contributors to the delay of bus services.

6.2.5 The rebranding and further advertising of Kingswells Park and Ride is aimed at encouraging an uptake in utilisation. Increasing the information available including live parking capacity information and potential travel times by bus on VMS signs on the AWPR on approach to the A944 junction is designed to capture drivers' notice and encourage a change in behaviour at a key decision point in their journey. This will be aided by more reliable running services based on the improved enforcement and operational hours of the existing bus lane network. The second aim of the rebranding is to provide an increase in secure cycle parking and changing facilities to encourage an uptake in Park and Choose, where people can decide to take the bus or cycle from the site in place of undertaking the journey by car. Provision of cycle sheds or increased cycle locations allows users to store their bike at the site overnight instead of travelling with their bike every day on a bike rack on their car.

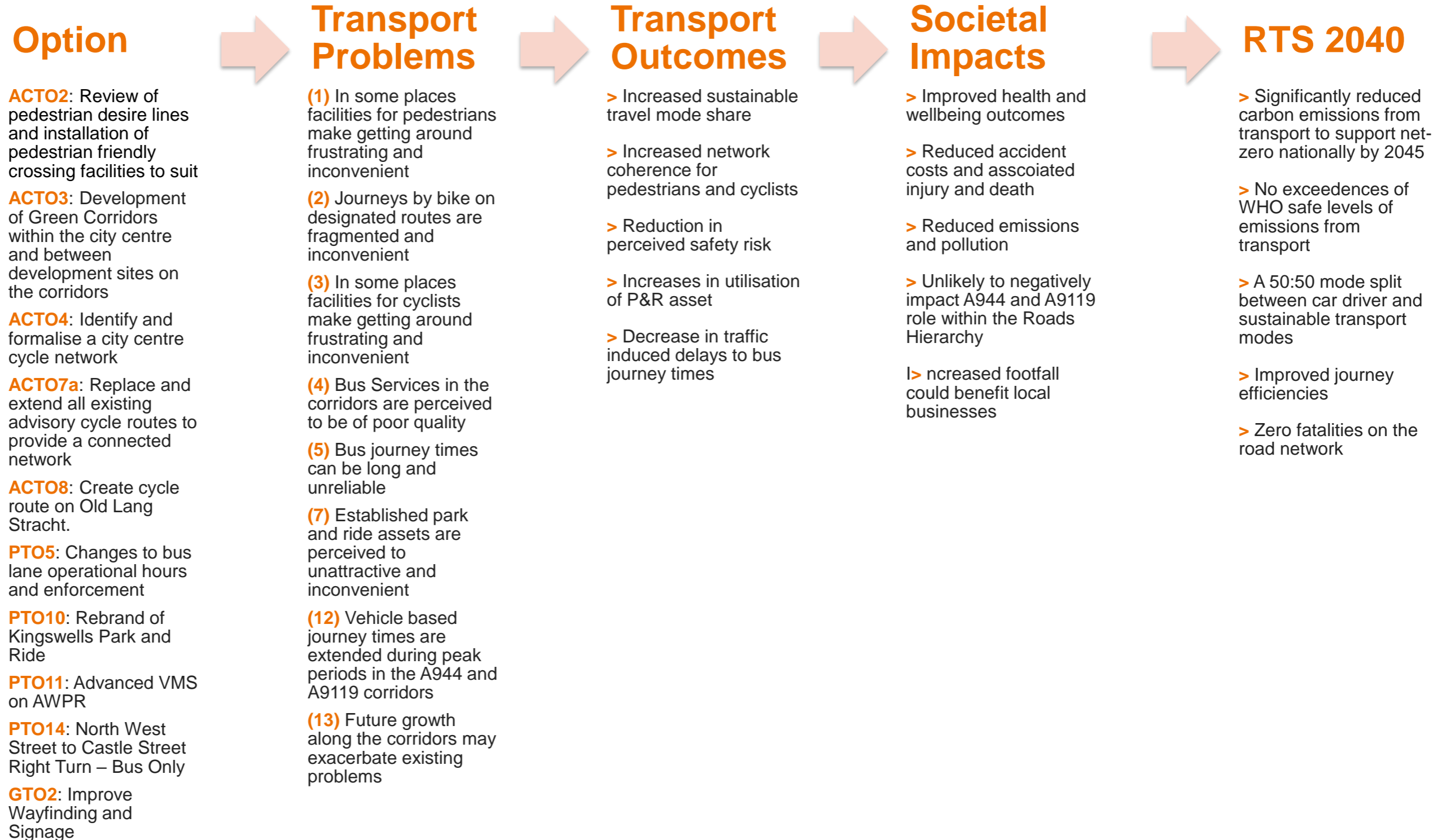


Figure 6-1: Low Delivery Package Logic Map

Table 6-1: Low Delivery Package Appraisal Table

<b>Package: Low Delivery Package</b>				
<b>Package Description:</b>	<ul style="list-style-type: none"> <li>■ <b>ACTO2:</b> Review of pedestrian desire lines and installation of pedestrian friendly crossing facilities to suit</li> <li>■ <b>ACTO3:</b> Development of Green Corridors within the city centre and between development sites on the corridors</li> <li>■ <b>ACTO4:</b> Identify and formalise a city centre cycle network</li> <li>■ <b>ACTO7a:</b> Replace and extend all existing advisory cycle routes to provide a connected network</li> <li>■ <b>ACTO8:</b> Create cycle route on Old Lang Stracht.</li> <li>■ <b>PTO5:</b> Changes to bus lane operational hours and enforcement</li> <li>■ <b>PTO10:</b> Rebrand of Kingswells Park and Ride</li> <li>■ <b>PTO11:</b> Advanced VMS on AWPR</li> <li>■ <b>PTO14:</b> North West Street to Castle Street Right Turn – Bus Only</li> <li>■ <b>GTO2:</b> Improve Wayfinding and Signage</li> </ul>			
<b>STAG Criteria</b>	<b>Key Appraisal Points</b>	<b>STAG Score</b>	<b>RTS Principles</b>	<b>RTS Score</b>
<b>Environment:</b>	<ul style="list-style-type: none"> <li>• Mode switch from car to active travel would reduce traffic related carbon emissions. This would support the Scottish Governments Climate Change Bill, RTS2040 Principles and Aberdeen’s ambition for being a Net-Zero city.</li> <li>• Mode switch from car to active travel would reduce traffic related levels of pollutants. This would have a greater impact in areas within the city centre where there are air quality issues and an existing Air Quality Management Area.</li> <li>• Mode switch from car to bus under this package is likely to result in a balancing out of emissions, or slight positive based on hybrid and green vehicle fleet already operating along the corridors.</li> <li>• Banning right turn onto Castle Street for cars would reduce traffic related carbon and pollutants on Union Street bringing health benefits to pedestrians and cyclists.</li> <li>• Active modes options can increase the number of shorter distance trips undertaken by these modes as opposed to travel by car or bus, reducing vehicle kms.</li> <li>• Resurfacing the carriageway to provide coloured asphalt for cycle lanes would cause noise and vibration during construction period.</li> <li>• Greater number of trips made by active travel modes would have a positive impact on users’ health and well-being. Such benefits include health benefits from increased physical activity and journey quality.</li> </ul>	✓	<p><b>Reduce Carbon Emissions</b></p> <p><b>Safe levels of local pollutants</b></p> <p><b>50:50 mode split</b></p>	<p>✓</p> <p>✓</p> <p>✓</p>
<b>Safety:</b>	<ul style="list-style-type: none"> <li>• Provision of crossing opportunities at desired points is likely to reduce pedestrians crossing outwith provided controlled crossing locations and reduce the chances of conflicts arising.</li> <li>• Mode switch to active travel and bus from car would provide minor reductions in car trips and associated road traffic collisions within the corridors.</li> <li>• Small all-round gains in perception of safety with increased provision of advisory lanes, with coloured surfaces bringing further awareness to drivers.</li> <li>• Safety and the perception of safety surrounding active travel schemes is likely to improve as a critical mass is established and such travel behaviour is ‘normalised’.</li> <li>• Old Lang Stracht option reduces the need for cyclists to interact with Switchback Roundabout.</li> </ul>	✓	<b>Zero road fatalities</b>	✓
<b>Economy:</b>	<ul style="list-style-type: none"> <li>• Extended advisory lane provision and Old Lang Stracht route would generate journey time benefits for existing cyclists.</li> <li>• Increased physical activity with associated health improvements would lessen the economic burden on the NHS.</li> <li>• Greater number of trips made by active travel modes would have a positive impact on user’s health creating business savings from reduced absenteeism.</li> </ul>	✓	<b>Improved journey efficiencies</b>	✓

	<ul style="list-style-type: none"> <li>Reduction in wider societal accident related costs from fewer accidents between active travel and car users.</li> <li>Increase in operational hours of bus lanes will limit the impact of 'outwith' peak time journey delays.</li> <li>Sections of the corridor where it may be necessary to reallocate road space to facilitate the addition of advisory cycle lanes could lead to longer journey times and hence economic disbenefits for motorists or bus users.</li> </ul>			
<b>Integration:</b>	<ul style="list-style-type: none"> <li>Provides increased integration between walking, cycling and Public Transport use at the Park and Ride site at Kingwells (Multi-modal interchange)</li> <li>Improved integration between mixed land-uses through green corridors, supporting sustainable transport modes</li> <li>Provides improved integration with future development sites on the corridor by sustainable travel modes</li> <li>Supports the National Transport Strategy (NTS2) Sustainable Travel Hierarchy</li> <li>Any shift towards trips being made by sustainable modes will help work towards a 50:50 mode split target of the RTS2040</li> <li>Sustainable travel options integrate well with the Scottish Government's Climate Change Bill and regional policy on providing for modal shift to greener more sustainable modes</li> <li>Aligns with the Roads Hierarchy Principles and supports the City Centre Masterplan</li> </ul>	✓		
<b>Accessibility &amp; Social Inclusion:</b>	<ul style="list-style-type: none"> <li>Community Accessibility: wayfinding and signage would create a more coherent and navigable network for pedestrians and cyclists. Green corridors between development sites would increase connectivity between these communities, especially for pedestrians and cyclists.</li> <li>Comparative Accessibility: Some potential benefits from extended advisory cycle lanes which may attract people to cycle who previously found barriers to do so. This package is less likely to have a material impact on inequalities associated with deprivation.</li> </ul>	○	Access for all	○
<b>Implementability</b>	<b>Key Appraisal Points</b>	<b>STAG Score</b>		
<b>Feasibility:</b>	<ul style="list-style-type: none"> <li>Feasibility issues have been discussed more specifically for each option with Chapter 4.</li> <li>Except for resurfacing to integrate coloured asphalt as part of the advisory cycle lanes and resurfacing Old Lang Stracht, there are no other significant infrastructure works associated with this package.</li> <li>In summary there are no serious concerns regarding implementation of this low delivery package. TROs would be required for extending bus lane operating hours and banning the right turn onto Castle Street for general traffic. The consultation period could impact on the timescale to implement this package but overall it is expected that the majority of this package can be delivered in a short timeframe of 0-2 years, with the potential for one or two options extending into the medium-term delivery timeframe of between 2-5 years.</li> </ul>	✓✓✓		
<b>Cost to Government / Affordability:</b>	<ul style="list-style-type: none"> <li>Initial high-level costings have been discussed in Chapter 3. These are highlighted below and are again indicative costings reflective of a Preliminary Appraisal approach:</li> <li><b>ACTO2:</b> Review of pedestrian desire lines and installation of pedestrian friendly crossing facilities to suit (£0.2m)</li> <li><b>ACTO3:</b> Development of Green Corridors within the city centre and between development sites on the corridors (£0.3m)</li> <li><b>ACTO4:</b> Identify and formalise a city centre cycle network (£18,000 per 20mph zone)</li> <li><b>ACTO7a:</b> Replace and extend all existing advisory cycle routes to provide a connected network (£3.9m)</li> </ul>	<b>Low Cost</b>	The low cost of this option would not rule it out, outright in terms of affordability, although the funding, procurement, delivery and management of preferred option(s) will be determined through the Commercial, Financial and Management Case of the business case(s).	

	<ul style="list-style-type: none"> <li>• <b>ACT08:</b> Create cycle route on Old Lang Stracht. (£0.55m)</li> <li>• <b>PTO5:</b> Changes to bus lane operational hours and enforcement (unknown)</li> <li>• <b>PTO10:</b> Rebrand of Kingswells Park and Ride (unknown and depends on type of facilities)</li> <li>• <b>PTO11:</b> Advanced VMS on AWPR (unknown)</li> <li>• <b>PTO14:</b> North West Street to Castle Street Right Turn – Bus Only (unknown)</li> <li>• <b>GTO2:</b> Improve Wayfinding and Signage (unknown as would depend on number of signs to replace and install)</li> <li>• <b>Total indicative package costs</b> (including OB where costs are presented) = <b>£4.95m</b></li> </ul>	
<b>Public Acceptability:</b>	<p>The active travel options within this package are likely to be well received with ACT07 receiving the strongest support across all options during the public engagement. The public transport options are less likely to be accepted by all with some of the options within this package receiving some of the lowest scores during public engagement, including PTO5 and PTO14.</p>	✓
<b>Other comments</b>		
<p>Overall delivery of this package would return limited additional benefits to the transport system along the corridors. It is expected that this may facilitate a marginal growth in active travel users on the network and increase in use of Kingswells Park and Ride. These marginal gains are a result of providing the minimum infrastructure upgrades and are unlikely to recognise the significant step change in mode share as hoped to be achieved through this study. It may be possible to achieve greater benefits if this package was selected to go forward for business case development if a complementary higher-grade option was supplemented to this package.</p>		

### 6.3 Medium Delivery Package

6.3.1 The medium delivery package represents those options which require a level of investment above that of the low delivery package while also increasing the amount of required infrastructure related works. This package increases the number of options to be delivered to 17 in total, again catering for each sustainable transport mode. Delivery of this package is likely to have a greater impact on other users of the corridor including car and freight vehicles as works look to rebalance the corridor in favour of sustainable transport modes and prioritise these movements where possible at junctions.

6.3.2 In terms of each mode, the options would provide:

#### Walking

6.3.3 In addition to the low delivery package, this package would include expanding on the pedestrianisation of Union Street to include Castle Street will make the city centre a more attractive and welcoming destination for pedestrians and cyclists.

6.3.4 The main investment would see a programme of surface maintenance and resurfacing where appropriate. It is understood that as part of the CCMP and associated public realm works, more attractive materials will be used to cover the city centre pedestrian environment such as block work and paving slabs. As such this option would instead look to focus on the pavement provision out with the CCMP coverage area. Both Albyn Place and Queen's Road would have their pavement surfaces upgraded to more durable and resilient asphalt materials replacing the current paving slabs. These current slabs are in various states of disrepair due to the number and frequency of vehicles crossing the pavements to enter and exit premises and parking on pavements. Replacing these surfaces will provide longevity to the pavements and makes them easier to maintain over time. This work will be extended to cover the pedestrian pavements along the A944 Westburn Drive to make access to and from the hospital easier – especially for people that are mobility impaired and to ensure compliance with the Equality Act.

#### Cycling

6.3.5 In addition to the low delivery package this option develops upon the cycle network and, from this position, a TRO would require to be processed to convert existing advisory cycle lanes into mandatory cycle lanes and extending these lanes further along both the A944 and A9119, with preference for resurfacing them to provide brightly coloured asphalt to draw attention and awareness to the presence of these lanes to drivers. Resurfacing has been selected over refurbishing the lane markings, as the resurface is more durable and resilient with a longer lifespan compared to screed which has a lifespan of around 5 years and when it starts to disintegrate can account for uncomfortable riding. Further protection for cyclists will be provided through the integration of light segregation along the inside edge of the mandatory cycle lane in the form of Orcas, which from trials of light segregation by Glasgow City Council in 2020, proved to be the most durable. These orcas will be placed every 3 metres along the corridor and provide an unobtrusive level of protection for cyclists, whilst also retaining the ability for vehicles to access properties off the corridors.

6.3.6 A direct route would also be provided along Old Lang Stracht to provide a link between Kingswells and the A944 Lang Stracht without the need to reroute down and along the A944 dual carriageway and interaction with Switchback Roundabout. Further journey time benefits for existing cyclists would be generated through the integration of cycle priority infrastructure at junctions including expanding on current ASL provision and where appropriate implementing cycle bypasses (e.g. at roundabouts). Advanced signals for cyclists would also be provided, enabling cyclists to have a head-start ahead of other motorised users.

#### Bus

6.3.7 This package expands on the low delivery package, increasing the focus to three main target areas (i) make better use of existing infrastructure; (ii) improve the quality of bus stop infrastructure provided; and (iii) to increase the utilisation of Kingswells Park and Ride.

6.3.8 Using the existing bus lanes, operational hours will be expanded to cover the entire operating day, while where appropriate bus priority at signals will be implemented. These options are targeted at reducing the impacts of heavy traffic flow on bus journey time reliability. This will be further supported by infilling those bus stops that are currently laybys to on-street roadside bus stops, to protect the buses' position in traffic and minimising the associated delays of boarding and alighting. The addition of banning the right-turn onto Castle Street is based on feedback from bus operators who indicated this turn as being one of the largest contributors to the delay of bus services.

6.3.9 An agreed standard of bus stops will be designed followed by a programme of upgrading bus stops to a consistent standard. This will include the provision of shelters, flags and poles and bus timetable information. Real Time Passenger Information will be provided at strategic stops that experience the largest levels of demand to keep passengers informed. Emphasis will also be on reducing the discrepancy between infrastructure provision between eastbound and westbound services to reemphasise the importance of the corridor as a facilitator of two-way demand and the levels of development and trip generation to destinations at Westhill and PrimeFour. Additionally, a BSIP plan and option would be identified with the local authorities working closely with the bus operators to agree a level of service along the corridor and the serving of key communities to ensure an increased level of accessibility to public transport. This BSIP will also agree on the vehicle fleet to provide a mix of cleaner and greener vehicles along the corridor to reduce the impact of emissions and local pollutants.

6.3.10 The rebranding and further advertising of Kingswells Park and Ride is aimed at sparking an uptake in utilisation. Increasing the information available including live parking capacity information and potential travel times by bus on VMS signs on the AWPR on approach to the A944 junction is designed to capture drivers notice and encourage a change in behaviour at a key decision point in their journey. This will hopefully be aided by more reliable running services based on the improved enforcement and operational hours of the existing bus lane network. The second aim of the rebranding is to provide an increase in secure cycle parking and changing facilities to encourage an uptake in park and choose, where people can decide to take the bus or cycle from the site in place of undertaking the journey by car. Provision of cycle sheds or increased cycle locations allows users to store their bike at the site overnight instead of travelling with their bike every day on a bike rack on their car. This would assist in this site being recognised as a multi-modal local interchange whereby all road users could use/benefit from a re-branding.



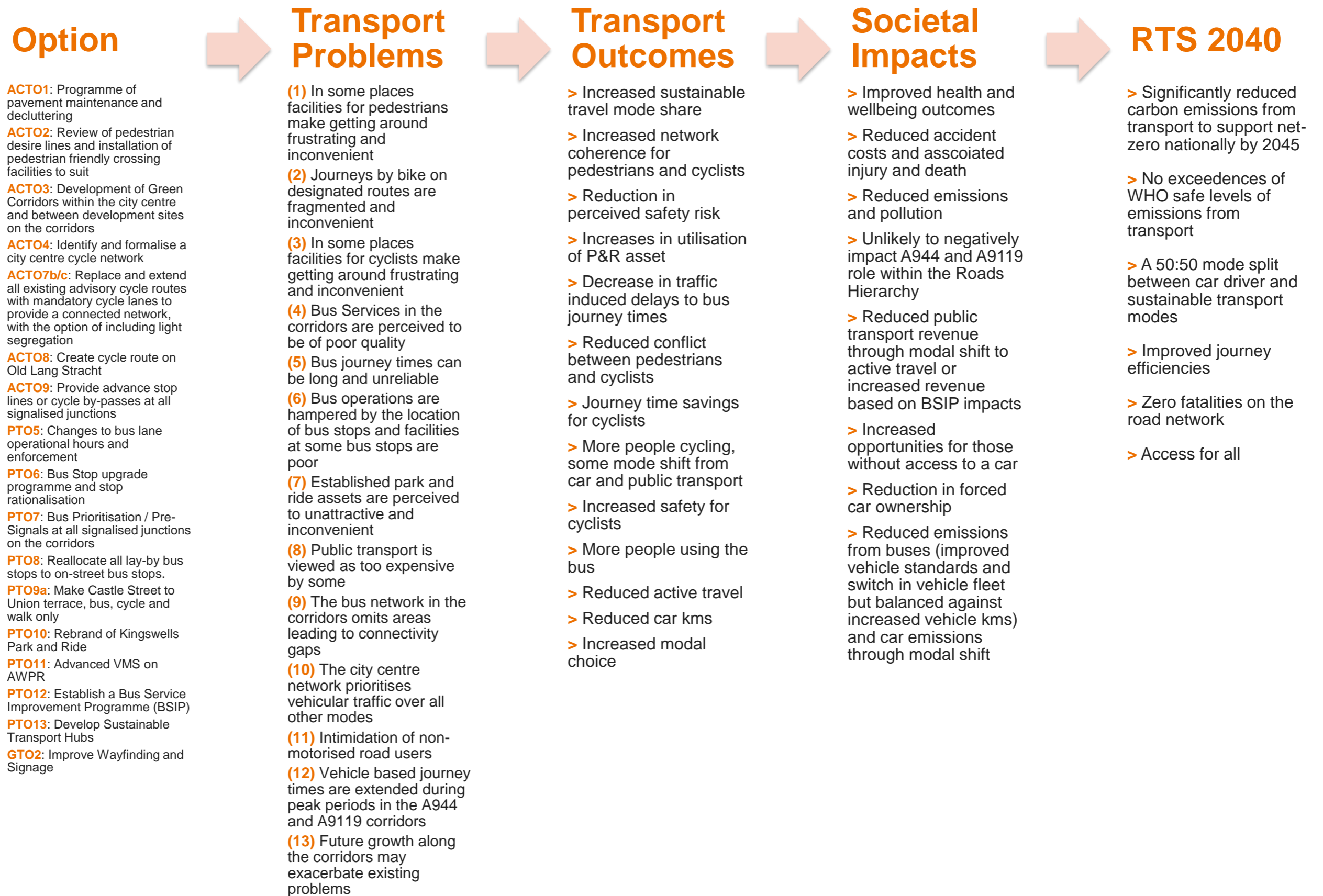


Figure 6-2: Medium Delivery Package Logic Map

Table 6-2: Medium Delivery Package Appraisal Table

Package: Medium Delivery Package				
Package Description:	<ul style="list-style-type: none"> <li>■ <b>ACTO1:</b> Programme of pavement maintenance and decluttering</li> <li>■ <b>ACTO2:</b> Review of pedestrian desire lines and installation of pedestrian friendly crossing facilities to suit</li> <li>■ <b>ACTO3:</b> Development of Green Corridors within the city centre and between development sites on the corridors</li> <li>■ <b>ACTO4:</b> Identify and formalise a city centre cycle network</li> <li>■ <b>ACTO7b/c:</b> Replace and extend all existing advisory cycle routes with mandatory cycle lanes to provide a connected network, with the option of including light segregation</li> <li>■ <b>ACTO8:</b> Create cycle route on Old Lang Stracht</li> <li>■ <b>ACTO9:</b> Provide advance stop lines or cycle by-passes at all signalised junctions</li> <li>■ <b>PTO5:</b> Changes to bus lane operational hours and enforcement</li> <li>■ <b>PTO6:</b> Bus Stop upgrade programme and stop rationalisation</li> <li>■ <b>PTO7:</b> Bus Prioritisation / Pre-Signals at all signalised junctions on the corridors</li> <li>■ <b>PTO8:</b> Reallocate all lay-by bus stops to on-street bus stops.</li> <li>■ <b>PTO9a:</b> Make Castle Street to Union terrace, bus, cycle and walk only</li> <li>■ <b>PTO10:</b> Rebrand of Kingswells Park and Ride</li> <li>■ <b>PTO11:</b> Advanced VMS on AWPR</li> <li>■ <b>PTO12:</b> Establish a Bus Service Improvement Programme (BSIP)</li> <li>■ <b>PTO13:</b> Develop Sustainable Transport Hubs</li> <li>■ <b>GTO2:</b> Improve Wayfinding and Signage</li> </ul>			
STAG Criteria	Key Appraisal Points	STAG Score	RTS Principles	RTS Score
<b>Environment:</b>	<ul style="list-style-type: none"> <li>• Under a BSIP minimum contractual requirements for the bus fleet to operate on the corridor would reduce bus emissions, although this could potentially even out if there was a subsequent increase in number of buses operating across the day.</li> <li>• A well-integrated and comprehensive bus network delivered under a BSIP offering frequent and reliable services has the potential to alter perceptions of bus travel and in turn increase patronage. This could help reduce car mode share in favour of bus use, ultimately reducing vehicle kms and subsequent emissions and local pollutants.</li> <li>• Additional cycling infrastructure could increase modal shift towards active travel, further reducing car kms and associated emissions and local pollutants.</li> <li>• Active modes options can increase the number of shorter distance trips undertaken by these modes as opposed to travel by car or bus, reducing vehicle kms.</li> <li>• Banning right turn onto Castle Street for cars would reduce traffic related carbon and pollutants on Union Street bringing health benefits to pedestrians and cyclists.</li> <li>• Greater number of trips made by active travel modes would have a positive impact on user's health and well-being. Such benefits include health benefits from increased physical activity and journey quality.</li> <li>• There could also be corresponding health disbenefits if the bus becomes a more attractive option than cycling and leads to absorption of cyclists into bus patronage.</li> <li>• A well-presented and attractive pedestrian environment would encourage more people to undertake shorter journeys by foot. Well maintained surfaces reduce the barriers that makes it difficult for people to navigate the network. This is likely to bring further health benefits and small positive changes to mode shares.</li> <li>• Resurfacing the carriageway to provide coloured asphalt for cycle lanes would cause noise and vibration during construction period.</li> <li>• Resurfacing of the pedestrian environment and works to widen pavements are likely to cause noise and vibration impacts during construction.</li> <li>• Infrastructure works associated with infilling bus stops and installing new shelters will cause both noise and vibration during the construction phase.</li> </ul>	✓✓	<b>Reduce Carbon Emissions</b>  <b>Safe levels of local pollutants</b>  <b>50:50 mode split</b>	✓✓  ✓✓  ✓✓
<b>Safety:</b>	<ul style="list-style-type: none"> <li>• Provision of crossing at desired points is likely to reduce pedestrians crossing out with provided controlled crossing locations and reduce the chances of vehicle / pedestrian conflicts arising.</li> </ul>	✓	<b>Zero road fatalities</b>	✓

	<ul style="list-style-type: none"> <li>• A switch to bus travel from car would reduce traffic on the roads and the associated number of accidents. The scale of this change would depend on the extent of modal shift achieved through the implementation of the BSIP and other associated measures. Travel by bus is also safer than travel by car, bicycle and as a pedestrian on foot.</li> <li>• Upgraded bus shelter provision including internal lighting reduces the perception of danger and isolation, particularly during the winter months, poor weather and during hours of darkness.</li> <li>• Increased all-round gains in perception of safety with increased provision of mandatory cycle lanes with light segregation. The addition of brightly coloured / varied surfaces also raises further awareness to drivers.</li> <li>• Safety and the perception of safety surrounding active travel schemes is likely to improve as a critical mass is established and such travel behaviour is 'normalised'.</li> <li>• Old Lang Stracht option reduces the need for cyclists to interact with Switchback Roundabout.</li> </ul>			
<p><b>Economy:</b></p>	<ul style="list-style-type: none"> <li>• Under a BSIP increased service frequency and integration between modes at sustainable transport hubs would generate Transport Economic Efficiency (TEE) benefits to bus users. Those making new journeys as a result of improved connectivity would also see TEE benefits.</li> <li>• These connectivity improvements could lead to more efficient labour markets, providing access to new or better jobs for people who could not previously access these jobs. This would feed wider economic impacts.</li> <li>• Mandatory and light segregated cycle lanes would provide journey time benefits to existing cyclists and provide additional benefits to new cyclists providing localised access to areas.</li> <li>• Improved pedestrian environments / placemaking could lead to increases in footfall along high streets and other areas with local businesses experiencing increased revenue from passing trade.</li> <li>• Increased physical activity with associated health improvements would lessen the economic burden on the NHS.</li> <li>• Greater number of trips made by active travel modes would have a positive impact on user's health creating business savings from reduced absenteeism.</li> <li>• Reduction in accident related costs from less accidents between active travel and car users.</li> <li>• Increase in operational hours of bus lanes will limit the impact of 'outwith' peak time journey delays.</li> <li>• Sections of the corridor where it may be necessary to reallocate road space to facilitate the addition of advisory cycle lanes could lead to longer journey times and hence economic disbenefits for car users.</li> </ul>	<p>✓✓</p>	<p>Improved journey efficiencies</p>	<p>✓✓</p>
<p><b>Integration:</b></p>	<ul style="list-style-type: none"> <li>• Provides increased integration between cycling and Park and Ride site at Kingwells</li> <li>• Improved integration between mixed land-uses through green corridors, supporting sustainable transport modes</li> <li>• Provides improved integration with future development sites on the corridor by sustainable travel modes</li> <li>• Supports the National Transport Strategy (NTS2) Sustainable Travel Hierarchy</li> <li>• Any shift towards trips being made by sustainable modes will help work towards a 50:50 mode split target of the RTS2040</li> <li>• Sustainable travel options integrate well with the Scottish Government's Climate Change Bill and regional policy on providing for modal shift to greener more sustainable modes</li> <li>• Aligns with the Roads Hierarchy Principles and supports the City Centre Masterplan</li> </ul>	<p>✓✓</p>		
<p><b>Accessibility &amp; Social Inclusion:</b></p>	<ul style="list-style-type: none"> <li>• Community Accessibility: wayfinding and signage would create a more coherent and navigable network for pedestrians and cyclists. Green corridors between development sites would increase connectivity between these communities especially for pedestrians and cyclists. Under a BSIP, greater regulatory control could improve connectivity across the corridor as well as across the day and week. Would</li> </ul>	<p>✓✓</p>	<p>Access for all</p>	<p>✓✓</p>

	<p>afford the opportunity to increase connections from Westhill and Kingswells, opening up access from the western extent of the corridor.</p> <ul style="list-style-type: none"> <li>Comparative Accessibility: Also, a key benefit, greater regulation could be used to target the needs of areas and groups which are 'failed' by a commercially orientated bus service. Cheaper fares could also assist in tackling inequality and deprivation, through reduced transport costs and reduced 'forced' car ownership. Greater control over vehicle specification could ensure more accessible vehicles throughout the bus fleet. Could assist in arresting the reduction in bus-based accessibility in the communities of Kingswells and Westhill as highlighted through the analysis of the SABI indices.</li> </ul>			
Implementability	Key Appraisal Points	STAG Score		
Feasibility:	<ul style="list-style-type: none"> <li>Feasibility issues have been discussed more specifically for each option with Chapter 4.</li> <li>In terms of implementing BSIPs, there are two hurdles to be overcome, however: the need for the authority to provide investment as its part of the agreement and the effective veto held by operators if sufficient for them to object to the proposals. Nevertheless, if funding can be identified, BSIPs look to be an effective way in which authorities can advance their public transport policies and agenda.</li> <li>The bus operators in the region are key contributors to this project through their involvement in the North East Bus Alliance, therefore, it is likely that they would work with the local authorities to discuss, plan and implement a BSIP. The requirements of the BSIP may then bring further feasibility issues in terms of infrastructure required, investment in green vehicles etc.</li> <li>Infrastructure works would be required to resurface the carriageways for the mandatory cycle lanes, including installing light segregation. However, it should be feasible to deliver these lanes across the network in the main, with some further detailed work and rerouting of the lanes at specific sections of the corridor.</li> <li>Infrastructure works will be required to infill layby bus stops and to install new bus shelters. This will require widening of pavements in some areas to accommodate new bus shelters and connections to the mains for power. Drainage issues may also arise for undertaking this work.</li> <li>In summary there are no showstoppers regarding the implementation of this medium delivery package. There will be a need for close working relationships with many key stakeholders to deliver this package.</li> <li>TROs would be required for extending bus lane operating hours and banning the right turn onto Castle Street for general traffic and removal of cars from Union Street. Additionally, TROs would be required for removing on-street parking provision and for preventing vehicles from parking in mandatory cycle lanes. The consultation period could impact on the timescale to implement this package but overall it is expected that the majority of this package can be delivered in a short timeframe of 0-2 years, with the potential for one or two options extending into the medium-term delivery timeframe of between 2-5 years.</li> </ul>	✓✓		
Cost to Government / Affordability:	<ul style="list-style-type: none"> <li>Initial high-level costings have been discussed in Chapter 3. These are highlighted below and are again indicative costings reflective of a Preliminary Appraisal approach:</li> <li><b>ACTO1:</b> Programme of pavement maintenance and decluttering (£2.2 - £2.5m)</li> <li><b>ACTO2:</b> Review of pedestrian desire lines and installation of pedestrian friendly crossing facilities to suit (£0.2m)</li> <li><b>ACTO3:</b> Development of Green Corridors within the city centre and between development sites on the corridors (£0.3m)</li> <li><b>ACTO4:</b> Identify and formalise a city centre cycle network (£18,000 per 20mph zone)</li> <li><b>ACTO7c:</b> Replace and extend all existing advisory cycle routes with mandatory cycle lanes and light segregation (orcas every 3m) to provide a connected network (£4.8m)</li> <li><b>ACTO8:</b> Create cycle route on Old Lang Stracht. (£0.55m)</li> <li><b>ACTO9:</b> Provide advance stop lines or cycle by-passes at all signalised junctions (£2.5m)</li> </ul>	Medium Cost	The indicative cost of this option would not rule it out, outright in terms of affordability, although the funding, procurement, delivery and management of preferred option(s) will be determined through the Commercial, Financial and Management Case of the business case(s).	

	<ul style="list-style-type: none"> <li>• <b>PTO5:</b> Changes to bus lane operational hours and enforcement (unknown)</li> <li>• <b>PTO6:</b> Bus Stop upgrade programme and stop rationalisation (£1.5m)</li> <li>• <b>PTO7:</b> Bus Prioritisation / Pre-Signals at all signalised junctions on the corridors (£20,000 - £30,000 per signal head plus £70 per vehicle)</li> <li>• <b>PTO8:</b> Reallocate all lay-by bus stops to on-street bus stops (£0.4m)</li> <li>• <b>PTO9a:</b> Make Castle Street to Union terrace, bus, cycle and walk only (unknown)</li> <li>• <b>PTO10:</b> Rebrand of Kingswells Park and Ride (unknown and depends on type of facilities)</li> <li>• <b>PTO11:</b> Advanced VMS on AWPR (unknown)</li> <li>• <b>PTO12:</b> Establish a Bus Service Improvement Programme (BSIP) (unknown)</li> <li>• <b>PTO13:</b> Develop Sustainable Transport Hubs (unknown)</li> <li>• <b>PTO14:</b> North West Street to Castle Street Right Turn – Bus Only (unknown)</li> <li>• <b>GTO2:</b> Improve Wayfinding and Signage (unknown as would depend on number of signs to replace and install)</li> <li>• <b>Total indicative package costs</b> (including OB where costs are presented) = £12m - £13m</li> </ul>	
<p><b>Public Acceptability:</b></p>	<p>This package is likely to be well received by members of the public. Evidence from the public engagement highlighted strong support for option ACTO1, ACT07 and PTO12. These received some of the highest scores across all options and thus would suggest any options that look to improve currently provided services and infrastructure are likely to be supported.</p>	<p>✓✓</p>
<p><b>Other comments</b></p>		
<p>The addition of mandatory cycle lanes with light segregation is expected to deliver greater benefits to both existing and attracting new cyclists. This option is providing an additional level of service providing a connected and coherent network. Combined with the pedestrian-based options, there is an opportunity to encourage shorter based trips to be undertaken by active modes, bringing environmental and health benefits to the residents along the corridor.</p>		
<p>The introduction of the BSIP magnifies the potential of this option. Delivering this option alongside the other options within the package could be expected to deliver a significant benefit to local communities along the corridor, increasing service frequency, levels of connectivity and accessibility to the network. This will assist in reducing social inequalities and potential transport poverty, especially along those sections of the corridor on the A944 Lang Stracht where pockets of deprivation exist. Increased service coverage and frequency here would open-up opportunities to connect into destinations to the western end of the corridor and potential better paid job opportunities.</p>		

## 6.4 High Delivery Package

6.4.1 As with the previous package the high delivery package again incrementally increases both the infrastructure works required and the level of investment needed to deliver the package. This package is also the first to identify potential conflicts in infrastructure provision between cycling infrastructure and bus lanes. There are several pinch-points along the corridor which reduces the capability and eventual capacity to deliver both a segregated cycle route and a bus lane along the A944 while ensuring the impacts of such infrastructure does not have a negative impact on other modes. Consideration may have to be given to the creation of a shared segregated bus/cycle lane, reallocating one lane on the duelled sections of the corridor.

6.4.2 In terms of each mode, the options would provide:

### Walking

6.4.3 Pedestrian based infrastructure will be delivered as previously described. However, this package would look to expand on the pedestrianisation of Union Street along its entire length coupled with a wider programme of reclaiming the city centre streets. This will see city centre streets rebalanced in favour of sustainable transport modes, providing an environment that encourages walking and cycling and repurposing streets for outdoor events, such as markets, festivals and outdoor seating areas for local restaurants and bars. Albyn Place and sections of Queen's Road would also receive elements of this package to create car free days and a pedestrian and cycle friendly environment for users of the western side of the city centre. This would help in creating a better sense of place and would add destination value to existing central areas.

6.4.4 On-street parking would be removed from Albyn Place and Queen's Road and an alternative solution would need to be sought to relocate large commercial and residential bins present on Union Street, Castle Street and Albyn Place.

### Cycling

6.4.5 Again, options for cycling build upon previous options as described via the aforementioned low and medium packages. In keeping with setting the level of investment within each package to differentiate between the level of investment required, there exists a decision over choosing the delivery of either Option 5b or Option 6 as part of this package, rather than both which is considered in the Gold package. For the purposes of this appraisal, Option 5b was considered for delivery within the High delivery package due to the number of trip generators along the A944 Lang Stracht to Westburn Drive. There are significantly higher employment numbers on this corridor, thus why only Option 5b was considered. However, as alluded to previously, there may also exist a trade-off and decision with regards to the deliverability of both Option 5b and bus related options on the same corridor, particularly as there are several carriageway width constraints present. In this case, there is the opportunity to instead define the High Delivery package to focus on bus options along the A944 due to this primarily being the main bus route corridor and Option 6 considered in place of Option 5b, establishing a focus of bus based interventions on the A944 and cycle based interventions on the A9119. These choices can be considered further during any subsequent development of a business case.

6.4.6 Based on the engineering feasibility and works required, the main cycling option considers a segregated cycle lane from the AECOM option at Kingswells to the ARI, before the road narrows to single carriageway. This option reduces the required works to deliver this route, while its feasibility remains. At this point, cyclists would be routed via city centre surface routes to permeate the city to their final destination. A physical concrete buffer between the cycle lane and carriageway may not be feasible along its entire length due to the number of access and egress points and thus the route is envisaged to either contain several sections of raised tables to allow cyclists to cross junctions and retain access for vehicles or a hybrid of continuous concrete buffer interspersed with light segregation in locations where there is increased access points across the cycle route. Cycle bypasses will be provided at bus stops, with these becoming floating bus stops.

### Bus

6.4.7 Building on the medium delivery package, the high delivery package introduces end-to-end bus lanes along both the A944 and A9119. This will provide buses with a streamlined route between Westhill and Aberdeen city centre reducing the impacts of other traffic on journey times, allowing for services to become more reliable. As touched on above, potential conflicts for space arise between the delivery of a bus lane alongside a cycle lane while maintaining an appropriate road network and adequate capacity for car users to negate any inappropriate re-routing / displacement issues. Similarly, there are deliverability issues arising around the A9119 especially along sections of Skene Road as indicated in chapter 3. As such, a solution may need to be sought to deliver a lane along this route, which could include having a short section without bus lane provision. Other solutions would require acquiring land on either side of the carriageway, realigning the current carriageway, and narrowing of lanes to accommodate a bus lane.

6.4.8 All other bus-based options will be delivered as described within the medium delivery package.

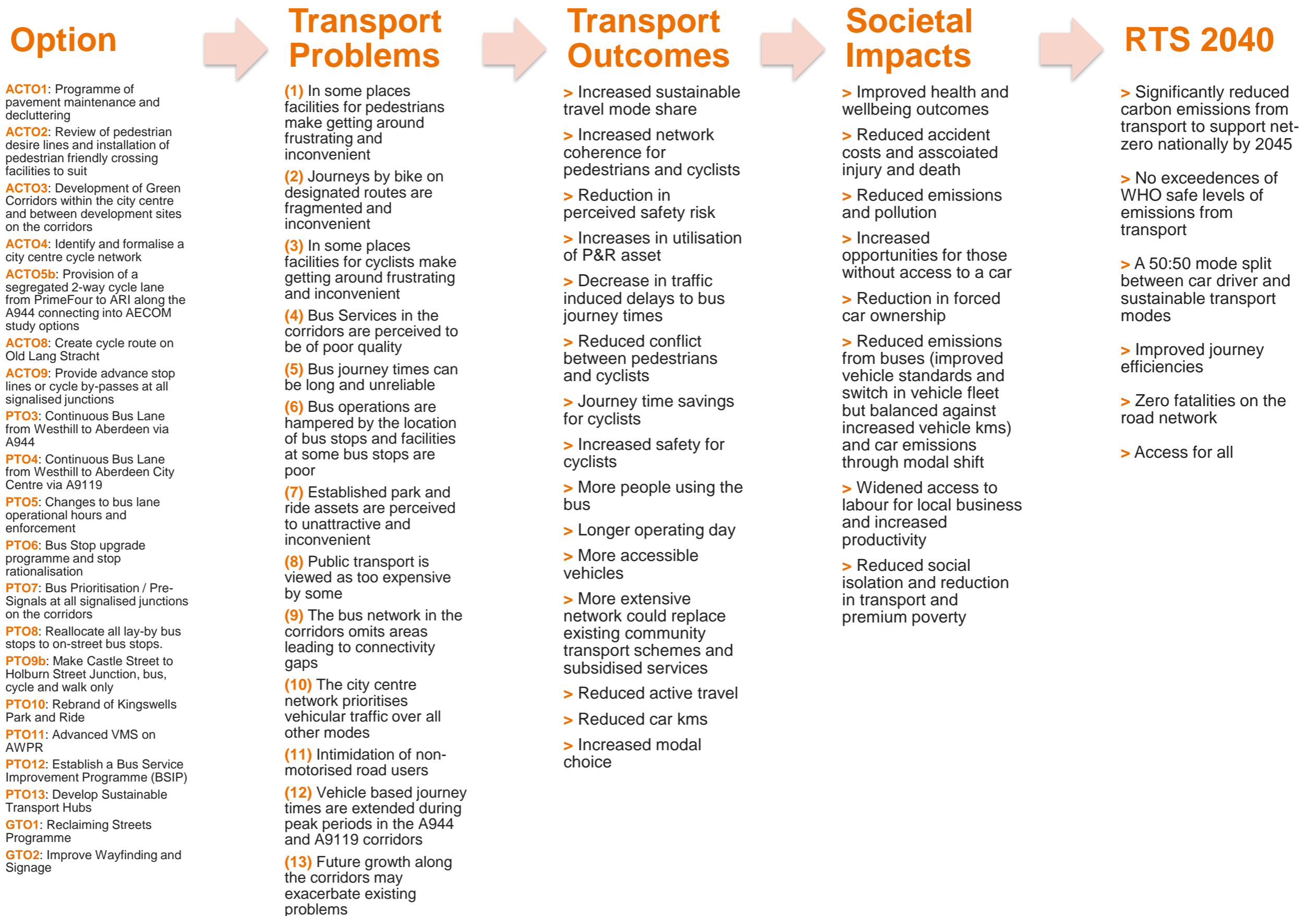


Figure 6-3: High Delivery Package Logic Map

Table 6-3: High Delivery Package Appraisal Table

Package: High Delivery Package				
Package Description:	<ul style="list-style-type: none"> <li>■ <b>ACTO1:</b> Programme of pavement maintenance and decluttering</li> <li>■ <b>ACTO2:</b> Review of pedestrian desire lines and installation of pedestrian friendly crossing facilities to suit</li> <li>■ <b>ACTO3:</b> Development of Green Corridors within the city centre and between development sites on the corridors</li> <li>■ <b>ACTO4:</b> Identify and formalise a city centre cycle network</li> <li>■ <b>ACTO5b:</b> Provision of a segregated 2-way cycle lane from PrimeFour to ARI along the A944 connecting into AECOM study options</li> <li>■ <b>ACTO8:</b> Create cycle route on Old Lang Stracht</li> <li>■ <b>ACTO9:</b> Provide advance stop lines or cycle by-passes at all signalised junctions</li> <li>■ <b>PTO3:</b> Continuous Bus Lane from Westhill to Aberdeen via A944</li> <li>■ <b>PTO4:</b> Continuous Bus Lane from Westhill to Aberdeen City Centre via A9119</li> <li>■ <b>PTO5:</b> Changes to bus lane operational hours and enforcement</li> <li>■ <b>PTO6:</b> Bus Stop upgrade programme and stop rationalisation</li> <li>■ <b>PTO7:</b> Bus Prioritisation / Pre-Signals at all signalised junctions on the corridors</li> <li>■ <b>PTO8:</b> Reallocate all lay-by bus stops to on-street bus stops.</li> <li>■ <b>PTO9b:</b> Make Castle Street to Holburn Street Junction, bus, cycle and walk only</li> <li>■ <b>PTO10:</b> Rebrand of Kingswells Park and Ride</li> <li>■ <b>PTO11:</b> Advanced VMS on AWPR</li> <li>■ <b>PTO12:</b> Establish a Bus Service Improvement Programme (BSIP)</li> <li>■ <b>PTO13:</b> Develop Sustainable Transport Hubs</li> <li>■ <b>GTO1:</b> Reclaiming Streets Programme</li> <li>■ <b>GTO2:</b> Improve Wayfinding and Signage</li> </ul>			
STAG Criteria	Key Appraisal Points	STAG Score	RTS Principles	RTS Score
Environment:	<ul style="list-style-type: none"> <li>• Under a BSIP minimum contractual requirements for the bus fleet to operate on the corridor would reduce bus emissions, although this could potentially even out if there was a subsequent increase in number of buses operating across the day.</li> <li>• End-to-end bus lanes along the corridor in conjunction with a well-integrated and comprehensive bus network delivered under a BSIP offering frequent and reliable services has the potential to alter perceptions of bus travel and in turn increase patronage. This could help reduce car mode share in favour of bus use, ultimately reducing vehicle kms and subsequent emissions and local pollutants.</li> <li>• Highly designed and segregated cycling infrastructure would increase modal shift towards active travel, further reducing car kms and associated emissions and local pollutants.</li> <li>• Segregated cycle routes would likely further increase the number of shorter distance trips undertaken by bike as opposed to travel by car or bus, reducing vehicle kms and associated emissions.</li> <li>• Banning right turn onto Castle Street for cars would reduce traffic related carbon and pollutants on Union Street bringing health benefits to pedestrians and cyclists.</li> <li>• Greater number of trips made by active travel modes would have a positive impact on user's health and well-being. Such benefits include health benefits from increased physical activity and journey quality.</li> <li>• There could also be corresponding health disbenefits if the bus becomes a more attractive option than cycling and leads to absorption of cyclists into bus patronage.</li> <li>• A well-presented and attractive pedestrian environment would encourage more people to undertake shorter trips on foot. Well maintained surfaces reduce the barriers that makes it difficult for people to navigate the network. This is likely to bring further health benefits and small changes to mode shares.</li> <li>• Removal of cars from sections of the network, including reclaiming on street parking spaces in favour of sustainable modes, plantings and open civic spaces can increase well-being and mental health.</li> <li>• Resurfacing the carriageway to provide coloured asphalt for cycle lanes and installing cycle lanes would cause noise and vibration during construction period.</li> <li>• Potential carriageway width constraints could result in the need to acquire land along sections of the corridor, reallocating green space to traffic.</li> </ul>	✓✓	<p><b>Reduce Carbon Emissions</b> ✓✓</p> <p><b>Safe levels of local pollutants</b> ✓✓</p> <p><b>50:50 mode split</b> ✓✓</p>	



	<ul style="list-style-type: none"> <li>Resurfacing of the pedestrian environment and works to widen pavements are likely to cause noise and vibration impacts during construction.</li> <li>Infrastructure works associated with infilling bus stops and installing new shelters will cause both noise and vibration during the construction phase.</li> <li>Increased bus-based service provision can lead to increased levels of localised noise and vibration, especially around the frontages of residential properties along the corridor.</li> </ul>			
<p><b>Safety:</b></p>	<ul style="list-style-type: none"> <li>Provision of crossing at desired points is likely to reduce pedestrians crossing out with provided controlled crossing locations and reduce the chances of vehicle / pedestrian conflicts arising.</li> <li>A switch to bus travel from car would reduce traffic on the roads and the associated number of road traffic collisions. The scale of this change would depend on the extent of modal shift achieved through the implementation of the BSIP and other associated measures. Travel by bus is also safer than travel by car, bicycle and as a pedestrian on foot.</li> <li>Upgraded bus shelter provision including internal lighting reduces the perception of danger and isolation, particularly during the winter months, poor weather, and hours of darkness.</li> <li>Segregated cycle lane provision would increase feelings of safety for cyclists, in addition to providing further safety from drivers and reduction in intimidation of non-motorised users.</li> <li>Advanced stop lines at signals for cyclists are also likely to establish a safe distance between cyclists and cars when red to provide space to avoid / reduce conflict from a stop start.</li> <li>Safety and the perception of safety surrounding active travel schemes is likely to improve as a critical mass is established and such travel behaviour is 'normalised'.</li> <li>Old Lang Stracht option reduces the need for cyclists to interact with Switchback Roundabout.</li> <li>Removal of traffic from Union Street will have a positive impact on reducing the number of collisions recorded on the street, especially around the Market Street junction.</li> <li>Removal of parked cars also reduces potential accidents by increasing visibility of both drivers and pedestrians / cyclists.</li> </ul>	<p>✓✓</p>	<p><b>Zero road fatalities</b></p>	<p>✓✓</p>
<p><b>Economy:</b></p>	<ul style="list-style-type: none"> <li>Under a BSIP increased service frequency and integration between modes at sustainable transport hubs would generate TEE benefits to bus users. Those making new journeys as a result of improved connectivity would also see TEE benefits.</li> <li>These connectivity improvements could lead to more efficient labour markets, providing access to new or better jobs for people who could not previously access these jobs. This would feed wider economic impacts.</li> <li>Farebox revenue increases through increased patronage attracted by higher quality and reliable service.</li> <li>End-to-end bus lane provision will increase journey time reliability and provide travel time benefits for passengers.</li> <li>Segregated cycle lanes would provide journey time benefits to existing cyclists and provide additional benefits to new cyclists providing localised access to areas.</li> <li>Improved pedestrian environments could lead to increases in footfall along high streets and other areas with local businesses experiencing increased revenue from passing trade.</li> <li>Additionally, reallocating street space to local businesses such as restaurants and bars provides opportunity to increase revenues by creating placemaking opportunities.</li> <li>Increased physical activity with associated health improvements would lessen the economic burden on the NHS.</li> <li>Greater number of trips made by active travel modes would have a positive impact on user's health creating business savings from reduced absenteeism.</li> </ul>	<p>✓✓</p>	<p><b>Improved journey efficiencies</b></p>	<p>✓✓</p>

	<ul style="list-style-type: none"> <li>• Reduction in road traffic collisions and related societal costs from less incidents between active travel and car users.</li> <li>• Increase in operational hours of bus lanes will limit the impact of 'out with' peak time journey delays.</li> <li>• Sections of the corridor where it may be necessary to reallocate road space to facilitate the addition of cycle lanes and bus lanes could lead to longer journey times and hence economic disbenefits for car users.</li> <li>• Bus and cycle priority at signals would also increase journey times for car users creating further economic disbenefits.</li> <li>• Any reduction in journey times to general road users through a reduction in road space would reduce TEE benefits.</li> <li>• Potential for some farebox reduction if passengers switch to cycling.</li> <li>• Reduced income from fuel tax as a result of more people using bus and active travel modes.</li> </ul>			
<b>Integration:</b>	<ul style="list-style-type: none"> <li>• Provides increased integration between cycling and Park and Ride site at Kingwells as well as access to a more reliable bus service leading to increased occupancy at existing park and ride asset.</li> <li>• Improved integration between mixed land-uses through green corridors, supporting sustainable transport modes</li> <li>• Provides improved integration with future development sites on the corridor by sustainable travel modes. Affords the opportunity to influence travel behaviours at an early stage.</li> <li>• Would provide a faster and reliable bus service between key attractors and generators of trips and can reduce traffic implications from football match days by linking Aberdeen Rail/Bus station with the new stadium proposed for Kingsford.</li> <li>• Supports the National Transport Strategy (NTS2) Sustainable Travel Hierarchy</li> <li>• Any shift towards trips being made by sustainable modes will help work towards a 50:50 mode split target of the RTS2040</li> <li>• Sustainable travel options integrate well with the Scottish Government's Climate Change Bill and regional policy on providing for modal shift to greener more sustainable modes</li> <li>• Aligns with the Roads Hierarchy Principles and supports the City Centre Masterplan</li> </ul>	✓✓		
<b>Accessibility &amp; Social Inclusion:</b>	<ul style="list-style-type: none"> <li>• Community Accessibility: wayfinding and signage would create a more coherent and navigable network for pedestrians and cyclists. Green corridors between development sites would increase connectivity between these communities especially for pedestrians and cyclists. Under a BSIP, greater regulatory control could improve connectivity across the corridor as well as across the day and week. Would afford the opportunity to increase connections from Westhill and Kingswells, opening up access from the western extent of the corridor. Increased modal choice with a combined reduction in the need for numerous interchanges to navigate the network and access communities.</li> <li>• Comparative Accessibility: Also, a key benefit, greater regulation could be used to target the needs of areas and groups which are 'failed' by a commercially orientated bus service. Cheaper fares could also assist in tackling inequality and deprivation, through reduced transport costs and reduced 'forced' car ownership. Greater control over vehicle specification could ensure more accessible vehicles throughout the bus fleet. Could assist in arresting the reduction in bus-based accessibility in the communities of Kingswells and Westhill as highlighted through the analysis of the SABI indices. Service improvements can increase access to public services and opportunities for those without access to a car.</li> </ul>	✓✓	Access for all	✓✓
<b>Implementability</b>	<b>Key Appraisal Points</b>	<b>STAG Score</b>		
<b>Feasibility:</b>	<ul style="list-style-type: none"> <li>• Feasibility issues have been discussed more specifically for each option with Chapter 4.</li> </ul>	✓		

	<ul style="list-style-type: none"> <li>• In terms of implementing BSIPs, there are two hurdles to be overcome, however: the need for the authority to provide investment as its part of the agreement and the effective veto held by operators if sufficient for them to object to the proposals. Nevertheless, if funding can be identified, BSIPs look to be an effective way in which authorities can advance their public transport policies and agenda.</li> <li>• The bus operators in the region are key contributors to this project through their involvement in the North East Bus Alliance, therefore, it is likely that they would work with the local authorities to discuss, plan and implement a BSIP. The requirements of the BSIP may then bring further feasibility issues in terms of infrastructure required, investment in green vehicles etc.</li> <li>• There will be deliverability issues around providing both a segregated cycle lane and end to end bus lane along the corridor. Serious width constraints on the eastern extent of the corridor limit ability to provide both options as a continuous measure.</li> <li>• Number and frequency of access and egress points to properties along the corridor may force feasibility issues with providing a continuous concrete barrier for segregation. This will either need further infrastructure works to either raise the cycle lane or provide raised tables at every junction and access point.</li> <li>• Infrastructure works will be required to infill layby bus stops and to install new bus shelters. This will require widening of footways in some areas to accommodate new bus shelters and connections to the mains for power. Drainage issues may also arise for undertaking this work.</li> <li>• At some locations there will be a requirement to convert bus stops to floating bus stops to provide a continuous cycle lane. This will involve infrastructure works and potential protection / diversion of utilities.</li> <li>• TROs would be required for extending bus lane operating hours and banning the right-turn onto Castle Street for general traffic and removal of cars from Union Street. Additionally, TROs would be required for removing on-street parking provision and for preventing vehicles from parking in mandatory cycle lanes. The consultation period could impact on the timescale to implement this package but overall it is expected that the majority of this package can be delivered in a medium-term delivery timeframe of between 2-5 years, with some extending into the long-term delivery due to the level of planning required and potential acquisition of land.</li> </ul>	
<p><b>Cost to Government / Affordability:</b></p>	<ul style="list-style-type: none"> <li>• Initial high-level costings have been discussed in Chapter 3. These are highlighted below and are again indicative costings reflective of a Preliminary Appraisal approach:</li> <li>• <b>ACTO1:</b> Programme of pavement maintenance and decluttering (<b>£2.2 - £2.5m</b>)</li> <li>• <b>ACTO2:</b> Review of pedestrian desire lines and installation of pedestrian friendly crossing facilities to suit (<b>£0.2m</b>)</li> <li>• <b>ACTO3:</b> Development of Green Corridors within the city centre and between development sites on the corridors (<b>£0.3m</b>)</li> <li>• <b>ACTO4:</b> Identify and formalise a city centre cycle network (<b>£18,000</b> per 20mph zone)</li> <li>• <b>ACTO5b:</b> Provision of a segregated 2-way cycle lane from PrimeFour to ARI along the A944 connecting into AECOM study options (<b>£8.9m</b>)</li> <li>• <b>ACTO8:</b> Create cycle route on Old Lang Stracht. (<b>£0.55m</b>)</li> <li>• <b>ACTO9:</b> Provide advance stop lines or cycle by-passes at all signalised junctions (<b>£2.5m</b>)</li> <li>• <b>PTO3:</b> Continuous Bus Lane from Westhill to Aberdeen via A944 (<b>£5.9m</b>)</li> <li>• <b>PTO4:</b> Continuous Bus Lane from Westhill to Aberdeen City Centre via A9119 (<b>£5.4m</b>)</li> <li>• <b>PTO5:</b> Changes to bus lane operational hours and enforcement (unknown)</li> <li>• <b>PTO6:</b> Bus Stop upgrade programme and stop rationalisation (<b>£1.5m</b>)</li> <li>• <b>PTO7:</b> Bus Prioritisation / Pre-Signals at all signalised junctions on the corridors (<b>£20,000 - £30,000</b> per signal head plus <b>£70</b> per vehicle)</li> </ul>	<p><b>High Cost</b></p> <p>The indicative cost of this option could present affordability challenges to deliver this package. Although the funding, procurement, delivery and management of preferred option(s) will be determined through the Commercial, Financial and Management Case of the business case(s).</p> <p><b>It is also worth noting that these costs do not include in potential land acquisition which could add significant further constraints / costs.</b></p>

	<ul style="list-style-type: none"> <li>• <b>PTO8:</b> Reallocate all lay-by bus stops to on-street bus stops (£0.4m)</li> <li>• <b>PTO9b:</b> Make Castle Street to Holburn Street Junction, bus, cycle and walk only (unknown)</li> <li>• <b>PTO10:</b> Rebrand of Kingswells Park and Ride (unknown and depends on type of facilities)</li> <li>• <b>PTO11:</b> Advanced VMS on AWPR (unknown)</li> <li>• <b>PTO12:</b> Establish a Bus Service Improvement Programme (BSIP) (unknown)</li> <li>• <b>PTO13:</b> Develop Sustainable Transport Hubs (unknown)</li> <li>• <b>PTO14:</b> North West Street to Castle Street Right Turn – Bus Only (unknown)</li> <li>• <b>GTO1:</b> Reclaiming Streets Programme (unknown)</li> <li>• <b>GTO2:</b> Improve Wayfinding and Signage (unknown as would depend on number of signs to replace and install)</li> <li>• <b>Total indicative package costs</b> (including OB where costs are presented) = <b>£28m - £32m</b></li> </ul>	
<p><b>Public Acceptability:</b></p>	<p>Pedestrian based options will again be highly supported in this package due to the evidence from the public engagement. The segregated cycle route would also be supported, but this version of the option was not as strongly supported as ACTO5a or for that matter ACTO7 which makes improvements to existing infrastructure. Bus options will again be supported by the public, with option PTO9b receiving the most support during the engagement.</p>	<p>✓✓</p>

**Other comments**

Segregated cycle lanes as the main deliverable for active travel modes is likely to attract further users of the network and capture the attention of new cyclists as an outcome of the COVID19 pandemic. This is the highest level of design available for cycling and corresponds with recently produced DfT guidance with regards to designing for cyclists as you would for a vehicle. There are several issues however, highlighted through the discussion of these delivery packages in terms of conflict of available road space between cyclist, bus, pedestrians, and car. It may be necessary to consider a shared approach going forward. A9119 provision was not included in the final development of this package as provision was assumed to be provided via the bus lanes, to reduce overall expected costs and level of works required.

Operating a BSIP in addition to delivering end-to-end bus lanes and bus priority measures has the potential to deliver significant benefits for current bus users and attract new users, arresting the declining trends witnessed in recent years. If implemented correctly and provided services are well integrated into the network, providing a variety of express and stopper services, the significant potential of this corridor as a public transport focused route orientated corridor can be realised, especially in light of predicted future development on the corridor, although there is both risk and uncertainty around further development in light of both the economic and travel contexts due to the pandemic and related behavioural changes over time.

## 6.5 Gold Delivery Package

6.5.1 The gold delivery package represents the maximum required infrastructure works and investment needed to deliver the vast majority of options to significantly change the current sustainable transport system and provide a “gold” level of service representing the very best (best practice / guidance) options across the modes. This package would deliver the full aspirations of Aberdeen City Council, Aberdeenshire Council and Nestrans in terms of delivering the infrastructure required to achieve the maximum modal switch to generate a significant step change. Although this package represents the very best and thus is expected to deliver positively across all the criteria, it does come with several feasibility issues. Constrained carriageway widths and cost realism are the main issues, resulting in significant carriageway works to accommodate fully segregated bus and cycle provision, or alternatively a need to explore options around integrating both modes into a single piece of infrastructure delivery.

6.5.2 Segregated routes along Queen’s Road also raise some issues with the number of access points to properties along this route. This can make it difficult to accommodate a continuous concrete buffer while retaining access to these properties.

6.5.3 In terms of each mode, the options would provide:

### Walking

6.5.4 Pedestrian based infrastructure will be delivered as previously described. However, this package would look to expand on the pedestrianisation of Union Street along its entire length coupled with a programme of reclaiming the streets. This will see city centre streets rebalanced in favour of sustainable transport modes, providing an environment that encourages walking and cycling and repurposing streets for outdoor events, such as markets, festivals and outdoor seating areas for local restaurants and bars. Albyn Place and sections of Queen’s Road would also receive elements of this package to create car free days and a pedestrian and cycle friendly environment for users of the western side of the city centre.

6.5.5 On-street parking would be removed from Albyn Place and Queen’s Road and an alternative solution would need to be sought to relocate large commercial and residential bins present on Union Street, Castle Street and Albyn Place.

### Cycling

6.5.6 This package introduces the concept of delivering fully segregated cycle lanes along both the A944 and A9119, building upon the delivery of other options through each of the previous packages. As discussed within the high delivery package, there are significant issues with delivering a cycle route along the full length of the A944. Option 5b looked at constraining the route to the ARI before routing cyclists through city streets, whereas option 5a as considered in this option would look to explore provision past the ARI and to Mounthooly roundabout. However, what has become apparent is that there is not enough capacity available to deliver both a segregated cycle lane and bus lane along the entire corridor. Thus, a decision would be required to propose which options should proceed past the ARI. From a high-level feasibility view, this may favour cycle provision over bus provision along this section, especially as a number of bus services also divert from the corridor at various points post the ARI.

6.5.7 The A9119 also presents many of the same issues, but mainly the number of entrance and exit points along the corridor and then carriageway width constraints that limit the possibility to have a cycle, bus and other traffic lane. Again, options would need to consider the delivery of a joint segregated lane for bus and cyclists, with cycle bypass provision at bus stops to enable cyclists to continue when buses stop.

6.5.8 The remaining cycling based options will be delivered as described previously.

### Bus

6.5.9 The main deliverable as part of the gold delivery package for bus-based options is the introduction of Bus Rapid Transit along the A944 from Westhill to Aberdeen city centre. The routing of the BRT along the A944 was selected due the higher number of trip generators along the corridor, specifically the ARI, which would provide many journey time benefits for commuters and visitors to the hospital and other destinations along the A944 via a local interchange point at the ARI. This option would require the delivery of bus-based infrastructure to provide priority measures including segregated lanes, bus priority signals or bypasses where appropriate and the installation of on street ticket machines and waiting facilities. This option will require significant engineering works to accommodate the delivery of the option along this corridor. Carriageway constraints and the ability to deliver this option and a segregated cycle route are limited. Additional land will need to be acquired at specific sections of the corridor and where this proves too difficult, bus lanes may need to be dropped for short sections, such as the section between Victoria and Westburn Parks.

6.5.10 It is likely that the delivery of this BRT option will have a negative impact on other road users as this service will be provided priority over other motorised users. However, it would be hoped that through the delivery of this option that the use of car along the corridor would reduce in favour of an uptake in both cycling and using public transport.

6.5.11 All other bus-based options will be delivered as described within the high delivery package.

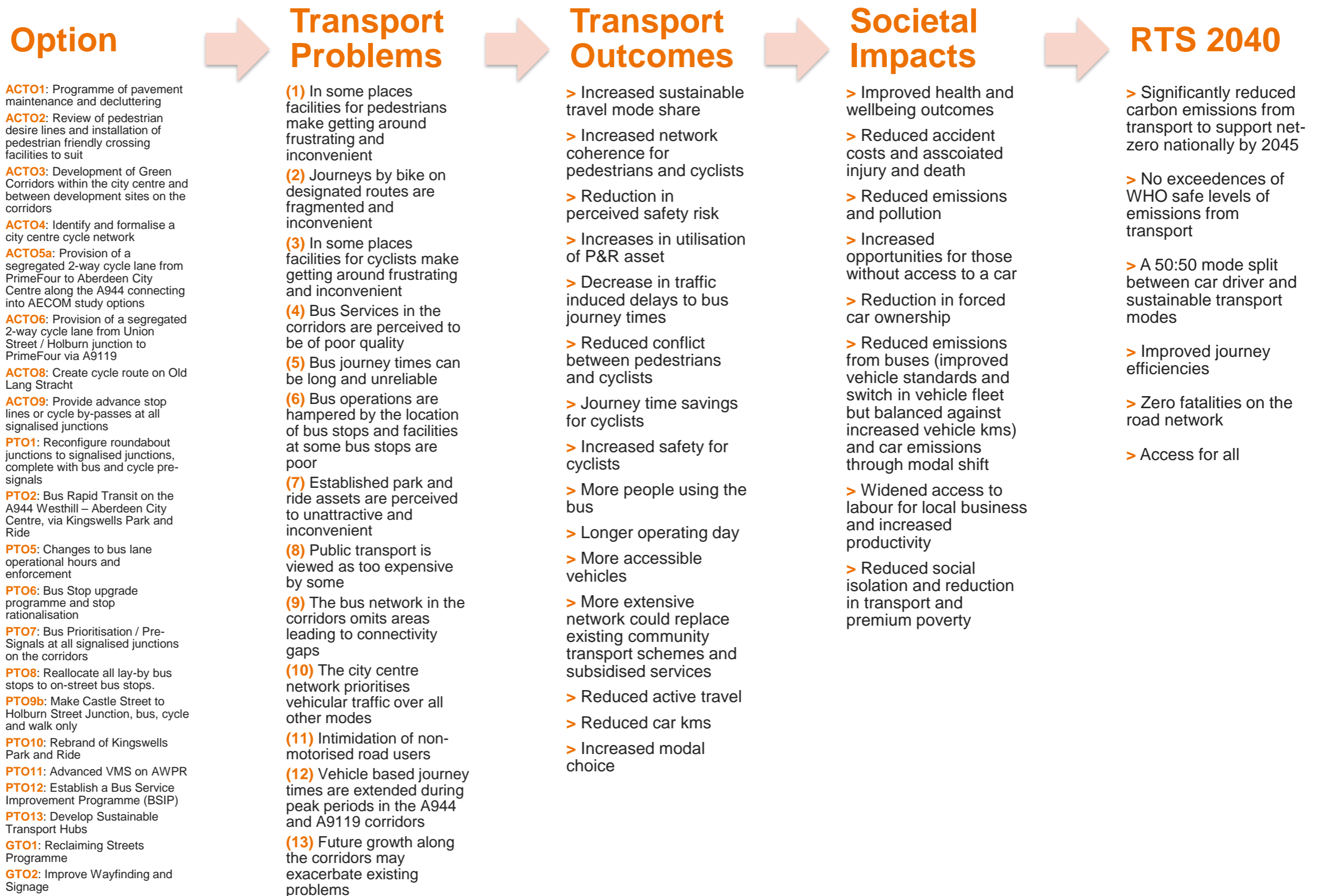


Figure 6-4: Gold Delivery Package Logic Map

Table 6-4: Gold Delivery Package Appraisal Table

Package: Gold Delivery Package				
Package Description:	<ul style="list-style-type: none"> <li>■ <b>ACTO1:</b> Programme of pavement maintenance and decluttering</li> <li>■ <b>ACTO2:</b> Review of pedestrian desire lines and installation of pedestrian friendly crossing facilities to suit</li> <li>■ <b>ACTO3:</b> Development of Green Corridors within the city centre and between development sites on the corridors</li> <li>■ <b>ACTO4:</b> Identify and formalise a city centre cycle network</li> <li>■ <b>ACTO5a:</b> Provision of a segregated 2-way cycle lane from PrimeFour to Aberdeen City Centre along the A944 connecting into AECOM study options</li> <li>■ <b>ACTO6:</b> Provision of a segregated 2-way cycle lane from Union Street / Holburn junction to PrimeFour via A9119</li> <li>■ <b>ACTO8:</b> Create cycle route on Old Lang Stracht</li> <li>■ <b>ACTO9:</b> Provide advance stop lines or cycle by-passes at all signalised junctions</li> <li>■ <b>PTO1:</b> Reconfigure roundabout junctions to signalised junctions, complete with bus and cycle pre-signals</li> <li>■ <b>PTO2:</b> Bus Rapid Transit on the A944 Westhill – Aberdeen City Centre, via Kingswells Park and Ride</li> <li>■ <b>PTO4:</b> Continuous Bus Lane from Westhill to Aberdeen City Centre via A9119</li> <li>■ <b>PTO5:</b> Changes to bus lane operational hours and enforcement</li> <li>■ <b>PTO6:</b> Bus Stop upgrade programme and stop rationalisation</li> <li>■ <b>PTO7:</b> Bus Prioritisation / Pre-Signals at all signalised junctions on the corridors</li> <li>■ <b>PTO8:</b> Reallocate all lay-by bus stops to on-street bus stops.</li> <li>■ <b>PTO9b:</b> Make Castle Street to Holburn Street Junction, bus, cycle and walk only</li> <li>■ <b>PTO10:</b> Rebrand of Kingswells Park and Ride</li> <li>■ <b>PTO11:</b> Advanced VMS on AWPR</li> <li>■ <b>PTO12:</b> Establish a Bus Service Improvement Programme (BSIP)</li> <li>■ <b>PTO13:</b> Develop Sustainable Transport Hubs</li> <li>■ <b>GTO1:</b> Reclaiming Streets Programme</li> <li>■ <b>GTO2:</b> Improve Wayfinding and Signage</li> </ul>			
STAG Criteria	Key Appraisal Points	STAG Score	RTS Principles	RTS Score
Environment:	<ul style="list-style-type: none"> <li>• Delivery of a Bus Rapid Transit system along the A944 corridor would attract a significant increase in patronage and reduction in trips made by car along the corridor. This will reduce car mode share in favour of bus use, ultimately reducing car based kms and subsequent emissions and local pollutants.</li> <li>• BRT vehicles are designed to be hybrid or green vehicles reducing the contributing emissions from buses along this corridor contributing to targets to become Net Zero.</li> <li>• Additionally, under a BSIP minimum contractual requirements for the remaining bus fleet to operate on the corridor would reduce bus emissions, although this could potentially even out if there was a subsequent increase in number of buses operating across the day.</li> <li>• Highly designed and segregated cycling infrastructure would increase modal shift towards active travel, further reducing car kms and associated emissions and local pollutants.</li> <li>• Segregated cycle routes would likely further increase the number of shorter distance trips undertaken by bike as opposed to travel by car or bus, reducing vehicle kms and associated emissions.</li> <li>• Banning right turn onto Castle Street for cars would reduce traffic related carbon and pollutants on Union Street bringing health benefits to pedestrians and cyclists.</li> <li>• Greater number of trips made by active travel modes would have a positive impact on user's health and well-being. Such benefits include health benefits from increased physical activity and journey quality.</li> <li>• There could also be corresponding health disbenefits if the bus becomes a more attractive option than cycling and leads to absorption of cyclists into bus patronage.</li> <li>• A well-presented and attractive pedestrian environment would encourage more people to undertake shorter trips on foot. Well maintained surfaces reduce the barriers that makes it difficult for people to navigate the network. This is likely to bring further health benefits and small changes to mode shares.</li> <li>• Removal of cars from sections of the network, including reclaiming on street parking spaces in favour of sustainable modes, plantings and open civic spaces can increase well-being and mental health.</li> <li>• Significant infrastructure works required to implement a BRT including land acquisition and reallocation of green space. Likely to be increased noise, vibration, and emissions during the construction phase.</li> </ul>	✓✓✓	<p><b>Reduce Carbon Emissions</b> ✓✓✓</p> <p><b>Safe levels of local pollutants</b> ✓✓✓</p> <p><b>50:50 mode split</b> ✓✓✓</p>	

	<ul style="list-style-type: none"> <li>• Resurfacing the carriageway to provide coloured asphalt for cycle lanes and installing cycle lanes would cause noise and vibration during construction period.</li> <li>• Potential carriageway width constraints could result in the need to acquire land along sections of the corridor, reallocating green space to traffic.</li> <li>• Resurfacing of the pedestrian environment and works to widen pavements are likely to cause noise and vibration impacts during construction.</li> <li>• Infrastructure works associated with infilling bus stops and installing new shelters will cause both noise and vibration during the construction phase.</li> <li>• Significant works associated with replacing roundabouts will cause noise, vibration and emissions during construction.</li> </ul>			
<p><b>Safety:</b></p>	<ul style="list-style-type: none"> <li>• Provision of crossing at desired points is likely to reduce pedestrians crossing out with provided controlled crossing locations and reduce the chances of conflicts arising.</li> <li>• BRT would be expected to significantly increase bus mode share thus reducing the number of cars on the network and consequently the opportunities for accidents decreases. This can be further supported through the BSIP with other services becoming more attractive through reliable journey times and better quality lower emission vehicles.</li> <li>• Travel by bus is also safer than travel by car, bicycle and as a pedestrian.</li> <li>• Upgraded bus shelter provision including internal lighting reduces the perception of danger and isolation, particularly during the winter months and early nights.</li> <li>• Segregated cycle lane provision would increase feelings of safety for cyclists, in addition to providing further safety from drivers and reduction in intimidation of non-motorised users.</li> <li>• Advanced signal stop lines for cyclists are also likely to establish a safe distance between cyclists and cars when red to provide space to avoid / reduce conflict from a stop start.</li> <li>• Safety and the perception of safety surrounding active travel schemes is likely to improve as a critical mass is established and such travel behaviour is 'normalised'.</li> <li>• Old Lang Stracht option reduces the need for cyclists to interact with Switchback Roundabout.</li> <li>• Removal of traffic from Union Street will have a positive impact on reducing the number of collisions recorded on the street, especially around the Market Street junction.</li> <li>• Removal of parked cars also reduces potential accidents by increasing visibility of both drivers and pedestrians / cyclists.</li> <li>• There is also a potential, however for rat-running during the construction phase to cause negative safety issues, displacing the problems elsewhere.</li> </ul>	<p>✓✓</p>	<p><b>Zero road fatalities</b></p>	<p>✓✓</p>
<p><b>Economy:</b></p>	<ul style="list-style-type: none"> <li>• BRT and supporting infrastructure would reduce journey times and increase reliability and inspire confidence in using public transport. Increased frequency and fully integrated service will generate TEE benefits to bus users.</li> <li>• Those making new journeys as a result of improved connectivity would also see TEE benefits.</li> <li>• These connectivity improvements could lead to more efficient labour markets, providing access to new or better jobs for people who could not previously access these jobs. This would feed wider economic impacts.</li> <li>• Farebox revenue increases through increased patronage attracted by higher quality and reliable service.</li> <li>• Conversely, cost / subsidy requirements might be higher due to higher specifications of the level of service set.</li> <li>• Segregated cycle lanes would provide journey time benefits to existing cyclists and provide additional benefits to new cyclists providing localised access to areas.</li> </ul>	<p>✓✓</p>	<p><b>Improved journey efficiencies</b></p>	<p>✓✓</p>



	<ul style="list-style-type: none"> <li>Improved pedestrian environments could lead to increases in footfall along high streets and other areas with local businesses experiencing increased revenue from passing trade.</li> <li>Additionally, reallocating street space to local businesses such as restaurants and bars provides opportunity to increase revenues.</li> <li>Increased physical activity with associated health improvements would lessen the economic burden on the NHS.</li> <li>Greater number of trips made by active travel modes would have a positive impact on user's health creating to business savings from reduced absenteeism.</li> <li>Reduction in road traffic collision related costs from less incidents between active travel and car users.</li> <li>Increase in operational hours of bus lanes will limit the impact of 'out with' peak time journey delays.</li> <li>Sections of the corridor where it may be necessary to reallocate road space to facilitate the addition of cycle lanes and bus lanes could lead to longer journey times and hence economic disbenefits for car users.</li> <li>Bus and cycle priority at signals would also increase journey times for car users creating further economic disbenefits.</li> <li>Any reduction in journey times to general road users through a reduction in road space would reduce TEE benefits.</li> <li>Potential for some farebox reduction if passengers switch to cycling.</li> <li>Reduced income from fuel tax as a result of more people using bus and active travel modes.</li> </ul>			
<p><b>Integration:</b></p>	<ul style="list-style-type: none"> <li>Provides increased integration between cycling and Park and Ride site at Kingwells as well as access to a more reliable bus service leading to increased occupancy at existing park and ride asset.</li> <li>Improved integration between mixed land-uses through green corridors, supporting sustainable transport modes</li> <li>Provides improved integration with future development sites on the corridor by sustainable travel modes. Affords the opportunity to influence travel behaviours at an early stage.</li> <li>Would provide a faster and reliable bus service between key attractors and generators of trips and can reduce traffic implications from football match days by linking Aberdeen Rail/Bus station with the new stadium proposed for Kingsford.</li> <li>Supports the National Transport Strategy (NTS2) Sustainable Travel Hierarchy</li> <li>Any shift towards trips being made by sustainable modes will help work towards a 50:50 mode split target of the RTS2040</li> <li>Sustainable travel options integrate well with the Scottish Government's Climate Change Bill and regional policy on providing for modal shift to greener more sustainable modes</li> <li>Aligns with the Roads Hierarchy Principles and supports the City Centre Masterplan</li> </ul>	<p>✓✓</p>		
<p><b>Accessibility &amp; Social Inclusion:</b></p>	<ul style="list-style-type: none"> <li>Community Accessibility: wayfinding and signage would create a more coherent and navigable network for pedestrians and cyclists. Green corridors between development sites would increase connectivity between these communities as pedestrians and cyclists. Under a BSIP, greater regulatory control could improve connectivity across the corridor as well as across the day and week. Would afford the opportunity to increase connections from Westhill and Kingwells, opening up access from the western extent of the corridor. Increased modal choice with a combined reduction in the need for numerous interchanges to navigate the network and access communities.</li> <li>Comparative Accessibility: Also, a key benefit, greater regulation could be used to target the needs of areas and groups which are 'failed' by a commercially orientated bus service. Cheaper fares could also assist in tackling inequality and deprivation, through reduced transport costs and reduced 'forced' car ownership. Greater control over vehicle specification could ensure more accessible vehicles throughout the bus fleet. Could assist in arresting the reduction in bus-based accessibility in the</li> </ul>	<p>✓✓✓</p>	<p>Access for all</p>	<p>✓✓✓</p>

	<p>communities of Kingswells and Westhill as highlighted through the analysis of the SABI indices. Service improvements can increase access to public services and opportunities for those without access to a car.</p>	
Implementability	Key Appraisal Points	STAG Score
Feasibility:	<ul style="list-style-type: none"> <li>• Feasibility issues have been discussed more specifically for each option with Chapter 3.</li> <li>• Significant feasibility issues with providing a segregated cycle route alongside BRT route and normal traffic. Carriageway widths severely reduce capacity and capability to do so, may lead to a choice between modes and subsequent prioritisation.</li> <li>• Significant infrastructure works to replace existing roundabouts with signalised junctions. Potential for significant risks associated with this option and likely to see costs spiral (utilities related)</li> <li>• In terms of implementing BSIPs, there are two hurdles to be overcome, however: the need for the authority to provide investment as its part of the agreement and the effective veto held by operators if sufficient for them to object to the proposals. Nevertheless, if funding can be identified, BSIPs look to be an effective way in which authorities can advance their public transport policies and agenda.</li> <li>• The bus operators in the region are key contributors to this project through their involvement in the North East Bus Alliance, therefore, it is likely that they would work with the local authorities to discuss, plan and implement a BSIP. The requirements of the BSIP may then bring further feasibility issues in terms of infrastructure required, investment in green vehicles etc.</li> <li>• There will be deliverability issues around providing both a segregated cycle lane and end to end bus lane along the corridor. Serious width constraints on the eastern extent of the corridor limit ability to provide both options.</li> <li>• Number and frequency of access and egress points to properties along the corridor may force feasibility issues with providing a continuous concrete barrier for segregation. This will either need further infrastructure works to either raise the cycle lane or provide raised tables at every junction and access point.</li> <li>• Infrastructure works will be required to infill bus stops and to install new bus shelters. This will require widening of pavements in some areas to accommodate new bus shelters and installation to the mains for power. Drainage issues may also arise for undertaking this work.</li> <li>• At some locations there will be a requirement to convert bus stops to floating bus stops to provide a continuous cycle lane. This will involve infrastructure works and potential protection / diversion of utilities.</li> <li>• TROs would be required for extending bus lane operating hours and banning the right turn onto Castle Street for general traffic and removal of cars from Union Street. Additionally, TROs would be required for removing on street parking provision and for preventing vehicles from parking in mandatory cycle lanes. The consultation period could impact on the timescale to implement this package but overall it is expected that the majority of this package can be delivered in a medium-term delivery timeframe of between 2-5 years, with some extending into the long-term delivery due to the level of planning required and potential acquisition of land.</li> </ul>	✓
Cost to Government / Affordability:	<ul style="list-style-type: none"> <li>• Initial high-level costings have been discussed in Chapter 3. These are highlighted below and are again indicative costings reflective of a Preliminary Appraisal approach:</li> <li>• <b>ACTO1:</b> Programme of pavement maintenance and decluttering (£2.2 - £2.5m)</li> <li>• <b>ACTO2:</b> Review of pedestrian desire lines and installation of pedestrian friendly crossing facilities to suit (£0.2m)</li> <li>• <b>ACTO3:</b> Development of Green Corridors within the city centre and between development sites on the corridors (£0.3m)</li> <li>• <b>ACTO4:</b> Identify and formalise a city centre cycle network (£18,000 per 20mph zone)</li> </ul>	<p><b>High Cost</b></p> <p>The indicative cost of this option could present affordability challenges to deliver this package. Although the funding, procurement, delivery and management of preferred option(s) will be determined through the Commercial, Financial and Management Case of the business case(s).</p> <p><b>It is also worth noting that these costs do not include in potential land acquisition which could add significant further costs.</b></p>

	<ul style="list-style-type: none"> <li>• <b>ACTO5a:</b> Provision of a segregated 2-way cycle lane from PrimeFour to Aberdeen City Centre along the A944 connecting into AECOM study options (£16.5m)</li> <li>• <b>ACTO6:</b> Provision of a segregated 2-way cycle lane from Union Street / Holburn junction to PrimeFour via A9119 (£11m)</li> <li>• <b>ACTO8:</b> Create cycle route on Old Lang Stracht. (£0.55m)</li> <li>• <b>ACTO9:</b> Provide advance stop lines or cycle by-passes at all signalised junctions (£2.5m)</li> <li>• <b>PTO1:</b> Reconfigure roundabout junctions to signalised junctions, complete with bus and cycle pre-signals (£6m-£7m)</li> <li>• <b>PTO2:</b> Bus Rapid Transit on the A944 Westhill – Aberdeen City Centre, via Kingswells Park and Ride (£64m-£76m)</li> <li>• <b>PTO4:</b> Continuous Bus Lane from Westhill to Aberdeen City Centre via A9119 (£5.4m)</li> <li>• <b>PTO5:</b> Changes to bus lane operational hours and enforcement (unknown)</li> <li>• <b>PTO6:</b> Bus Stop upgrade programme and stop rationalisation (£1.5m)</li> <li>• <b>PTO7:</b> Bus Prioritisation / Pre-Signals at all signalised junctions on the corridors (£20,000 - £30,000 per signal head plus £70 per vehicle)</li> <li>• <b>PTO8:</b> Reallocate all lay-by bus stops to on-street bus stops (£0.4m)</li> <li>• <b>PTO9b:</b> Make Castle Street to Holburn Street Junction, bus, cycle and walk only (unknown)</li> <li>• <b>PTO10:</b> Rebrand of Kingswells Park and Ride (unknown and depends on type of facilities)</li> <li>• <b>PTO11:</b> Advanced VMS on AWPR (unknown)</li> <li>• <b>PTO12:</b> Establish a Bus Service Improvement Programme (BSIP) (unknown)</li> <li>• <b>PTO13:</b> Develop Sustainable Transport Hubs (unknown)</li> <li>• <b>PTO14:</b> North West Street to Castle Street Right Turn – Bus Only (unknown)</li> <li>• <b>GTO1:</b> Reclaiming Streets Programme (unknown)</li> <li>• <b>GTO2:</b> Improve Wayfinding and Signage (unknown as would depend on number of signs to replace and install)</li> <li>• <b>Total indicative package costs</b> (including OB where costs are presented) = <b>£111m - £124m</b></li> </ul>	
<b>Public Acceptability:</b>	<p>Pedestrian based options will again be highly supported in this package due to the evidence from the public engagement. The segregated cycle route would also be supported, but this version of the option was not as strongly supported as ACTO7 which makes improvements to existing infrastructure. Bus options will again be supported by the public, with option PTO9b receiving the most support during the engagement closely followed by the BRT option.</p>	✓✓

**Other comments**

Segregated cycle lanes as the main deliverable for active travel modes is likely to attract further users of the network and capture the attention of new cyclists as an outcome of the COVID19 pandemic. This is the highest level of design available for cycling and corresponds with recently produced DfT guidance with regards to designing for cyclists as you would for a vehicle. There are several issues however, highlighted through the discussion of these delivery packages in terms of conflict of available road space between pedestrians, cyclists, bus, and car users. It may be necessary to consider a shared approach going forward.

A BRT in conjunction with a BSIP has the potential to deliver the significant step change in modal shift and the associated benefits for current bus users and attract new users, arresting the declining trends witnessed in recent years. If implemented correctly and provided services are well integrated into the network, providing a variety of express and stoppers services, the significant potential of this corridor as a public transport orientated corridor can be realised, especially in light of predicted future development on the corridor, although there is both risk and uncertainty around further development in light of both the economic and travel contexts due to the pandemic and related behavioural changes..

## 6.6 Appraisal Summary

6.6.1 The matrix below summarises the options within each package and the RTS objectives that each package contributes towards.

Table 6-5: Matrix of Packages vs Options vs RTS 2040

Options	Low	Medium	High	Gold
ACTO1		✓	✓	✓
ACTO2	✓	✓	✓	✓
ACTO3	✓	✓	✓	✓
ACTO4	✓	✓	✓	✓
ACTO5a				✓
ACTO5b			✓	
ACTO6				✓
ACTO7	✓	✓		
ACTO8	✓	✓	✓	✓
ACTO9		✓	✓	✓
PTO1				✓
PTO2				✓
PTO3			✓	
PTO4			✓	
PTO5	✓	✓	✓	✓
PTO6		✓	✓	✓
PTO7		✓	✓	✓
PTO8		✓	✓	✓
PTO9a		✓		
PTO9b			✓	✓
PTO10	✓	✓	✓	✓
PTO11	✓	✓	✓	✓
PTO12		✓	✓	✓
PTO13		✓	✓	✓
PTO14	✓	✓		
GTO1			✓	✓
GTO2	✓	✓	✓	✓
<b>RTS Objectives</b>				
Reduce Carbon Emissions	✓	✓	✓	✓
Safe levels of local pollutants	✓	✓	✓	✓
50:50 mode split	✓	✓	✓	✓
Zero road fatalities	✓	✓	✓	✓
Improved journey efficiencies	✓	✓	✓	✓
Access for all		✓	✓	✓

6.6.2 The table below summarises the STAG related scoring information captured in the appraisal summary tables discussed above.

Table 6-6: Package STAG scoring summary

Delivery Package	Environment	Safety	Economy	Integration	Accessibility & Social Inclusion	Feasibility	Affordability	Public Acceptability
Low	✓	✓	✓	○	✓	✓✓✓	Low Cost	✓
Medium	✓✓	✓	✓✓	✓✓	✓✓	✓✓	Medium Cost	✓✓
High	✓✓	✓	✓✓	✓✓	✓✓	×	High Cost	✓✓
Gold	✓✓✓	✓✓	✓✓	✓✓	✓✓✓	×	High Cost	✓✓

6.6.3 As would be anticipated, the most extensive package in terms of infrastructure works delivers the largest and widest range of benefits but is also the most expensive in terms of cost to government. As is common in STAG studies, there is not yet a clear funding envelope within which to work and thus it is not possible to rule options in or out on the basis of affordability. This will however be a key consideration in progressing towards a preferred option package in the context of a subsequent business case. The Outline Business Case requires initial development of the Financial, Commercial and Management Cases – these three cases determine how the preferred option / option package will be funded, procured, delivered and managed, with an iteration around the preferred option / option package to ensure a degree of cost realism before progressing to the Final Business Case.

## 7 Risk and Uncertainty

### 7.1 Overview

7.1.1 In appraisals, there is always some difference between what is expected and what eventually happens, because of biases unwittingly inherent in the appraisal and risks and uncertainties which materialise. This chapter considers the risks and uncertainties associated with the options presented in this appraisal.

### 7.2 Quantified Risk Assessment

7.2.1 The STAG Guidance requires the development of a Quantified Risk Assessment (QRA), which allows for the quantification and, where practical, valuation of risk factors.

7.2.2 Risks and opportunities are appraised using two criteria:

- **Significance:** What would be the impact and severity if the risk materialised?
- **Likelihood:** How likely is it that the risk will materialise within the period stated?

7.2.3 To produce a risk appraisal score, a risk is first judged for its significance (extreme, high, medium, low or negligible) and for its likelihood (almost certain, likely, possible, unlikely or rare) and scored from 1 to 5, where 1 is negligible / rare and 5 is extreme / almost certain.

7.2.4 The maximum score for a risk is 25 – i.e. an extreme significance and almost certain likelihood. The table below, developed by Liverpool John Moores University, indicates the status of risks coded in terms of a “traffic lights system”. A score of above 12 is regarded as needing full risk management.

7.2.5 It should be noted that all scoring is, by its nature subjective. Risk appraisal is not an exact science and best estimates and frequent reviews are required to make such appraisals robust.

Table 7-1: Risk Mitigation Table

<b>Significance</b>	<b>Extreme</b>	<b>5</b>	<b>M</b>	<b>M</b>	<b>H</b>	<b>H</b>	<b>H</b>
	<b>High</b>	<b>4</b>	<b>L</b>	<b>M</b>	<b>M</b>	<b>H</b>	<b>H</b>
	<b>Medium</b>	<b>3</b>	<b>L</b>	<b>L</b>	<b>M</b>	<b>M</b>	<b>H</b>
	<b>Low</b>	<b>2</b>	<b>L</b>	<b>L</b>	<b>L</b>	<b>M</b>	<b>M</b>
	<b>Negligible</b>	<b>1</b>	<b>L</b>	<b>L</b>	<b>L</b>	<b>L</b>	<b>L</b>
			<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
		<b>Rare</b>	<b>Unlikely</b>	<b>Possible</b>	<b>Likely</b>	<b>Almost Certain</b>	
<b>Likelihood</b>							

7.2.6 It should again be noted that this study is strategic in nature and thus the identified risks could in most cases be worked through in more detail through the Outline Business Case Development. The risks identified for this study are therefore strategic rather than specific. The table below nonetheless provides an assessment of the wider project risks in terms of their significance, likelihood, potential mitigation measures and residual risk:

Table 7-2: Quantified Risk Assessment

Risk	Likelihood	Significance	Risk Score	Mitigation	Residual Likelihood	Residual Significance	Residual Risk Score
The costs of options are higher than that set out in this report. This is likely given the high-level approach to costing and no consideration of land acquisition costs and / or utility works.	5	4	<b>20</b>	Any option or package taken forward as part of this appraisal would be subject to more detailed assessment as part of business case development. This is entirely consistent with STAG appraisals of this nature.	5	2	<b>10</b>

Risk	Likelihood	Significance	Risk Score	Mitigation	Residual Likelihood	Residual Significance	Residual Risk Score
There is a low / no uptake in demand for public transport services in response to public perception around physical distancing.	3	4	12	As part of making the TPOs SMART, metrics were established for monitoring and evaluating the success of the objective. It recommended the monitoring of patronage figures to determine changes in levels of demand and to adjust targets accordingly.	3	3	9
The uptake and continued use of cycling begin to tail off as things return towards "normality" or the potential market is already capped.	3	4	12	As part of making the TPOs SMART, metrics were established for monitoring and evaluating the success of the objective. It recommended the monitoring of cycle count data to determine changes in levels of demand and to adjust targets accordingly. Additionally, surveys were also recommended to understand responses to option delivery.	3	3	9
There is a change in travel behaviours as an outcome of COVID19 and the flexibility and acceptance of working from home becomes a more permanently accepted practice.	4	5	20	In developing the TPOs it was recommended that metrics are reviewed and analysed every five years until the RTS horizon year of 2040, providing four control periods. As part of this review, data analysis and available census data will inform any changes to travel behaviours which affords the opportunity to make refinements to targets and objectives.	3	3	9
There is a change in travel demand due to the volatility of the oil and gas sector, one of the main drivers of the Aberdeen City Region economy.	4	4	16	In developing the TPOs it was recommended that metrics are reviewed and analysed every five years until the RTS horizon year of 2040, providing four control periods. As part of this review, data analysis and available census data will inform any changes to travel behaviours which affords the opportunity to make refinements to targets and objectives.	3	3	9
Future development opportunities along the corridor not being fully taken up in response to economic changes (further dip in the oil sector etc)	3	4	12	In developing the TPOs it was recommended that metrics are reviewed and analysed every five years until the RTS horizon year of 2040, providing four control periods. As part of this review, data analysis and available census data will inform any changes to travel behaviours which affords the opportunity to make refinements to targets and objectives.	3	3	9

7.2.7 It should be noted that this appraisal is strategic in nature. The identification, management and mitigation of risks attached to specific elements of the delivery of any package should be fully covered by subsequent business case development.

### 7.3 Uncertainty

7.3.1 The STAG Guidance notes that, no matter how well risks are defined, the future remains uncertain and thus a narrative on key future uncertainties which could impact on the study outcomes is required.

- Coronavirus impacts upon employment levels, demand for public transport and road traffic volumes. It is unclear if conditions will ever return to 'pre-covid normal' and if so, when. The uncertainties surrounding the long term, structural impacts of the virus are perhaps the greatest 'issue' for the study.
- A significant proportion of jobs in Aberdeen are supported directly or indirectly by the oil industry, and as such employment levels are sensitive to changes in oil prices. A recent study published by Aberdeen University forecasts that oil production activity in the UK Continental Shelf (UKCS) will sharply decrease in medium- and long-term from 2019–2050, resulting in substantial job losses. It is however recognised that there are plans to transform the local economy in response to this.
- Substantial development is planned along the study corridor including residential development at Countesswells, Maidencraig, Kingswells and Friarsfield as well as commercial development at Kingswells Prime 4. Much of the construction is already underway with some traffic impacts on the A944 already being generated, however, there is still uncertainty regarding the cumulative traffic impacts of the these developments on the A944 as they become fully online and also how development appetite will be affected by local economic circumstances.
- The development of the new Aberdeen Football Club Stadium at Kingsford to expand on the recently opened training centre.
- New major junctions are proposed on the A944 to support development at Maidencraig, Kingswells and Countesswells. The exact location and form of these junctions is yet to be confirmed.
- There is a danger of further worsening the divide in Westhill between business park and residential areas by continuing to develop based on the current north-south land use split.
- Additionally, continuing development could result in a deterioration in conditions on the A944 which in turn could threaten the vitality or Westhill and attractiveness of commercial premises in the area.
- New Stagecoach bus timetables were planned to be introduced in April 2020; changes included retiming of services to account for the AWPR, renumbering of the X17 and additional route variations. However, these changes were put on hold as a result of the coronavirus pandemic, and it remains unclear if proposed changes will be reconsidered and/or adjusted.
- First is reviewing its UK bus operations and has sold off individual depots in recent months and is one of the main operators within Aberdeen City Centre.
- There are concerns over the financial viability of some bus services related to their ability to recover from Covid19 and regaining lost patronage.

- Improved cycle connections are proposed between Kingswells Park & Ride and Westhill but not yet committed.

7.3.2 This chapter has considered risk & uncertainty in the context of A944 and A9119 corridors. The identified study risks are manageable and, in many cases, would be overcome by further detailed assessment / business cases for any options taken forward. However, the uncertainties are more fundamental and should be monitored, as these concern the key components of the corridor-based demand and key services that operate along these corridors. These uncertainties should be monitored, and progress updated as appropriate if further clarity becomes available on any issue.



## 8 Prioritisation and Delivery Programme

### 8.1 Overview

- 8.1.1 It is clear from the appraisal undertaken that each of the delivery packages considered has merit in being taken forward for further consideration for detailed design and business case development. Considering the appraisal outcomes and to provide context and a framework for delivery, this section focuses on the broad prioritisation of the delivery packages and the options contained within.
- 8.1.2 To support both the Climate Change (Scotland) Act (2020) and the NTS2, and deliver on the aims and aspirations of the City Centre Masterplan, Sustainable Urban Mobility Plan and Roads Hierarchy principles, it is clear that a step-change in public transport and active travel provision and use is needed. This requires an improved sustainable travel network to enable efficient access for existing users of the corridors and future users in line with the levels of prospective development.
- 8.1.3 As established through the appraisal, to obtain this significant level of step-change in modal shift, delivery of options in isolation will not be enough and thus why these options were packaged to provide differing levels of required works and investment. Recognising the fact that most options are both feasible and deliverable from an engineering perspective, they may not be feasible from a financial perspective as these are bounded by budgetary constraints. It may, therefore, be that the final delivery of packages is a spread of options across the four designed delivery packages, almost presenting a menu of options for consideration. The aim, however, is still to create a transformative sustainable transport network along the corridors. This is an issue which would be picked up through iterations of the preferred option in line with the Commercial, Financial and Management Cases of the Outline Business Case.

### 8.2 Prioritisation of Options

- 8.2.1 In considering both what and where to prioritise interventions, the site audit *pro formas* act as a useful indicator. Across the modes, they identify those sections of the corridor that are currently under provisioned for in terms of infrastructure, together with the degree of prioritisation. This analysis provides a clear basis for prioritisation, e.g. by tackling the 'worst' sections first. These then provide us the 'where'. The 'what' is prescribed by the sustainable transport hierarchy and positions both walking and cycling as priorities in terms of identifying and implementing interventions.
- 8.2.2 This stance is further promoted via current network-based conditions. The COVID19 pandemic has led to an increase in active travel users, as people are becoming more aware of health issues and many have concerns with using public transport. Both Aberdeen City and Aberdeenshire have been successful in receiving funding from the *Spaces for People* Fund and have installed temporary measures on key routes to facilitate physical distancing procedures. The success of these temporary measures can be assessed and used as trials for further roll out of future active travel interventions. This will ensure the success of any future active travel-based option through building upon the foundations and initial users on the network. The surge in bike sales is a positive indicator for investment in cycling infrastructure and with additional downturn in bus-based patronage makes this a credible argument in the short term.
- 8.2.3 Additionally, analysis of bus journey times indicated that although bus journeys are unreliable, they often run ahead of schedule in contrast to historical evidence which indicated long bus journey times due to congestion induced impacts. This would suggest that the AWPR is providing benefits to the road network, freeing up capacity and reducing running times of bus services.

### 8.3 Recommendations and Delivery Programme

- 8.3.1 From the evidence obtained through this study from the *Initial Appraisal Case for Change* to this *Preliminary Appraisal*, further detailed analysis is required on the engineering feasibility of providing any of the identified options, especially those involving segregated cycle and bus lanes due to clear and obvious carriageway constraints. The AECOM A944 Cycle Feasibility report indicated that it is feasible to establish a segregated cycle route along the corridor, however, when considered alongside bus-based infrastructure, this feasibility greatly reduces at these constrained points. Whilst the STAG guidance recommends against defining preferred options (this is typically undertaken during the Outline Business Case), we note that the council aspires to improve active and sustainable travel along this corridor in the short-term.
- 8.3.2 Recognising this and the deliverability of some options over others, there would be merit in working towards the progression of a **hybrid** of the **Medium Delivery Package** supplemented by options **PTO3** and **PTO4** (to provide where possible bus lanes, on both sides of the carriageway, along both corridors) from the High/Gold packages, through the development of an Outline Business Case. This would allow for further option development, greater cost certainty and consideration of funding, procurement, delivery, and management (through the Commercial, Financial and Management cases) ultimately emerging as a preferred package of options. This would be a first step towards creating a consistent coherent network standard along the corridors. Although this recommendation leads towards the medium package, it is worth noting that many of the options within this package are also present within the High and Gold packages, with the main omission being the high-priced ticket items.
- 8.3.3 In parallel to this however, longer-term option development via business case related works could be undertaken to assess the deliverability and viability of these high priced options from the **high** and **gold** packages within the current and future travel and economic context. In developing and delivering the medium package, a key principle would be to avoid sunk costs and undertake works to protect the deliverability of either the high or gold delivery packages. In fact, this **Medium+ Delivery Package** would provide much of the required infrastructure to facilitate and assist in the delivery of further options from the high and gold packages. This package can therefore be considered as a delivery mechanism for these options in time.
- 8.3.4 This medium delivery package would achieve benefits for sustainable transport users by segregating buses and cyclists from the main flow of traffic for large parts of the corridors, whilst enabling them to maintain their position in traffic at signals. Along wider sections of the corridors, bus lanes would be present alongside cycle lanes, separated by light segregation such as orcas. Where the carriageway widths become constrained, cycle provision will be prioritised over bus lanes in line with the sustainable transport hierarchy, with bus priority infrastructure instead provided via priority signals at junctions where appropriate. The provision of floating bus stops would also enable cyclists to continue without having to stop or manoeuvre around stationary buses, however, there is the potential for conflict between cyclists and bus users accessing the vehicles. The provision of light segregation as opposed to a continuous buffer has been selected so as not to act as a restriction to other users of the network who require access to both residential and commercial properties along both the A944 and A9119. The option therefore provides the foundations to increase future sustainable modes modal share and can provide further evidence for future business case development.



Figure 8-1: Map of Options within Medium+ Delivery Package

8.3.5 The figure above highlights those areas where options could be delivered. Public transport options are highlighted by blue icons, cycle options in white, pedestrian in yellow and sustainable options in green. The purple icons indicate those junctions where both cycle and bus-based priority options will be considered for delivery. Those sections of the corridor, where constraints are less of a barrier, both cycle and bus lanes would be considered as reflected by solid white and blue lines on the map. Those links indicated by a white dashed line, indicate those sections of the corridor, where the focus would move more towards delivering cycle lanes with light segregation due to the width constraints. Adopting this approach would facilitate the integration of both bus and cycle infrastructure where possible. However, there also exists the option, based on the graphic above, to move away from providing infrastructure for both modes along both corridors and instead focussing more on cycle infrastructure along the A9119 and bus-based infrastructure along the A944. The benefits and costs of each can be more fully considered during the more detailed design work undertaken as part of any business case development.

8.3.6 Combined, this **Medium+ Delivery Package** would cost approximately **£25m** to deliver over a timeframe of approximately **five to six years**. This would provide the opportunity to assess and monitor the success of the option package in addressing the evidenced problems up to the 2040 horizon period of the RTS, accounting for any COVID-19 related changes in travel behaviour. Within this period any emerging evidence of outcomes and/or impacts of the Medium Delivery Package can be fed back into the development of the business cases to support either **the high or gold packages**. This would afford the opportunity to bring forward or delay option implementation or identification of the need to increase the level of ambition and move to a high or gold delivery package, building upon the infrastructure already in place as part of the medium+ delivery package.

8.3.7 The options within this package have been re-ordered to reflect the prioritisation that should be given to implementing each of the options within the package, also considering the required construction and infrastructure works to deliver each, taking cognisance of the interdependencies between them. This would include the requirement to undertake further detailed assessment to ascertain the deliverability aspects from an engineering perspective of the bus lanes on sections of the corridor where carriageway widths are highly constrained.

## 8.4 Option Delivery Prioritisation

- **ACTO4:** Identify and formalise a city centre cycle network
- **PTO5:** Changes to bus lane operational hours and enforcement
- **PTO13:** Develop Sustainable Transport Hubs
- **ACTO8:** Create cycle route on Old Lang Stracht

This initial set of options establishes a series of quick win projects. Identifying and formalising a cycle network is key before any work commences to ensure the correct and appropriate routes are identified and connections assessed. Bus lane operating hours will produce small gains across the day, while additional provision of cycle parking at Kingswells and Union Square will assist in the development and refinement of the sustainable transport hubs. The cycle route along Old Lang Stracht will support the option identified by AECOM and provide direct links between Kingswells and A944 Lang Stracht and routing to A9119.

**Timescale year 1 - 2**

- **ACTO2:** Review of pedestrian desire lines and installation of pedestrian friendly crossing facilities to suit
- **ACTO1:** Programme of pavement maintenance and decluttering
- **GTO2:** Improve Wayfinding and Signage
- **PTO10:** Rebrand of Kingswells Park and Ride
- **PTO11:** Advanced VMS on AWPR
- **PTO12:** Establish a Bus Service Improvement Programme (BSIP) covering the A944 and A9119 corridors

These options provide a mix of quick wins and those which will take some time and complement the delivery of future options. The BSIP is crucial to the delivery of the investment required to deliver the infrastructure changes. Therefore, establishing this ahead of time then helps design and confirm the delivery of bus shelters and bus lanes, and subsequent cycle lanes.

**Timescale year 2 - 4**

- **PTO8:** Reallocate all lay-by bus stops to on-street bus stops.
- **PTO6:** Bus Stop upgrade programme and stop rationalisation
- **PTO3:** Continuous Bus Lane from Westhill to Aberdeen via A944
- **PTO4:** Continuous Bus Lane from Westhill to Aberdeen City Centre via A9119
- **ACTO7c:** Replace and extend all existing advisory cycle routes with mandatory cycle lanes to provide a connected network, with the option of including light segregation
- **PTO7:** Bus Prioritisation / Pre-Signals at all signalised junctions on the corridors
- **ACTO9:** Provide advance stop lines or cycle by-passes at all signalised junctions
- **ACTO3:** Development of Green Corridors within the city centre and between development sites on the corridors
- **PTO9a:** Make Castle Street to Union terrace, bus, cycle and walk only

These remaining options will be delivered once the first two phases are complete. Bus and cycling infrastructure will be delivered in conjunction to maximise efficiencies in the works and to reduce costs.

Development of green corridors and pedestrianisation of Castle Street will be programmed to coincide with the CCMP.

**Timescale year 5+**

## APPENDICES

## Appendix A Initial Appraisal: Case for Change Public Engagement

# TECHNICAL NOTE

**Job Name:** A944 A9119 Corridors STAG-based Appraisal

**Job No:** 47700

**Note No:** 1

**Date:** 29/09/2020

**Prepared By:** Steven Reid

**Subject:** Initial Appraisal: Case for Change – Public Survey Feedback

## 1. Introduction

- 1.1. As part of the *Initial Appraisal: Case for Change* there is a requirement within STAG guidance to undertake public engagement to achieve buy-in to the study and to assist in the development of the evidence case and subsequent option development. Due to the COVID19 pandemic and associated Government guidance, it is not viable to hold a public drop-in day as was first anticipated. Subsequently an alternative solution was sought and Stantec applied the use of ArcGIS StoryMaps to undertake the engagement process.
- 1.2. The ArcGIS StoryMaps platform provides the framework to publish an interactive and visual story, complete with mapping integration, imagery and supporting text. With Survey123 integration, Stantec included a survey as part of the StoryMap to capture the feedback of the public on the outcomes of the study thus far and the options identified.

## 2. The StoryMap

- 2.1. The StoryMap was live for a period between the 7<sup>th</sup> of September and 28<sup>th</sup> of September 2020, with stakeholders previously consulted on the study receiving an em@il invitation to complete the survey and public awareness attained through the social media channels of Aberdeen City and Shire councils and Nestrans, in addition to a wider press release by Aberdeen City Council.
- 2.2. In total the StoryMap was viewed **1,068** times over this three-week period, with an average daily view count of **43**.

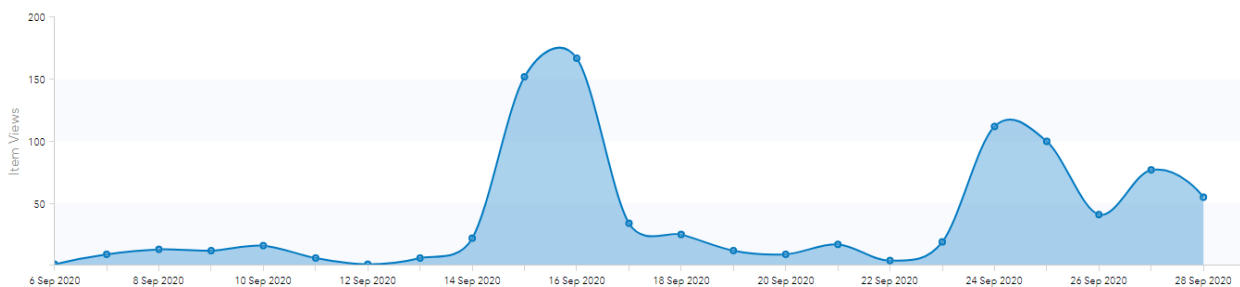


Figure-1: Profile of StoryMap Views

- 2.3. Figure 1 above, provides a trend graph outlining the number of views across the survey period. The increased spike in views around the 15<sup>th</sup> of September aligns with the press release advertising the StoryMap by Aberdeen City Council, and the second peak around the 24<sup>th</sup> of September aligns with a social media post by Nestrans with regards to the StoryMap. This graph demonstrates the power behind social media channels to communicate awareness of studies and surveys effectively.

## TECHNICAL NOTE

2.4. The StoryMap contained three survey points requesting feedback from the public on the options derived for first, Active Travel and secondly Public Transport. The last point was to capture any other general feedback. The responses received to each of these elements were not as high as the number of views the StoryMap received. **57** responses were received on the Active Travel Options, **39** responses on the Public Transport Options and finally **30** responses to the any other comments section.

### 3. Active Travel Options – (57 Responses, 5,700 Points)

3.1. To determine the level of preference behind each of the 10 options identified for the active travel network, viewers of the StoryMap were asked to distribute 100 points across the options. Respondents had the ability to spread these points freely across as many of the options or as little of the options they were attracted too. The application of this methodology was adopted to draw out the level of support behind each of the options instead of traditional methods asking for levels of satisfaction with options or simple ranking, as these methods can often be misconstrued or skewed.

3.2. The chart below illustrates the total distribution of points across the 10 active travel options, with the table below then listing the options in order of this level of public preference.

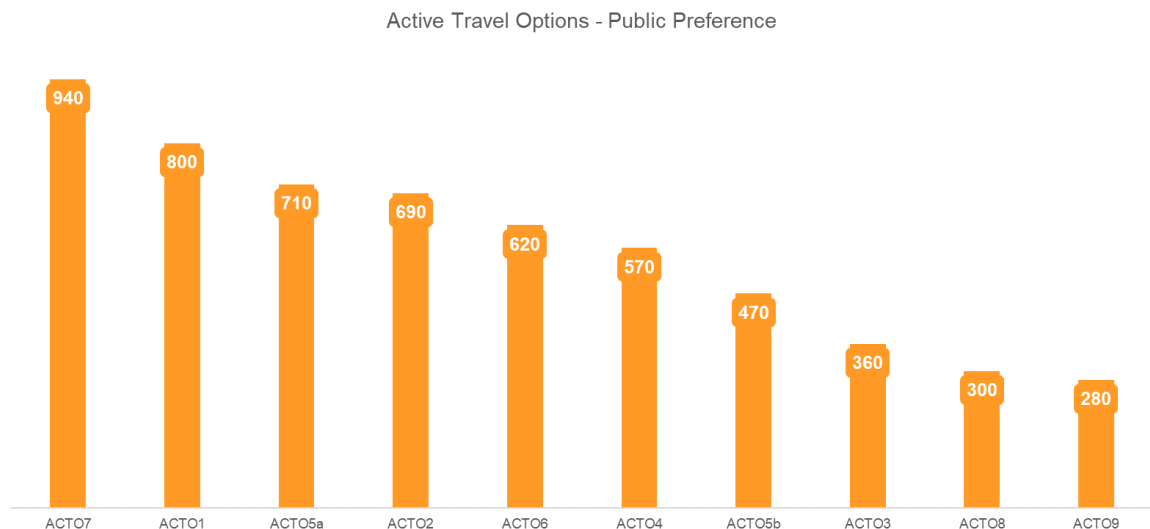


Figure-2: Active Travel Options, Public Preference

Options in order of Preference
<b>ACTO7:</b> Replace and extend all existing advisory cycle routes to provide a connected network.
<b>ACTO1:</b> Programme of pavement maintenance and decluttering.
<b>ACTO5a:</b> Provision of a segregated 2-way cycle lane from PrimeFour to Aberdeen City Centre along the A944
<b>ACTO2:</b> Review of pedestrian desire lines and installation of pedestrian friendly crossing facilities to suit.
<b>ACTO6:</b> Provision of a segregated 2-way cycle lane from Union Street / Holburn junction to PrimeFour via B9119
<b>ACTO4:</b> Identify and formalise a city centre cycle network
<b>ACTO5b:</b> Provision of a segregated 2-way cycle lane from PrimeFour to ARI along the A944
<b>ACTO3:</b> Development of Green Corridors within the city centre and between development sites on the corridors
<b>ACTO8:</b> Create cycle route on Old Lang Stracht.
<b>ACTO9:</b> Provide advance stop lines or cycle by-passes at all signalised junctions.

3.3. From the responses there appears to be two options that come out ahead of the others in terms of public support. **ACTO7** which concerns replacing and extending all existing advisory cycle routes to provide a connected and coherent network comes out on top, **140** points ahead of the next best supported option. That option is **ACTO1** a programme of pavement maintenance and decluttering to improve the pedestrian environment.

## TECHNICAL NOTE

3.4. Interestingly the large investment and infrastructure package **ACTO5a** Provision of a segregated 2-way cycle lane from PrimeFour to Aberdeen City Centre along the A944 only came third in the list, **230** points behind the preferred option.

### 4. Public Transport Options (39 Responses – 3,900 Points)

4.1. As with the active travel options, respondents to the public transport options survey were asked to distribute 100 points across the 15 public transport options. The chart and table below highlight the level of public preference across the 15 options.

Public Transport Options - Public Preference

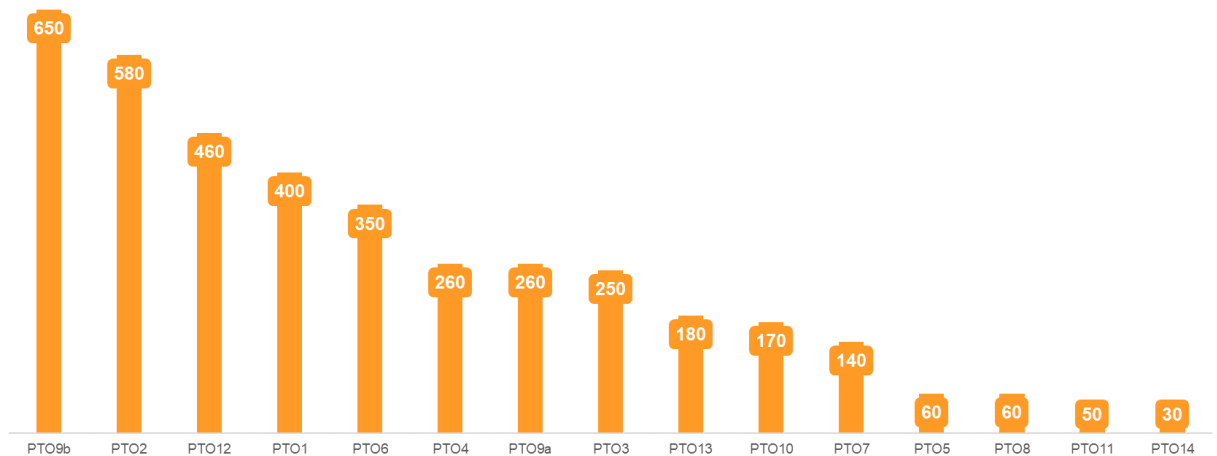


Figure-3: Public Transport Options, Public Preference

Options in order of Preference
<b>PTO9b:</b> Make Castle Street to Holburn Street Junction, bus, cycle and walk only
<b>PTO2:</b> Bus Rapid Transit on the A944 Westhill – Aberdeen City Centre, via Kingswells Park and Ride.
<b>PTO12:</b> Establish a Bus Service Improvement Programme (BSIP).
<b>PTO1:</b> Reconfigure roundabout junctions to signalised junctions, complete with bus and cycle pre-signals
<b>PTO6:</b> Bus Stop upgrade programme and stop rationalisation.
<b>PTO4:</b> Continuous Bus Lane from Westhill to Aberdeen City Centre via A9119.
<b>PTO9a:</b> Make Castle Street to Union terrace, bus, cycle and walk only.
<b>PTO3:</b> Continuous Bus Lane from Westhill to Aberdeen via A944.
<b>PTO13:</b> Develop Sustainable Transport Hubs.
<b>PTO10:</b> Rebrand of Kingswells Park and Ride.
<b>PTO7:</b> Bus Prioritisation / Pre-Signals at all signalised junctions on the corridors.
<b>PTO5:</b> Changes to bus lane operational hours and enforcement.
<b>PTO8:</b> Reallocate all lay-by bus stops to on-street bus stops.
<b>PTO11:</b> Advanced VMS on AWPR.
<b>PTO14:</b> North West Street to Castle Street Right Turn – Bus Only

4.2. Akin to the responses for the active travel options, two options received further support over all others. **PTO9b** concerning making Castle Street to Holburn Street junction, bus, cycle and walk only, i.e. the full length of Union Street received the most support, **70** points more than the second-best option. The second most popular option was the big-ticket option within the public transport option package, **PTO2** Bus Rapid Transit on the A944 Westhill – Aberdeen City Centre via Kingswells Park and Ride. This option was **120** points ahead of the third placed option.

4.3. The remainder of the points distribution establishes a step like distribution with two or three options closely aligned before a gap of approximately 80-100 points to the next level of options.



## TECHNICAL NOTE

### 5. Any Other Comments

5.1. The final section of the StoryMap offered respondents the ability to provide further comments on both the active travel and public transport options, in addition to providing any other comments with regards to the study. The following tables contain the free text responses from this section for each of the questions.

5.2. In summary the key points to note are:

#### Active Travel Options:

- There were several comments made to support the addition of further pedestrian crossings and to adjust wait times at crossings for pedestrians.
- There are conflicting views on the provision of further cycling infrastructure, with some requesting mandatory or segregated cycle routes, while others feel there is already a sufficient provision of cycling infrastructure and focus should be applied elsewhere.

#### Public Transport Options:

- Several comments supported the view that an express service between Westhill and Aberdeen was required with less stops.
- There were views that new services are required providing connectivity between Westhill and the ARI, in addition to a change in the operating day to provide late night services for the ARI.

#### Any Other Comments:

- Overall, there was positive feedback over the consultation and the opportunity for engagement, although there is a desire for an end deliverable from the study.

## TECHNICAL NOTE

### Are there any other active travel options you thought were missing from the list above?

Smaller buses and more frequent service

Prioritise pedestrian crossings - everywhere. Nothing more infuriating than waiting in cold/wind/rain for lights to change as cars whizz by.

With the completion of AWPR the A944 is much busier. A crossing point is required between the Kingswells roundabout and the Green Hedges roundabout to allow walking access to Hazlehead park area

Fast trains from all suburbs

Dualling of A944 from woodend to current dual carriageway

Leaving thing as is

traffic lights at bypass roundabout should be part time. No need for lights at 8pm.

Fixing the connectivity onto the start of the cycle path at Kingswells around the "Tesco" roundabout on A944. Also, more foot traffic since McDonalds has opened.

Mandatory cycle lanes along Queen's Road

With improved cycling routes/network there needs to be multiple indoor cycling storage 'hubs'. They need to be secure, hold possible 100's bikes eg at ARI with same sized or smaller 'hubs' across the city

Safe cycle and pedestrian crossing on Lang stracht/A90 junction? Bridge here. ARI and Aberdeenshire council buildings are huge employers and will always need staff in face to face roles.

Integrated travel options: bike carriage on buses; secure bike storage at bus stops/terminus/P&R.

I feel that vehicle travel has very much been neglected in this study.

Money could be better spent in more needy parts of Aberdeen

Electric bikes?

Keep cyclists away from bus lanes.

I'd like to see both new and existing signalled crossings retimed in favour of pedestrians/cyclists. Skene Rd to Groats Rd for example makes pedestrians wait at least 2 minutes before they can cross, right beside a school.

Please can we ensure that we look to European countries who have been implementing effective cycleways for years - we can do the same in Aberdeen.

### Do you have any other comments with regards to the active travel options?

Help and encourage people to purchase ebikes to use to commute into city centre

If the council is providing cycle lanes should cyclists not be charged road tax same as cars

Yes, stop trying to force cars off the road

There were no solutions listed for roundabouts (Hazelhead to city centre) - these are a real issue/dealbreaker for any cycle lane to be used.

keep cycle lanes completely separate from traffic lanes

Leave things as they are

cyclists need segregated lanes from foot and car traffic. It's possible going west from hazelhead academy all the way to westhill.

Aberdeen doesn't need any more cycle lanes, we should be spending money on repairing pavements and roads and ensuring safety for pedestrians, the elderly and disabled.

There is already a cycle path from Aberdeen out to Westhill. I'm not sure what is different with the proposals made here.

All points I had highlighted to ACC year's ago.

Something has to be done to achieve the so called lock in benefits of the AWPR

I understand the need to lower carbon emissions in the city, but the focus on cycle lanes is becoming a joke. Focus should move to improving the poor neglected walkways throughout the city.

Money could be better spent in more needy parts of Aberdeen

Will you be gritting these like roads? Who pays for the changes at 5 mile?

The Westhill roundabout badly needs pedestrian/cyclist crossings - the cycle path abandons cyclists to negotiate a busy roundabout exit at present.

## TECHNICAL NOTE

### Are there any other bus options you thought were missing from the list above?

Bus stop required on South side of A944 at Kingswells roundabout.

Direct, express, bus services Westhill to Aberdeen that do not call into the Westhill & PrimeFour Business Parks or Kingswells P&R. This express service should operate all day.

Discussion with bus drivers on their thoughts on routes, council to travel on several bus routes to experience the day to day challenges

Don't send every bus into prime four, have an express bus, with limited stops, that zooms along that road and rivals' cars.

I think we need to improve the quality of bus services and look at reasonable bus travel costs. More people would use public transport if it was reliable and affordable

Money could be better spent in more needy parts of Aberdeen

Multi-occupancy (car sharing) allowance in bus lanes

No - an express route is what is most needed from Westhill here to make using the bus a worthwhile consideration again.

Provision of a decent bus service to Kingswells which would get more people on it rather than running for the convenience of the bus company

Removing bus lane from Westhill to Hazelhead totally pointless

smaller buses and more frequent service

Some options are not clear to me, I did not understand what they meant to was unsure on voting. Needs to be easier to understand.

Something that makes it cheaper for a family to take bus than to drive into the city

Use of cars

Westhill town bus?

### Do you have any other comments with regards to the bus options?

Bus lane timings should be consistent across the city

Bus requirements meet my current needs, so bus options are not so important to me

Can it get any worse? However, it does not make sense to make buses and cycles share - with taxis too!

Cars off Union Street so the area can act as a travel hub

Having worked in Westhill and lived in the city centre I can confirm that the X17 stagecoach service is excellent. Using the first bus services within the city centre is absolutely intolerable. Always late, sometimes do not arrive.

Horrible idea

I don't understand the bus gate on the Langstracht to Kingswells. Why does it need lights, the lighted roundabout provides a break in traffic every 3 minutes.

improve suspension on buses - I took one from P&R and felt every pothole, bump, and dip!

Improving or extending bus lanes won't improve the reliability if the service between Westhill and Aberdeen

Many bus services could be run less frequently if they were punctual. This needs a holistic approach of bus prioritisation combined with bus operators taking timekeeping seriously; synchronised clocks, driver discipline, central control, etc.

Money could be better spent in more needy parts of Aberdeen

Need to reintroduce bus service between Westhill and ARI.

Provide a better service

replace with light rail or tram

Run them after midnight especially to ARI, Health Village if people need to attend A&E or GMEDS. Or even to go to/from work at these health facilities

The buses from Westhill to the city centre became far too slow to be worth considering, so express routes are much needed, along with lower fares.

## TECHNICAL NOTE

Do you have any other comments at all, with regards to the study?
Additional information on the different options (e.g. what is a "Green Corridor"?) would help inform responses.
both sides of the cartridge way need proper segregated cycle lanes. Cyclists don't want to share space with foot traffic or have to slow down at junctions to check for traffic turning into the road that they have to cycle across.
Good to see the community engagement
Great this is being looked at
Great to see this being carried out - hope to see improvements put in place soon.
Hopefully not just another study and action will be taken regards to active transport
I don't think there is a problem with the frequency of bus services between Westhill and Aberdeen. Problems with routes (non via ARI) and duration of travel.
I would like to see focus on pavements and a BSIP to go ahead ASAP. NO MORE CYCLE LANES!!!!!!!
introducing a feeder lane from Westhill Drive onto the A944 to enable Westhill traffic to flow freely onto the A944 as Westhill Drive backs up and becomes congested
It is a long overdue project and I very much like how the feedback is being gathered. Good survey strategy, thank you.
Many buses go to elrick never more than 1 or 2 people on them at best
Money could be better spent in more needy parts of Aberdeen
One-way system round union street for cars, biggest challenge is delivers to shops. On bridge street and market street car parking on double yellows is proving to be growing as an issue. Food delivery is growing, and they think they can park anywhere.
Thanks for the opportunity to review and comment
There is no need for these changes. Create a problem to ram a solution upon us due to Aberdeen City Councils green agenda! If they were really concerned sell marschial college building relocate to a small office and spend proceeds to improve the roads
Very one sided towards cyclists
Will you ignore this like you've done with others?

## 6. Summary

- 6.1. In summary, although the StoryMap recorded good levels of views, the translation to the number of survey responses was slightly disappointing. This could either be related to survey fatigue due to the number of other surveys recently within the Aberdeen Region or that the StoryMap did not contain anything too controversial to evoke high levels of responses.
- 6.2. Overall, from the survey responses that were received, the key points to note are:
  - **ACT07** received the most support from the list of active travel options. This option at its core, involves replacing and extending the current advisory cycle lanes to provide a connected and coherent cycle network without the need for large scale infrastructure works.
  - **ACT09b** was the most preferred option from the list of public transport options, which highlights public support behind the removal of private vehicles from the length of Union Street in favour of bus, cycle, and walking.
- 6.3. The feedback from this survey will now go to support the public acceptability element of the *Preliminary Appraisal* for each of the options taken forward for further appraisal as part of this study.

## Appendix B Outline High Level Option Costings

B.1.1 The tables that follow present the calculations and sources behind the indicative costings for those options where previous costings have not been provided from other sources.

<b>Option:</b>	<b>ACTO1: Programme of pavement maintenance and decluttering</b>									
<b>Source:</b>	SPON's Civil Engineering and Highway Works Price Book 2019									
<b>Optimism Bias:</b>	44%									
<b>Calculation:</b>	<b>Road</b>	<b>Length</b>	<b>Width</b>	<b>Sides</b>	<b>Area</b>	<b>Unit Cost</b>	<b>Cost</b>	<b>Cost + OB</b>	<b>If Kerbing required</b>	
	Albyn Place	800m	3m	2	4,800m <sup>2</sup>	£34.83	£167,184	<b>£240,744</b>	<b>+£80,000</b>	
	Queen's Road	970m	3m	2	5,820m <sup>2</sup>	£34.83	£202,710	<b>£291,903</b>	<b>+£97,000</b>	
	West North Street	600m	3m	2	3,600m <sup>2</sup>	£34.83	£125,388	<b>£180,558</b>	<b>+£60,000</b>	
	Lang Stracht	1,900m	3m	2	11,400m <sup>2</sup>	£34.83	£1,026,000	<b>£1,477,440</b>	<b>+£190,000</b>	

<b>Option:</b>	<b>ACTO2: Review of pedestrian desire lines and installation of pedestrian friendly crossing facilities to suit</b>									
<b>Source:</b>	<a href="https://www.wiltshire.gov.uk/highways-works-cost">https://www.wiltshire.gov.uk/highways-works-cost</a> <a href="https://www.essexhighways.org/uploads/LHP/MG/15_ECCLHPmembersGuideAPPENDIX1a.pdf">https://www.essexhighways.org/uploads/LHP/MG/15_ECCLHPmembersGuideAPPENDIX1a.pdf</a>									
<b>Optimism Bias:</b>	44%									
<b>Calculation:</b>	<ul style="list-style-type: none"> <li>Toucan Crossing - £58,000 - £70,000</li> <li>Pair of Dropped Kerbs and Tactile Paving - £4,000</li> <li>With OB £89,280 - £106,560 per Crossing</li> <li>2 Crossings = £179,000 - £214,000</li> </ul>									

<b>Option:</b>	<b>ACTO3: Development of Green Corridors within the city centre and between development sites on the corridors</b>									
<b>Source:</b>	SPON's Civil Engineering and Highway Works Price Book 2019									
<b>Optimism Bias:</b>	44%									
<b>Calculation:</b>	<b>Road</b>	<b>Length</b>	<b>Width</b>	<b>Sides</b>	<b>Area</b>	<b>Unit Cost</b>	<b>Cost</b>	<b>Cost + OB</b>		
	Albyn Place – Footway	800m	3m	2	4,800m <sup>2</sup>	£34.83	£167,184	<b>£240,744</b>		
	Albyn Place – Cycleway	800m	1.5m	2	2,400m <sup>2</sup>	£68.88	£150,656	<b>£216,944</b>		
	Albyn Place – Road	800m	6m	1	4,800m <sup>2</sup>	£53.56	£198,464	<b>£285,788</b>		
	Queen's Road – Footway	970m	3m	2	5,820m <sup>2</sup>	£34.83	£202,710	<b>£291,903.26</b>		
	Queen's Road – Cycleway	970m	1.5m	2	2,910m <sup>2</sup>	£68.88	£182,670	<b>£263,045.38</b>		
Queen's Road – Road	970m	6m	2	5,820m <sup>2</sup>	£53.56	£240,637	<b>£346,518.14</b>			

<b>Option:</b>	<b>ACTO4: Identify and formalise a city centre cycle network</b>
<b>Source:</b>	<a href="https://www.wiltshire.gov.uk/highways-works-cost">https://www.wiltshire.gov.uk/highways-works-cost</a>
<b>Optimism Bias:</b>	44%
<b>Calculation:</b>	<ul style="list-style-type: none"> <li>20 mph zone, coloured entry treatment including signing, lining, and street lighting costs up to £18,000</li> </ul>

<b>Option:</b>	<b>ACTO7: Replace and extend all existing advisory cycle routes to provide a connected network</b>													
<b>Source:</b>	SPON's Civil Engineering and Highway Works Price Book 2019													
<b>Optimism Bias:</b>	44%													
<b>Calculation:</b>		<b>Corridor Segment</b>	<b>Length (m)</b>	<b>Width (m)</b>	<b>Sides</b>	<b>Area (m<sup>2</sup>)</b>	<b>Total Length</b>	<b>Unit Cost for Screed plus lining option</b>	<b>Unit Cost for Resurface, lining and coloured limestone</b>	<b>Light Segregation Unit Cost (3m Separation Orcas)</b>	<b>Cost of Screed Option + Light Segregation</b>	<b>Cost of Screed Option + Light Segregation + OB</b>	<b>Cost of Resurface Option + Light Segregation</b>	<b>Cost of Resurface Option + Light Segregation + OB</b>
	E	1,385	1.5	2	4,155	2,770	£20	£62.98	£60	£130,190	<b>£187,474</b>	£313,619	<b>£451,612</b>	
	F	2,250	1.5	2	6,750	4,500	£20	£62.98	£60	£211,500	<b>£304,560</b>	£509,490	<b>£733,666</b>	
	G	1,500	1.5	2	4,500	3,000	£20	£62.98	£60	£141,000	<b>£203,040</b>	£339,660	<b>£489,110</b>	
	H	800	1.5	2	2,400	1,600	£20	£62.98	£60	£75,200	<b>£108,288</b>	£181,152	<b>£260,859</b>	
	I	500	1.5	2	1,500	1,000	£20	£62.98	£60	£47,000	<b>£67,680</b>	£113,220	<b>£163,037</b>	
	K	550	1.5	2	1,650	1,100	£20	£62.98	£60	£51,700	<b>£74,448</b>	£124,542	<b>£179,340</b>	
	L	1,500	1.5	2	4,500	3,000	£20	£62.98	£60	£141,000	<b>£203,040</b>	£339,660	<b>£489,110</b>	
	M	900	1.5	2	2,700	1,800	£20	£62.98	£60	£84,600	<b>£121,824</b>	£203,796	<b>£293,466</b>	
	N	1,000	1.5	2	3,000	2,000	£20	£62.98	£60	£94,000	<b>£135,360</b>	£226,440	<b>£326,074</b>	
	O	1,400	1.5	2	4,200	2,800	£20	£62.98	£60	£131,600	<b>£189,504</b>	£317,016	<b>£456,503</b>	
	P	1,100	1.5	2	3,300	2,200	£20	£62.98	£60	£103,400	<b>£148,896</b>	£249,084	<b>£358,681</b>	
Q	1,500	1.5	2	4,500	3,000	£20	£62.98	£60	£141,000	<b>£203,040</b>	£339,660	<b>£489,110</b>		

<b>Option:</b>	<b>ACTO8: Create a cycle route on Old Lang Stracht</b>							
<b>Source:</b>	SPON's Civil Engineering and Highway Works Price Book 2019							
<b>Optimism Bias:</b>	44%							
<b>Calculation:</b>	<b>Road</b>	<b>Length</b>	<b>Width</b>	<b>Sides</b>	<b>Area</b>	<b>Unit Cost</b>	<b>Cost</b>	<b>Cost + OB</b>
	Old Lang Stracht	1,000m	5.5m	2	11,000m <sup>2</sup>	£35.08	£383,130	<b>£551,700</b>

<b>Option:</b>	<b>PTO1: Reconfigure roundabout junctions to signalised junctions, complete with bus and cycle pre-signals</b>									
<b>Source:</b>	SPON's Civil Engineering and Highway Works Price Book 2019									
<b>Optimism Bias:</b>	44%									
<b>Calculation:</b>	<b>Road</b>	<b>Length (m)</b>	<b>Width (m)</b>	<b>Area (m<sup>2</sup>)</b>	<b>Crossings</b>	<b>Unit Cost for Works</b>	<b>Unit Cost for Dropped Kerbs, tactile and Rails</b>	<b>Utilities</b>	<b>Cost</b>	<b>Cost + OB</b>
	Anderson Drive	40	40	1,600	4	£62.98	£4,140	£750,000	£860,568	£1,239,218
	Queen's Cross	40	40	1,600	4	£62.98	£4,140	£750,000	£860,568	£1,239,218
	Queen's Gate	30	25	750	4	£62.98	£4,140	£750,000	£807,348	£1,162,580
	King's Gate	50	50	2,500	4	£62.98	£4,140	£750,000	£916,450	£1,319,688

<b>Option:</b>	<b>PTO3: Continuous Bus Lane from Westhill to Aberdeen via A944</b>						
<b>Source:</b>	<a href="https://greenerjourneys.com/wp-content/uploads/2014/06/Bus-infrastructure-report-June-2014.pdf">https://greenerjourneys.com/wp-content/uploads/2014/06/Bus-infrastructure-report-June-2014.pdf</a>						
<b>Optimism Bias:</b>	44%						
<b>Calculation:</b>	<b>Corridor Segment</b>	<b>Length (m)</b>	<b>Lanes</b>	<b>Total Length</b>	<b>Unit Cost P/M</b>	<b>Cost</b>	<b>Cost + OB</b>
	A	2,150	2	4,300	£150	£645,000	<b>£928,800</b>
	B	350	2	700	£150	£105,000	<b>£151,200</b>
	C	1,400	2	2,800	£150	£420,000	<b>£604,800</b>
	D	1,100	2	2,200	£150	£330,000	<b>£475,200</b>
	E	1,385	2	2,770	£150	£415,500	<b>£598,320</b>
	F	2,250	2	4,500	£150	£675,000	<b>£972,000</b>
	G	1,500	2	3,000	£150	£450,000	<b>£648,000</b>
	H	800	2	1,600	£150	£240,000	<b>£345,600</b>
	I	500	2	1,000	£150	£150,000	<b>£216,000</b>
	K	550	2	1,100	£150	£165,000	<b>£237,600</b>

<b>Option:</b>	<b>PTO4: Continuous Bus Lane from Westhill to Aberdeen City Centre via A9119</b>						
<b>Source:</b>	<a href="https://greenerjourneys.com/wp-content/uploads/2014/06/Bus-infrastructure-report-June-2014.pdf">https://greenerjourneys.com/wp-content/uploads/2014/06/Bus-infrastructure-report-June-2014.pdf</a>						
<b>Optimism Bias:</b>	44%						
<b>Calculation:</b>	<b>Corridor Segment</b>	<b>Length (m)</b>	<b>Lanes</b>	<b>Total Length</b>	<b>Unit Cost P/M</b>	<b>Cost</b>	<b>Cost + OB</b>
	L	1,500	2	3,000	£150	£450,000	<b>£648,000</b>
	M	900	2	1,800	£150	£270,000	<b>£388,800</b>
	N	1,000	2	2,000	£150	£300,000	<b>£432,000</b>
	O	1,400	2	2,800	£150	£420,000	<b>£604,800</b>
	P	1,100	2	2,200	£150	£330,000	<b>£475,200</b>
	Q	1,500	2	3,000	£150	£450,000	<b>£648,000</b>

<b>Option:</b>	<b>PTO6: Bus Stop upgrade programme and stop rationalisation</b>						
<b>Source:</b>	<a href="https://www.essexhighways.org/uploads/LHP/MG/15_ECCLHPmembersGuideAPPENDIX1a.pdf">https://www.essexhighways.org/uploads/LHP/MG/15_ECCLHPmembersGuideAPPENDIX1a.pdf</a>						
<b>Optimism Bias:</b>	44%						
<b>Calculation:</b>	<b>Bus Stops (Approx)</b>	<b>% of Bus Stops to upgrade</b>	<b>% of Bus Stops to add RTPI</b>	<b>2-bay metal framed passenger including mains lighting</b>	<b>RTPI</b>	<b>Cost</b>	<b>Cost + OB</b>
	150	50%	20%	£10,000	£12,000	£1,110,000	<b>£1,598,400</b>

<b>Option:</b>	<b>PTO8: Reallocate all lay-by bus stops to on-street bus stops</b>				
<b>Source:</b>	SPON's Civil Engineering and Highway Works Price Book 2019				
<b>Optimism Bias:</b>	44%				
<b>Calculation:</b>	<b>Bus Stops to infill</b>	<b>Bus Layby Infilling</b>	<b>Footway works</b>	<b>Cost</b>	<b>Cost + OB</b>
	9	£11,539	£5,659	£154,700	<b>£222,768</b>



## ABERDEEN CITY COUNCIL

<b>COMMITTEE</b>	City Growth and Resources
<b>DATE</b>	28 <sup>th</sup> October 2020
<b>EXEMPT</b>	No
<b>CONFIDENTIAL</b>	No
<b>REPORT TITLE</b>	Consultation Response to the draft Regional Transport Strategy and draft Strategic Transport Appraisal
<b>REPORT NUMBER</b>	COM/20/153
<b>DIRECTOR</b>	N/A
<b>CHIEF OFFICER</b>	Gale Beattie
<b>REPORT AUTHOR</b>	Alan Simpson
<b>TERMS OF REFERENCE</b>	3.3 “Approve key actions required by the Council to facilitate the delivery of strategies (including partnership strategies) and the Inward Investment Plan to support city growth and place planning”.

### 1. PURPOSE OF REPORT

- 1.1 The purpose of the Report is to gain the approval of the Committee to submit the Council’s response to the draft Regional Transport Strategy and draft City Region Deal Strategic Transport Appraisal consultations.

### 2. RECOMMENDATION(S)

That the Committee:-

- 2.1 Approves the proposed responses to the draft Regional Transport Strategy contained within Appendices C and E, and
- 2.2 Approves the proposed response to the draft City Region Deal Strategic Transport Appraisal Preliminary Options Appraisal contained within Appendix D, and
- 2.3 Instructs the Chief Officer Strategic Place Planning to submit these responses to NESTRANS.

### 3. BACKGROUND

- 3.1 On 5<sup>th</sup> August 2020, NESTRANS, the Regional Transport Partnership for the North East of Scotland, launched a consultation on the draft Regional Transport Strategy, NESTRANS 2040, which represents the proposed transport strategy for the North East of Scotland for the next 20 years. The document has been informed by consultation, as outlined on Page 4 of Appendix A, by an appraisal of the current transport context in the North East of Scotland as well as a range

of National, Regional and Local strategies, policies and plans. A major tool to inform the Regional Transport Strategy (RTS) is the Aberdeen City Region Deal Strategic Transport Appraisal (CRD STA). Both the draft RTS 2040 and the draft CRD STA Preliminary Options Appraisal are being consulted upon by NESTRANS with Aberdeen City Council, as a consultee and constituent authority of NESTRANS, invited to respond by the end of October 2020. The RTS and CRD STA Summaries form Appendices A and B to this report respectively and provide more detail on both documents. The full documents can be found at [draft RTS 2040](#) and [draft CRD STA Preliminary Options appraisal](#).

- 3.2 Pending consultee feedback and Ministerial Approval, it is expected that the RTS 2040 will be adopted by the end of 2020. Aberdeen City Council will then begin work on a new Local Transport Strategy (LTS), which will take its lead from the RTS 2040 which has been informed by the CRD STA. Therefore, the content of both documents will have a major role in shaping the City's transport future.
- 3.3 The "Initial appraisal: Case for Change" stage of the CRD STA, identified 42 option recommendations and their reasoning, and this was approved by Aberdeen City Council (City Growth and Resources Committee, September 2019), Aberdeenshire Council, NESTRANS and the Aberdeen City Region Deal Joint Board committees, allowing the CRD STA Preliminary Options Appraisal to be undertaken.
- 3.4 Taking into account the changes in the transport context since the 42 options were developed – a new [National Transport Strategy](#) and associated Sustainable Travel Hierarchy, the Transport (Scotland) Act 2019, the Scottish Government's Climate Emergency declaration, the opening of the Aberdeen Western Peripheral Route (AWPR) and the principles of the draft RTS 2040 – these options were developed, refined and appraised with the resulting outcome of 29 options. These were then appraised against the Scottish Transport Appraisal Guidance (STAG) criteria and the 6 Regional Transport Strategy objectives (See 3.8). These 29 options are contained in Appendices B and D. They have been grouped into 5 categories, with a proposed allocation of "Core" or "Supporting" and each has a recommended delivery pathway.
- 3.5 All 29 of the Options were then recommended for inclusion in the Regional Transport Strategy along with a further 7. The further 7 were not assessed, as they were Options which were not NESTRANS' responsibility to take forward but it was felt they should be included as NESTRANS could still influence them.
- 3.6 The proposed response to this is in Appendix D. In summary, the Council is in agreement with the CRD STA option outcomes, with a few proposed amendments as follows:
  - Moving of some supporting 'options' into 'core' options
  - Clarification on some option titles
  - Inclusion of Aberdeen City Council in some additional delivery pathways
  - Inclusion of a vehicle sharing option in the assessed options list

- Inclusion of the A96 (T) Dualling in the unassessed options which can still be influenced
- 3.7 The draft RTS 2040 is based around a vision, four pillars and six key priorities which can be found in pages 6 and 7 of Appendix A. These are then realised by 18 proposed policy areas, each with a list of Actions, which can be found in Appendix E. To ensure that these fully incorporated the 29 Options and further 7 recommendations from the CRD STA draft options appraisal (including the two extra inclusions suggested by The Council), officers cross-checked these against the draft RTS 2040 Actions and can confirm that these have all been covered. This evidence is presented in Appendix F.
- 3.8 Having thoroughly examined the draft RTS 2040, officers have prepared a draft response which can be found in Appendix C. A summary of the findings is below:-
- 3.8.1 The Four Pillars of the draft RTS 2040 – Equality, Climate, Prosperity, Wellbeing - align perfectly with those of the National Transport Strategy ensuring a consistent transport approach filters down to regional level. They would also appear in keeping with the Local Outcome Improvement Plan, Net Zero Vision and Regional Economic Strategy
- 3.8.2 The vision, “To provide a safer, cleaner, more inclusive and accessible transport system in the north east, which contributes to healthier, more prosperous and fairer communities” is in keeping with the NTS pillars and links to the North East context. However, it is felt that, given the changes to the transport network experienced by the COVID-19 public health pandemic, “resilient” should be added.
- 3.8.3 The six key priorities are listed below
- Improved journey efficiencies to enhance connectivity
  - Reduced carbon emissions to support Net-Zero
  - Accessibility for all
  - A step change in public transport and active travel enabling a 50:50 mode split
  - No exceedances of WHO safe emissions levels
  - Zero fatalities on the road network
- 3.8.4 The priorities are ambitious but should be supported. In particular, the “Reduced carbon emissions to support net-zero” priority complements ACC’s Net Zero Vision. However, while the “Step Change in public transport and active travel enabling a 50:50 mode split” priority aspires to car making up only 50% of journeys in the region and sustainable modes the other 50%, the Council would recommend an even larger split for public transport and active travel. Although it is acknowledged in the draft RTS 2040 that, “not everywhere across the region will be able to achieve this target so urban areas should be aiming for higher than 50% sustainable”, the COVID-19 public health pandemic has shown that there is an appetite for more walking and cycling, while the Climate Change (Scotland) Act sets net zero targets for greenhouse emissions by 2045 which will need huge commitment to reach. Furthermore, given the LOIP target of 38% of people walking and 5% of people cycling as their main mode of travel

by 2026 and the aspirations of the Aberdeen Sustainable Urban Mobility Plan (SUMP), the City Centre Masterplan (CCMP) the Roads Hierarchy Study, the Low Emission Zone and Council's Net Zero vision, aiming for a higher sustainable transport mode share than 50% in Aberdeen by 2040 seems reasonable.

- 3.8.5 A seventh key priority should be added of "High quality information enabling informed transport choices" or similar. It is felt that this would assist in realising the 4 pillars, especially in respect of wellbeing. Recognition of climate risks to transport should also be made in this section. It would be beneficial to attach some targets to the priorities to quantify them,
- 3.8.6 The draft RTS 2040 introduces a series of Actions, all of which are detailed in Appendix E. A summary of those which are likely to involve new avenues of work for ACC are presented below.
- Implement regional cycle hire schemes, which can include bike hire, eBike hire and cycle share schemes.
  - Develop the principle of an Aberdeen Rapid Transit scheme, with a view to an additional public transport option providing express service journey times, frequency and reliability to encourage a mode shift along with a series of supporting actions.
  - Identification of the most appropriate charging regimes in and around Aberdeen, such as Workplace Parking Levies or other charging options, which could manage the demand for travel and provide revenue to support a step change in transport provision.
  - Investigate the opportunities for mainstreaming Mobility as a Service (MaaS) measures to consolidate the costs of travel and ensure the best price is paid, focussing on integration across different modes of travel
  - Support and facilitate the introduction of trials of new and emerging transport technologies in the region e.g. Connected and Autonomous Vehicles
- 3.8.7 Given the Direction of the National Transport Strategy, the Climate Change (Scotland) Act 2019, the Transport (Scotland) Act 2019 and the Council's own approaches within the LTS, LDP, LOIP, SUMP, Roads Hierarchy, Air Quality Action Plan, Net Zero Vision, Regional Economic Strategy and City Centre Masterplan and, the 20 year lifespan of the RTS, the Council supports the Actions in the RTS, as outlined in Appendix E.
- 3.8.8 In addition, officers have suggested further actions and information in the draft RTS 2040 around environmental issues, MaaS, adult cycle training, links to TECA and the airport, general information provision, engagement with children, service and rest areas along the trunk roads, the importance of access to transport for both mental and physical wellbeing, car clubs and shared vehicles, powered two wheelers, and further inclusions about new technologies such as hydrogen and "vehicle to grid" solutions for electric vehicles. The questions are also asked around whether Aberdeen City and Aberdeenshire should be providing flexible working spaces to support staff and businesses in not having to commute and what the position should be on electric scooters. These are all outlined in Appendix C.

3.8.9 Support for the principle that this strategy seeks to make best use of our existing assets and encourage behaviour change rather than relying on significant new infrastructure to accommodate unconstrained growth.

3.8.10 The RTS includes a set of proposed indicators but there are no targets.

3.8.11 Generally in the document, there is a need to reference climate more strongly including reference to the Net Zero plans in more detail and the observation that there is still some confusion around emissions (carbon/climate change) and air quality (NO<sub>2</sub>). The RTS should also address the balance of economic growth being planned for within the regional economic strategy versus the environmental impact and present this in terms of actual numbers. Furthermore, it should make reference to the key economic drivers such as the National Planning Framework (NPF) 4 and Energy Transition Fund projects and contain more detail in terms of global connectivity of the city in a post Brexit world. It is silent on free ports for example. Lastly, commitments in the Scottish Government's Programme for Government, especially around trade and zero/ ultra low emission city centres should be taken into account.

3.9 Subject to approval from this committee and any amendments the committee might make, it is proposed to submit Appendices C, D and E as the Council's response to the consultations.

#### **4. FINANCIAL IMPLICATIONS**

4.1 Other than the costs associated with the staff time to prepare the responses, there are no financial implications involved with the consultation responses. There are financial implications for the delivery of the draft RTS 2040 and this will be identified by Nestrans in partnership with Aberdeen City and Aberdeenshire Councils. Aberdeen City Council will be expected to use the RTS 2040 as the platform and framework for the next LTS, due to be developed in 2021. This will outline the high level costs of delivery to the Council and its delivery partners during its lifespan.

#### **5. LEGAL IMPLICATIONS**

5.1 The Transport (Scotland) Act 2005 established Regional Transport Partnerships (RTPs) in Scotland with all Local Authorities as members of their RTP. The Act also placed a statutory duty on RTPs to produce a Regional Transport Strategy for their area. Therefore, ACC, as a member, has a responsibility to ensure they play a part in developing the RTS.

5.2 As Roads Authority for Aberdeen City, Aberdeen City Council is responsible for authorising any works which take place on the adopted roads in the city. Therefore it is important that ACC takes a role in shaping the plans of partners when they have an implication for the roads of Aberdeen

#### **6. MANAGEMENT OF RISK**

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
<b>Strategic Risk</b>	Risk that the CRD STA and draft RTS 2040, although following the NTS principles, may not be specific enough to fully reflect the Aberdeen context	M	Once the RTS 2040 is approved by Scottish Ministers, Aberdeen City Council will develop a new Local Transport Strategy which will be presented to the appropriate Council Committee.
	Not responding to the consultation delays the finalising of the RTS 2040 and CRD STA draft options appraisal and subsequently ACCs next LTS meaning that ACC does not have an up to date LTS	M	The date of this committee is after the consultation deadline. However, ACC has already approached NESTRANS to explain this, given the need to report these proposed responses to committee and has requested a later consultation submission.. Using the consultation period to give feedback on the proposals will help mitigate the risk.
	Risk that ACC, as Roads Authority, does not agree with what is being proposed by NESTRANS for the city in the RTS 2040 and in the CRD STA draft options appraisal.	M	Officers from ACC have already been able to input in shaping both documents and have taken the opportunity to do so. Four ACC Members sit on the Nestrans Board and have therefore been involved in shaping the draft RTS 2040.
	An approved RTS will shape transport operational priorities via its framework for the next LTS so there is a risk that if ACC does not agree with the RTS, then this will make it difficult to develop an LTS that	L	Officers across services are contributing to the draft response and will continue to be involved via the development of the next LTS. All elected Members have been invited to CRD STA workshops and Members will determine the response to this and the RTS, as well as the next LTS.

	reflects the Council's aspirations		
<b>Compliance</b>	NESTRANS have a statutory duty to produce an RTS and ACC, as a member, are therefore part of this.	M	Being involved in the development of the new RTS 2040 by input to the consultation will therefore help NESTRANS to meet this statutory requirement.
<b>Operational</b>	Preparing the response to the CRD STA draft options appraisal and draft RTS 2040 means that other pieces of work cannot be progressed as time is needed to formulate this.	M	Given the importance of the CRD STA and RTS 2040 in shaping the transport strategies of ACC over the next 20 years, this should be treated as a priority piece of work.
<b>Financial</b>	A lack of a transport strategy leads to Nestrans and ACC not being able to secure external funding or encourage partners to deliver priority actions, This could lead to the burden of delivery being borne by Nestrans and ACC.	M	Having an evidence based strategic direction makes the case for investment and influencing partners to work collaboratively to achieve the objectives of both the CRD STA and the RTS 2040. Therefore, inputting to the CRD STA draft options appraisal and draft RTS 2040 will help to shape the new LTS and budget planning with partners to deliver it. The approved RTS 2040, CRD STA and subsequent new LTS will maximise the opportunities to secure external funding to the region and positive collaboration with partners.
<b>Reputational</b>	If ACC does not respond to the Consultation, members of the public and stakeholders may question ACCs commitment to the transport future of the city.	H	Prepare and send a response to the CRD STA draft options appraisal and draft RTS 2040 consultation.
<b>Environment / Climate</b>	Risk that partner strategies do not fully represent National strategies around climate or align with	M	Continue to take opportunities to ensure that ACC is able to shape these documents, and the detail of policy and actions contained

	ACC's Net Zero Vision.		therein and to produce its own updated LTS which transposes National and Regional thinking into a local-specific context.
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## 7. OUTCOMES

<b><u>COUNCIL DELIVERY PLAN</u></b>	
	<b>Impact of Report</b>
<p><b>Aberdeen City Council Policy Statement</b> Place 3. Refresh the Local Transport Strategy, ensuring it includes the results of a city centre parking review; promotes cycle and pedestrian routes; and considers support for public transport</p>	<p>The description of this policy statement reads "Review of the Local Transport Strategy will follow the review of the Regional Transport Strategy which is anticipated in 2020". Therefore, in submitting a response to the draft RTS 2040, ACC is fulfilling its role in helping shape the review of the RTS. In doing so, this will reduce the risk of a delayed approval of the final RTS 2040 by Scottish Ministers, allowing ACC to start work on its LTS in 2021 and ensuring it is in accord with the regional context which will shape the LTS.</p>
<b>Aberdeen City Local Outcome Improvement Plan</b>	
<p>Prosperous Economy Stretch Outcomes</p>	<p>The proposals within this report support the delivery of LOIP Stretch Outcome 1 – 10% increase in employment across priority and volume growth sectors by 2026. One of the four pillar of the draft RTS, NESTRANS 2040, is "Helping the North East economy prosper". It then contains a range of actions around transport improvements and access improvements to enable this, which the Council supports and can be transposed into the next Aberdeen LTS.</p>
<p>Prosperous People Stretch Outcomes</p>	<p>The proposals within this report support the delivery of the following LOIP Stretch outcomes</p> <p>4. 90% of children and young people will report that they feel mentally well by 2026.</p> <p>5. 95% of care experienced children and young people will have the same levels of attainment in education, emotional wellbeing, and positive destinations as their peers by 2026.</p> <p>6. 95% of children living in our priority localities will sustain a positive destination upon leaving school by 2026.</p> <p>7. Child Friendly City which supports all children to prosper and engage actively with their communities by 2026.</p>



	<p>11. Healthy life expectancy (time lived in good health) is five years longer by 2026.</p> <p>Two of the four pillars of the draft RTS, NESTRANS 2040, are “Promoting equality across the North East and “Improving health and wellbeing across the North East”.</p> <p>Actions around improving the transport network and cycle training will make it easier for young people to access the transport network and use it to further their opportunities. The emphasis on active travel will also benefit the health of all citizens, both mentally and physically, while improvements to the transport network will make it easier for people to get around, which will also have a positive effect on wellbeing.</p>
<p>Prosperous Place Stretch Outcomes</p>	<p>The proposals within this report support the delivery of the following LOIP Stretch Outcomes</p> <p>14. Addressing climate change by reducing Aberdeen's carbon emissions by 42.5% by 2026 by 2026 and adapting to the impacts of our changing climate.</p> <p>15. 38% of people walking and 5% of people cycling as main mode of travel by 2026.</p> <p>One of the four pillars of the draft RTS, NESTRANS 2040, is “Reducing our impact on climate change and protecting the environment”. There are therefore actions contained around increasing provision for active travel, public transport and support for the use of low carbon vehicle technologies.</p>
<p><b>Regional and City Strategies</b></p>	<p>The proposals within this report support the Strategic Development Plan, the Regional Economic Strategy, the City Region Deal and locally the Local Transport Strategy, Aberdeen Active Travel Action Plan, Sustainable Urban Mobility Plan, Aberdeen City Centre Masterplan, LOIP, Air Quality Action Plan, LDP and Aberdeen Net Zero Vision.</p> <p>The draft RTS 2040 has been informed by the City Region Deal Strategic Transport Appraisal and contains the vision “To provide a safer, cleaner, more inclusive and accessible transport system in the north east, which contributes to healthier, more prosperous and fairer communities” with a range of actions to achieve this.</p>

<p><b>UK and Scottish Legislative and Policy Programmes</b></p>	<p>In May 2019, the Scottish Government declared a ‘Climate Emergency’.</p> <p>The Climate Change (Scotland) Act 2019 sets a legally binding Net-Zero target for all greenhouse gases by 2045.</p> <p>The draft RTS 2040 responds to these with one of the four pillars of “Reducing our impact on climate change and protecting the environment”.</p> <p>The National Transport Strategy was published in February 2020. The draft RTS 2040 transposes the four NTS pillars of “Equality”, “Climate”, “Prosperity” and “Wellbeing” into its strategy.</p> <p>The Transport (Scotland) Act 2019 provides new powers for Local Authorities, including providing the opportunity for greater control and operation of local bus services as well as enhanced partnership working arrangements, implementation and enforcement of Low Emission Zones and discretionary powers to introduce a Workplace Parking Levy, all aimed at improving sustainable transport and reducing car use. These are addressed in the draft RTS 2040.</p> <p>The Infrastructure Commission for Scotland was established by Scottish Government to provide independent advice on the nation’s vision, ambition and priorities to create a 30-year infrastructure strategy. In January 2020 it published its first key findings report. One of the recommendations is the statement that “most of the underlying infrastructure that will be used in 30-years’ time already exists today. It is therefore essential that these assets are most effectively and efficiently utilised, maintained and enhanced to net zero carbon readiness”. This principle carries through to the draft RTS 2040.</p>
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**8. IMPACT ASSESSMENTS**

Assessment	Outcome
<p><b>Impact Assessment</b></p>	<p>Full impact assessment not required for this report. A Strategic Environmental Assessment and Equalities Assessment have been prepared for the draft RTS 2040.</p>

<b>Data Protection Impact Assessment</b>	Not required
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## 9. BACKGROUND PAPERS

[NESTRANS 2040 - Draft Regional Transport Strategy](#) for the North east of Scotland. Draft for Consultation. August 2020.

[Aberdeen City Region Deal Strategic Transport Appraisal Draft Preliminary Options appraisal](#). June 2020

Report PLA/19/315 - Aberdeen City Region Deal – Strategic Transport Appraisal – STAG Pre-Appraisal Options

## 10. APPENDICES

Appendix A – RTS 2040 At a glance – Draft for consultation

Appendix B – Draft CRD STA Preliminary Options Appraisal Summary

Appendix C – ACC Response to NESTRANS 2040 Draft RTS

Appendix D – ACC Response to CRD STA Draft Preliminary Options Appraisal

Appendix E – List of draft RTS Actions and ACC comments.

Appendix F – CRD STA options vs Draft RTS Actions and key Strategic ACC Objectives.

## 11. REPORT AUTHOR CONTACT DETAILS

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# nestrans | 2040

REGIONAL TRANSPORT STRATEGY  
FOR THE NORTH EAST OF SCOTLAND

Draft for Consultation

August 2020



**Nestrans is the Regional Transport Partnership for the north east of Scotland with a statutory duty to produce and deliver a Regional Transport Strategy (RTS).**

This RTS is a long-term strategy for the areas of Aberdeen City and Aberdeenshire, which sets the vision and direction for transport in the region for the next 20 years. In 2020, we face unprecedented challenges on a global, national, and local basis. The far-reaching impact of Covid-19 has created considerable uncertainties about the future, demanding short-term changes to how our society works, which may impact on longer-term. Tackling the global climate crisis means we must ensure that we are taking immediate steps to reduce the impact of our choices on the planet. The Oil & Gas downturn has affected our local economy and transport demands. Our transport strategy must help us address the needs of our economy, by placing increasing emphasis on an Energy Transition to low carbon and sustainable energy, reducing our net carbon emissions to zero; it must prioritise actions that enable short-term and longer-term economic re-building and growth and demands for better connectivity. At the same time, we must also address pressing environmental concerns and wider health and social issues.

.....  
*Our Vision:*

*To provide a safer, cleaner, more inclusive and accessible transport system in the North East, which contributes to healthier, more prosperous and fairer communities.*

## **A progressive transport strategy for the north east**

Nestrans' first strategy, produced in 2008, was ambitious and aspirational. It contained a package of over a billion pounds' worth of new infrastructure and at the time, many thought that achieving it was unlikely.

Yet over the last 12 years, we have experienced one of the most dynamic and productive periods of investment in connectivity. Significant and transformational projects such as:

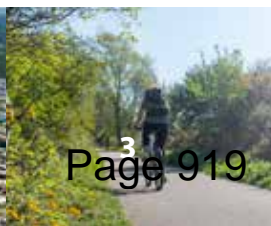
- **AWPR and Balmedie-Tipperty dualling;**
- **New Park & Ride Sites;**
- **Transformations to our airport terminal and runway;**
- **A new crossing of the River Don and road upgrades in Dyce;**
- **Investments in railway infrastructure, plus new and refurbished trains and carriages;**
- **A new harbour under construction at Bay of Nigg;**
- **Investments in walking and cycling infrastructure; and**
- **Upgrade on the A96 at Inveramsay Bridge.**

These projects have embraced connectivity by all modes of transport and give us an opportunity for profound change to the way we travel. It is essential to the success and return on these investments that we 'lock in the benefits' to ensure traffic growth does not undermine the progress that we have made.

To achieve this, our focus will be on implementing schemes and measures which will support behaviour change. This will allow us to make best use of the infrastructure we have in place and put a greater emphasis on issues such as climate change, equality, health and technology, whilst enhancing our economic competitiveness through improved connectivity.

New technology will also play a key role in our future to 2040. It can support work to place the north east as a leader of new fuel technologies and investigate changes to how we access and pay for travel and indeed whether we need to travel. This strategy will support the Regional Economic Strategy, with its focus on Energy Transition to accelerate the delivery of net zero carbon solutions, and the local authorities' commitment to net zero carbon emissions.

This pace of change presents a challenge for a strategy which will look to 2040 and the long-term yet remain flexible enough to react to trends and changes as they occur.



## **A sound, shared vision and direction**

The success of any strategy requires a collaborative approach, and, in that regard, our region has always been ahead of the curve. Nestrans was formed in the spirit of collaboration and so too has been the development of this strategy.

As fundamental as it has been to the creation of this strategy, partnership working will play an even more important role in its fulfilment. The success of the strategy's schemes and measures depend on one another. This will need implementation and input from a range of partners in a clear and co-ordinated way.



Structured Interviews

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Facilitated Stakeholder Workshops

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## **The strategy has had input from:**

- MPs, MSPs and Councillors**
- Local and regional authorities**
- Business organisations**
- Transport operators and providers**
- Active travel organisations**
- Accessibility groups**
- Health and emergency services**
- Local business community**
- Community Councils**
- General public**



Online Surveys

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## **Ambitious, achievable and evidence based**

The success of the previous strategy came from having sound business cases which created a balanced package of measures. Our plans for 2040 follow the same theme of being **realistic yet ambitious**.

The strategy has a solid evidence base in the form of a Strategic Transport Appraisal which has been funded by the City Region Deal. Following the Scottish Transport Appraisal Guidance (STAG), this appraisal work has involved many rounds of consultation. The process started by identifying problems and opportunities and considered a long-list of potential interventions, directly addressing these. It also identified a preferred package of schemes and measures, the key elements of which form this strategy.

We have also provided the opportunity for comment on a range of discussion papers on relevant topics. This has helped to inform the development of the strategy.

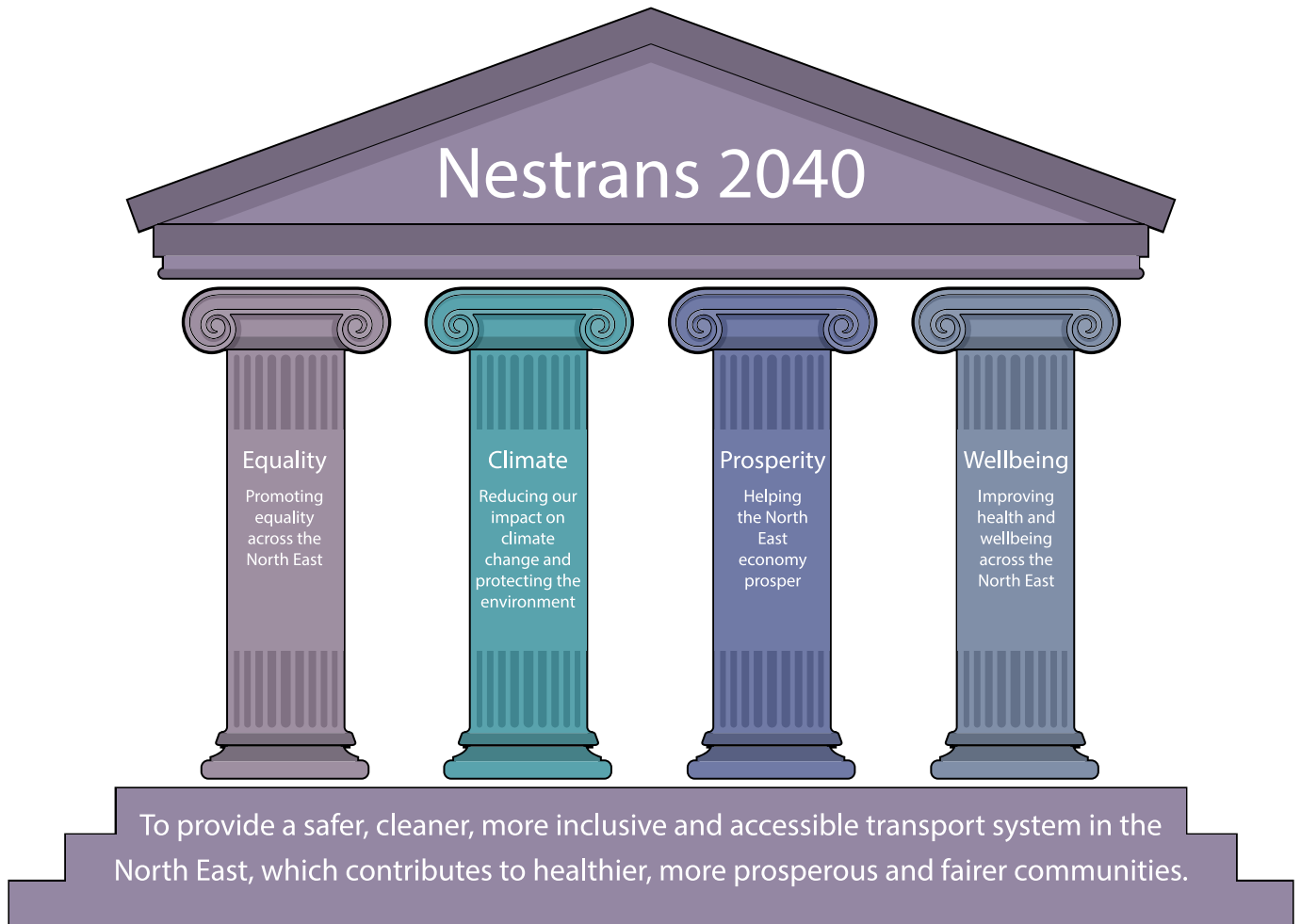
Grand wish lists often feature in strategies in misguided attempts to seem ambitious and inspired. Yet schemes that we know are undeliverable and unaffordable will not be able to achieve our region's objectives, no matter how popular or 'nice to have'.

Our ambition comes from knowing that Nestrans2040 presents a clear and collaborative package of schemes that can and will successfully address identified problems and issues, is ambitious yet deliverable and has every chance of achieving positive business cases and therefore attract the funding to enable delivery.



## Our vision

The Strategy also reflects the direction of the National Transport Strategy (NTS), produced in February 2020. Our strategy identifies four equal and overlapping pillars that align with and support the pillars of the NTS, by relating them to local priorities:

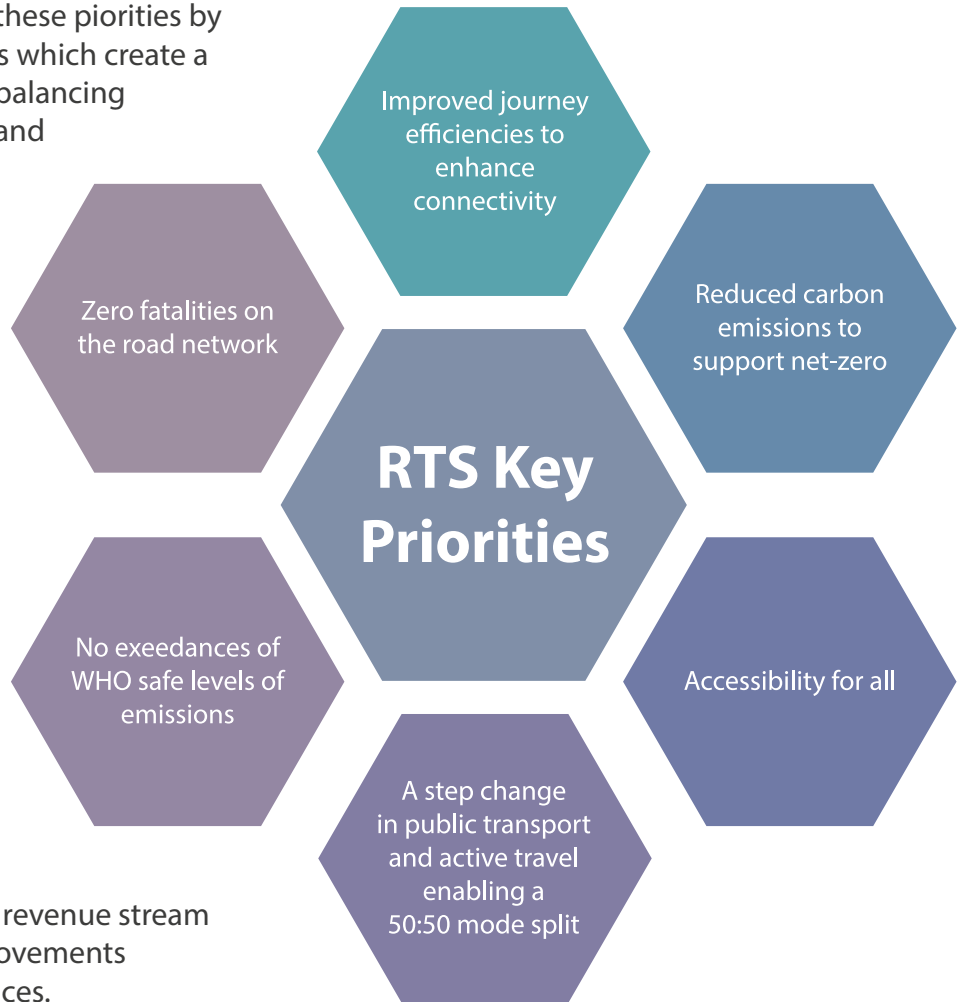


## Our Priorities

To achieve our vision, the Nestrans Board has identified six key priorities:

This strategy seeks to achieve these priorities by identifying policies and actions which create a consistent and clear package, balancing the economic, environmental and social needs of the region. It also identifies actions which will require us to work in partnership with local authorities, Transport Scotland, operators, communities, third sector organisations and the private sector in order to deliver.

Key to the successful delivery of the strategy is the combination of shared transport, active travel and behaviour change improvements supported by fiscal and revenue raising measures. This balance of measures will reduce traffic, creating healthier and more pleasant places, and provide a revenue stream through which to deliver improvements to sustainable modes and choices.



## Key policies and actions

### Active travel for health and the environment

Increasing the number of people walking and cycling. This will include investment in safe and attractive walking and cycling facilities in our towns and cities, and on links between them. This will enhance the network of continuous links and include safe and segregated active travel connections.



### Mass transit solutions to deliver mode shift

- **Further developing the rail network.**  
This will include improved journey times to key destinations (building on existing commitments to reduce journey times to the Central Belt) and considering opportunities to provide more local stations;
- **Investigation into the feasibility and proposals for an Aberdeen Rapid Transit network.**  
Providing a step change improvement to public transport provision in the region through development of a high-quality, high capacity public transport solution with dedicated rights of way that deliver fast and reliable journey times;
- **Working through the Bus Alliance to improve the region's bus network.**  
In partnership with local authorities and bus operators; and
- **Maximising the benefits of Park & Ride to provide a region-wide public transport option.**  
Supported by proposals for Aberdeen Rapid Transit. This will enable transfer to rapid transit, bus or rail services even for those who may need a car for part of their journey.

### **Demand Management**

Identifying a need to manage the demand for car travel. Giving full and open discussion to the options available, this includes consideration of the impacts and potential of revenue-raising opportunities including:

- **Car parking controls; and**
- **Understanding the potential benefits and impacts of introducing workplace parking levies or other charging options.**

### **Air Quality and Carbon Reduction**

Introducing measures to reduce harmful emissions from transport. On a local basis this would look at pollutants affecting air quality and the opportunities to develop new fuel technologies, contributing to our ambitions to transition to low carbon and sustainable energy. On a wider basis it would look at measures to reduce transport's share of greenhouse gases which impact on a global scale and affect the wider climate with a view to moving towards net zero.

### **Behaviour Change**

Encouraging a change in behaviour through education and encouragement towards more sustainable forms of travel. We will work with local partners through the Getabout partnership and national organisations to ensure an efficient and effective promotion with consistent messaging.

### **Road Network**

Maintaining and improving the region's road network by focusing on existing assets. We will also identify where targeted improvements can help to achieve the strategy's objectives.

This includes:

- **Safety enhancements;**
- **Removing pinch points;**
- **Ensuring the long-term viability and resilience of existing structures, such as bridges on the region's principal road network; and**
- **Prioritising identified concerns on the road network, including beyond our boundaries such as improvements to the A90 between Aberdeen and Perth to connect into the national motorway network.**

### **Freight**

Supporting the efficient movement of freight, by working with the Freight Forum to facilitate a channel for discussion and communication. This will ensure the needs of business and industry are balanced against environmental and community issues.



### **Air and Sea Connections**

Facilitating improved external air and sea connections through working with harbour boards and the airport authority. This will ensure we optimise links to and from the north east. It will recognise the importance of efficient surface access to the ports and airport by a range of travel options, including new, innovative or mass transit options where appropriate.

### **Road Safety**

Prioritising road safety and casualty reduction by working in partnership with Police Scotland, local authorities and others. This will include taking actions which can reduce the number and severity of road traffic collisions. There will be a particular focus on vulnerable users including pedestrians and cyclists.



### **Transport Accessibility**

Seeking to enable equity of access to education, employment, health and other key services for everyone across the region, including those living outwith the city and towns.

Improving access to health and social care by working with partners including NHS Grampian, local authorities and Health & Social Care Partnerships. This will be through the ongoing work of the North East Health & Transport Action Plan.

Addressing issues around the affordability of transport ensuring that:

- **Transport poverty is minimised as far as is possible; and**
- **Priority groups have access to reasonably priced travel options.**

Improving access to the transport network for all, ensuring that:

- **People are not disadvantaged due to mobility issues or difficulties in using or accessing transport; and**
- **We help to minimise geographic disadvantages.**

### **Planning and designing places for people**

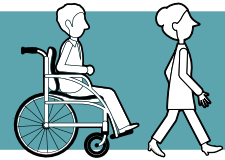
Providing a framework for local authorities and land use development plans for the design and planning of communities. This will encourage the creation of communities as places for people, with motorised vehicles considered as one part of a wider plan, in line with the sustainable transport hierarchy.

### **New Technologies**

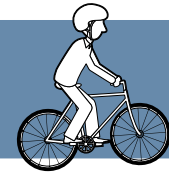
Providing a framework which can be flexible in responding to new challenges. We will also take advantage of the future impact of new technologies as they emerge.

## **Prioritising Sustainable Transport**

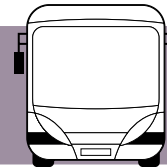
### **Walking and Wheeling**



### **Cycling**



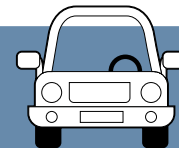
### **Public Transport**



### **Taxis and Shared Transport**



### **Private Car**







## Schemes and Measures

<b>1.</b>	<b>City Centre Re-imagining:</b>
i)	Supporting a city centre Low Emission Zone with the primary focus to reduce levels of vehicle emissions that are harmful to human health;
ii)	Strengthening of Aberdeen’s City Centre Car Parking Strategy, incorporating charging, enforcement and extending controls, to ensure it delivers on demand management policies and supports sustainable travel choices;
iii)	Investigation of revenue-raising options through managing the demand for car travel, including Workplace Parking Levy or other charging options;
iv)	Development of proposals for an Aberdeen Rapid Transit scheme, initially on four key corridors, linking to Aberdeen Airport and Park & Ride sites; and
v)	Implementing City Centre Masterplan and Roads Hierarchy proposals to dissuade through traffic from city routes, substantially reduce traffic in the city centre and deliver an effective network of pedestrian, cycle, bus, and rapid transit proposals.

<b>2.</b>	<b>Increasing the number of people travelling actively for health and the environment:</b>
i)	Implementing safe and segregated active travel connections which enable walking and cycling to be the norm for short journeys;
ii)	Through speed reduction measures and traffic management, ensure that towns and cities are suitable and attractive for walking and cycling;
iii)	Provide access to cycling, including hire schemes, education and training, to enable all who wish to travel actively the means to do so; and
iv)	Travel planning support for individuals and employers.

<b>3.</b>	<b>Alternative Energy Region:</b>
i)	Positioning North East Scotland at the forefront of alternative energy technology developments;
ii)	Enabling the region to be an exemplar for hydrogen transport;
iii)	Facilitating a move to electric vehicle technologies and leading the move from petrol/diesel to zero-emission transport; and
iv)	Embracing emerging transport technologies, such as connected and autonomous vehicles.
<b>4.</b>	<b>Enhancing connectivity through fit-for-purpose road links:</b>
i)	Supporting Transport Scotland’s proposals to dual the A96 Aberdeen-Inverness;
ii)	Campaigning for enhancements to the A90 Aberdeen-Perth, including a by-pass around Dundee and grade-separation of junctions;
iii)	Working with Transport Scotland to upgrade the A90 north of Aberdeen, including dualling between Ellon and the Toll of Birness, junction upgrades including roundabouts at Toll of Birness and Cortes as well as safety and reliability enhancements to Peterhead and Fraserburgh; and
iv)	Safety and reliability improvements on A944, A947, A93, A92 and A98.
<b>5.</b>	<b>Addressing the challenges of rurality:</b>
i)	Ensuring digital opportunities are maximised to reduce the dependence on travel to access services and jobs; and
ii)	Seeking to enable equity of access to education, employment, health and other key services across the region.
<b>6.</b>	<b>Cross-Rail and InterCity Rail enhancements:</b>
i)	Reduced journey times, improved reliability and service enhancements on InterCity rail routes;
ii)	Ensuring a frequent and reliable Cross-Aberdeen local rail service;
iii)	Delivery of new stations where appropriate to improve connectivity to the rail network; and
iv)	Providing opportunities for growth in railfreight.

## Join us in sharing your thoughts

The Nestrans 2040 Regional Transport Strategy has been developed in partnership for the region and its people. It is important that individuals and organisations respond and input as part of this continuing consultation. We hope that this document has given you a brief insight into the Strategy. We would encourage you to take the opportunity to view the full strategy document online. We present the document in a number of chapters to articulate how it has been developed.

It also explains what we would hope to achieve in partnership with others and for that reason we would welcome your comments and thoughts.

View the full strategy document, find out more and contribute online at [www.nestrans2040.org.uk](http://www.nestrans2040.org.uk).

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# **Aberdeen City Region Deal – Strategic Transport Appraisal**

## **Draft Preliminary Options Appraisal Executive Summary**

On behalf of Nestrans, Aberdeenshire Council and Aberdeen City Council

Project Ref: 12345/001 | Rev: AA | Date: June 2020

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## Document Control Sheet

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## Executive Summary

### Introduction

The Aberdeen City Region Deal Strategic Transport Appraisal (CRD STA) was initiated as a means to collate and rationalise the current and future problems and opportunities within the transport system, and to act as the mechanism to facilitate the delivery of transport projects to support the Regional Economic Strategy (RES).

The ‘*Aberdeen CRD STA, Initial appraisal: Case for Change*’ study was completed in 2018, and this report identified a range of problems and opportunities across the region, developed seven key themes, and subsequently defined six Transport Planning Objectives (TPOs). Option generation and sifting exercises were undertaken in 2018/19 and this process identified a list of 42 options recommended for further development and consideration. The *Initial appraisal: Case for Change* stage of the study, and the option generation and sifting outcomes and 42 option recommendations, were approved by Aberdeen City Council, Aberdeenshire Council, Nestrans and the Aberdeen City Region Deal Joint Board committees in Summer 2018 and Summer 2019 respectively.

At the national level, the National Transport Strategy 2 (NTS2) and the ongoing second Strategic Transport Projects Review (STPR2) are establishing the overarching strategic objectives for Scotland’s transport system and the associated transport investment programme.

This report sets out the appraisal and outcomes of the ‘*Aberdeen CRD STA Preliminary Options Appraisal*’ stage of the study, commencing from the 42 shortlisted options and Transport Planning Objectives developed during the earlier study stages. These options have been developed, refined and appraised here, and recommendations on appropriate pathways for their further development and delivery have been derived where appropriate.

### Outcomes Summary

Recent policy developments have had significant implications for transport, particularly with respect to decarbonisation. There is ever greater urgency in the need to focus on ‘greener’ transport, moving away from fossil fuel based transport towards electric and alternative fuelled vehicles, increasing use of public and active travel modes, and reducing the need to travel.

Given this context, the appraisal of the options here has led to the development of five option categories, prioritising and supporting the implementation of more sustainable transport while ensuring the promotion and development of Aberdeen city centre as the key regional centre for commerce, leisure and tourism. These five categories broadly comprise: **city connectivity** – ensuring sustainable connectivity to / from, and within the regional centre; **rural connectivity** – providing sustainable and proportionate travel choices across the region’s more rural hinterland; **strategic connectivity** – linking the region effectively to the rest of Scotland and internationally; **safety** – moving towards a zero fatalities target; and **demand management** measures – to manage resources effectively and encourage the use of sustainable modes.

Within these five categories, each option has been defined as either ‘**core**’ (large scale options designed to instigate substantive change), or ‘**supporting**’ (smaller supporting options, less likely to bring about substantive change in their own right, but nevertheless important in supporting the core measures and overall objectives).

The emerging overall package to be taken forward from this study can be seen as a **transport package to begin transitioning the north east to a post-carbon, more prosperous, safer, and more equitable future.**

## Preliminary Options Appraisal

### Setting the Scene

The options developed and appraised as part of this study build on a range of policies & strategies, and plans & projects which are already on-going or currently in development. Since the *Initial appraisal: Case for Change* stage of this study was completed, a number of important national, regional and local strategies and plans have been published, or reached important milestones in their development, providing a revised context in which the transport options for this study sit. Furthermore, new transport projects are now being developed and implemented.

The City Region Deal made a commitment to scope out the transport requirements to support the area for the next 20 years. Since the City Region Deal was signed in November 2016, the Scottish Government has amended the emerging Climate Change Bill with what are now the most stringent legislative targets anywhere in the world, aimed at ending Scotland's contribution to climate change within a generation.

The option appraisal recognises the new National Transport Strategy (NTS2) with its focus on reducing inequalities and taking climate action, and is consistent with the emerging Regional Transport Strategy (RTS2040) which is setting out the vision and direction for transport provision in the north east for the next 20 years. This appraisal also recognises the recent publication of the Aberdeen City and Shire Strategic Development Plan (SDP) (2018), and both the Aberdeen City and Aberdeenshire Proposed Local Development Plans which went to the respective councils for consideration in March 2020, with all acknowledging the declared climate emergency.

The options developed for this study seek to work within this evolving policy context, championing regional and local strategies and in particular supporting the Aberdeen City Centre Masterplan and Sustainable Urban Mobility Plan. The options are also being underpinned by the recently developed Roads Hierarchy Principles and Aberdeenshire Council's *Town Centres First Approach*. Importantly, the options developed and appraised as part of this study should be seen as building on the foundations laid by the ongoing, committed and pipeline schemes, studies and projects including the range of improvements to the active travel, rail, bus and road networks.

### Revisiting the TPOs

Given the evolution of the policy landscape since the original study TPOs were developed and to provide consistency of approach, the TPOs were refined and aligned with the six RTS2040 priorities and their associated objectives.

### Option Development and Appraisal

The **42** options from the *Initial appraisal: Case for Change* stage of the study were **further developed** to allow for more meaningful appraisal at this stage. This included: (i) consideration of how policy landscape changes since the options were developed may impact on the options; (ii) a review of the rationale for the options; (iii) consideration of the geographical context and scalability of the options; and (iv) consideration of the role of the local authorities / Nestrans in delivering the options. As part of this process, strategic 'corridors' were also developed to provide ongoing geographical context, particularly where interventions are primarily capital investment.

An **option rationalisation** process was undertaken which included: (i) reviewing, repackaging and re-categorising options; (ii) identifying options for which a narrative was required rather than a full appraisal; and (iii) identifying those options no longer considered appropriate for appraisal as part of this study, but which may be considered in other workstreams with either a national or more local focus. This rationalisation process resulted in a total of **29** options.

The appraisal of each of these 29 options has been undertaken through:

- the development of logic mapping for each option which set out: (i) the underlying problems the option is seeking to address; (ii) the transport and wider societal impacts of implementing the option; (iii) which of the TPOs the option is supporting and, (iv) interdependencies with other options; and
- the development of a proportionate ‘appraisal table’, qualitatively appraising the option against the TPOs and key STAG criteria, drawing on existing studies, benchmarking exercises, case studies of similar schemes, and professional knowledge.

Additional data analysis and information gathering has been undertaken to provide more detailed and up-to-date information to: (i) facilitate the appraisal; (ii) understand where investment (across the various modes) should potentially be prioritised considering the geographical context, the location of key services, employment and population; and (iii) provide greater evidence to support the identification of the problems, and hence the appropriateness of an option.

The appraisal has highlighted that the transition of the vehicle fleet to electric vehicles in the coming years represents a substantive re-shaping of personal transport. Although they operate with zero tail pipe emissions, these vehicles are still carbon and resource intensive over their life cycle, and they still require road space. Cheaper running costs in the short term at least, and being marketed as a ‘green’ solution, could encourage people to continue to travel by private car as they currently do, or indeed increase their trip making by car. This is a particular risk given the current COVID-19 situation. Therefore, there is a balance to be struck between policies & measures which embrace and facilitate the move to electric vehicles on one hand, policies & measures which encourage people to use active travel and public transport and a requirement to ensure demand for private vehicles (fuelled by whatever means) is managed, particularly in the largest urban areas.

### Option Appraisal Outcomes

It is clear from the appraisal undertaken here that many of the options considered have merit in being taken forward for further detailed appraisal, as they make some contribution towards the TPOs. To provide a structured framework for delivery, the options have been categorised and broadly prioritised based on the appraisal outcomes. The five option categories, together with the key elements which should be taken forward for further development, appraisal and business case work are shown below.

As noted above, the options developed and appraised should be seen as building on the foundations laid by the ongoing, committed and pipeline transport schemes, studies and projects including the range of improvements to the active travel, rail, bus and road networks. The appraisal work is based on the assumption that those schemes which are currently associated with an established high degree of commitment and other preparatory work will be implemented, and are thus not included in the tables below. This includes: Kintore Railway Station; A96 Dualling; A96/A92 Haudagain roundabout improvements; A90/A937 Laurencekirk Junction improvement; External Links to Aberdeen South Harbour; Berryden Corridor Improvements and the South College Street improvements.

#### Category 1: City Connectivity

To support the climate change agenda and deliver on the aims and aspirations of the City Centre Masterplan and Roads Hierarchy principles, it is clear that a step-change in public transport and active travel provision and use is needed. This category broadly focusses on connections to / from and within Aberdeen as the regional centre. This requires an improved sustainable travel network to enable efficient access including:

City Connectivity Measures
Mass transit provision, such as Bus Rapid Transit, on high demand corridors, anchored with a ring of Park & Ride sites
Bus priority improvements on other corridors

Bus 'feeder' services from more rural areas to link to the mass transit system
Bus Service Improvement Partnerships (BSIP) to ensure service levels and vehicle quality
Improvements to ticketing
High quality and safe active travel in key corridors linking to the city
Development of Montrose to Inverurie as a high-volume commuter rail corridor with new stations

Implementation of the above would build on the foundations set out in the Aberdeen and Aberdeenshire Strategic Development Plan and emerging City and Shire Local Development Plans.

### Category 2: Demand Management

As shown through the appraisal, many of the options seek to encourage behavioural change, whilst fewer options seek to actively dissuade people from travelling as they currently do. However, as established in the appraisal tables, in order to complement Category 1 options, there are options whose implementation would help achieve the step-change towards more sustainable travel that is required. These demand management measures can help create the shift to greener travel modes required, and in so doing also tackle the issues of city centre air quality, congestion and safety. Such demand management measure include:

Demand Management Measures
Low Emission Zone
Road-space reallocation in favour of public transport and active travel
Workplace parking charges
Increased on-street and off-street parking charges / extension of the current 'controlled' parking area.

Whilst these demand management (Category 2) options would support the success of the city connectivity (Category 1) options, Category 1 options must be provided in parallel with Category 2 options to enable efficient movement of people and goods, and thus support the continued prosperity of the region . The categories are therefore inextricably linked.

### Category 3: Rural Connectivity

Given the geography of the region, the issue of rural connectivity is vital in addressing inequalities and providing sustainable options in terms of access to employment, education, public services, healthcare and recreational facilities.

This category includes measures aimed at establishing a 'connectivity benchmark' based on settlement type (established through the Scottish Government's Urban Rural Classification) for both those without access to a car, and those who would prefer not to use a car. Such a package requires a consistent 'rural connectivity audit' to establish appropriate connectivity across all of the region's settlements, and this would benefit from being undertaken as a joint exercise with key partners such as NHS Grampian, higher education establishments and other community planning partners.

Building on the Aberdeenshire Town Centres First Framework, the audit would recognise the role that many of Aberdeenshire towns play in providing key service centres for their rural hinterlands. Establishing a settlement 'connectivity benchmark' is about ensuring connections between smaller towns and villages as well connecting with Aberdeen. Such an audit would also include understanding the role that improved digital connectivity could play in incentivising and enabling those resident in the region's rural areas to reduce their need to travel by ensuring working from home can be done flexibly, effectively and efficiently.

The emerging category options will then include:

Rural Connectivity Measures
A step change in rural public transport connectivity
Provision of ‘mini’ interchange hubs
More formalised and consistent demand responsive services open to, and promoted to all; alongside consideration of other innovative interventions such as Mobility As A Service (MAAS) pilots
Active travel improvements focussed around community accessibility to town centres and local services
Developing and implementing a Rural Digital Working Strategy for the region

#### Category 4: Safety

The safety of the transport system is key and is reflected in all national, regional and local plans & strategies. The RTS 2040 aims for zero fatalities on the road network. As such, this safety category comprises measures proven to reducing accident rates and includes:

Safety Measures
Community safety through the consideration of 20mph zones, school zones and other traffic calming measures
On-going safety, management and improvement measures on the key road routes in the region

These measures are set against a changing technological backdrop. This is particularly pertinent with respect to connected and autonomous vehicles which have the potential to substantially de-risk the movement of goods and people by road with respect to driver and passenger safety.

#### Category 5: Strategic Connectivity

Supporting and strengthening the region’s connectivity, strategically within the region, and to the rest of Scotland, the UK and overseas is vitally important in ensuring the efficient movement of people and goods to support the region’s economy. It is recognised that the ongoing development of the strategic rail, road, air and ferry sectors falls under the remit of national transport bodies and the Scottish Government. However, this study fully acknowledges the important role that Aberdeen City Council, Aberdeenshire Council and Nestrans play in influencing and lobbying, as well as partnering with national organisations, in order to ensure the continued and enhanced transport connectivity of the region.

Strategic Connectivity Measures
Improved strategic rail connectivity to the Central Belt and Inverness
Improved trunk road reliability (reflected through the road safety, management and improvement interventions noted in Category 4)
Improved access to the region’s ports (reflected through both the road safety, management and improvement interventions noted in Category 4 and other on-going schemes such as the on-going <i>External Transportation Links to Aberdeen South Harbour</i> study)

### Option Delivery Pathway and Prioritisation

The 29 individual options appraised have been assigned to one of the categories listed above, with the exception of Option 25 and Option 26.

All options have been defined as either:

- **Core:** Large scale options required to instigate substantive change; or
- **Supporting:** Smaller supporting options, less likely to bring about substantive change in their own right, but nevertheless important in supporting the core measures and overall objectives.

The table below lists the 29 options with their assigned category and whether they are considered as 'Core' or 'Supporting'. The table also notes the most appropriate delivery 'pathways' in each case, together with the **proposed key next steps** for taking the option forward.

These options are presented broadly in line with Transport Scotland's sustainable transport hierarchy.

Option Categorisation and Type (Fully appraised options)

Op.	Description	Category	Type	Recommended Delivery Pathway				Potential Next Steps
				LTS / LA	RTS2040	CRD	STPR / TS	
1	Upgrade existing active travel routes	1: City Connectivity 3: Rural Connectivity	Core	✓	✓	✓		STAG-based feasibility and engineering work to consider the implementation of continuous, segregated active travel corridors into the city centre to inform subsequent Business Cases / funding applications. Local authorities to take the lead and continue to progress ongoing active travel focussed corridor studies.
2	Increase provision and quality of active travel routes across the region	1: City Connectivity 3: Rural Connectivity	Core	✓	✓			
3	Implement regional cycle hire scheme	3: Rural Connectivity	Supporting	✓	✓			Pending development of an Aberdeen City bike hire scheme (which complements the City Connectivity Package), Nestrans to undertake further investigation into the costs and benefits of smaller scale cycle hire schemes in town centres or other suitable locations across the region.
4	Softer Measures to encourage active travel	1: City Connectivity 3: Rural Connectivity	Supporting	✓	✓			Local authorities and Nestrans, through the 'Getabout' partnership and brand, to increase current 'softer measures' initiatives to encourage and enable greater active travel use, .
5	Improve bus services and network	1: City Connectivity 3: Rural Connectivity	Core	✓	✓			Nestrans led study to investigate how the new powers embodied in Transport Act could be used to provide a catalyst to generating a step change in bus provision and operations across the region. This would be informed by a region-wide bus network review including a 'rural connectivity audit' – considering current provision versus rural community needs.
6	Demand responsive services	3: Rural Connectivity	Core	✓	✓			
7	New railway stations on existing lines	1: City Connectivity	Core		✓	✓	✓	Nestrans to undertake an Outline Business Case to confirm preferred option for the station sites between Aberdeen and Dyce, (drawing on the work of the Aberdeen North-West Station Review). Outline Business Case to confirm preferred option for the station sites between

Op.	Description	Category	Type	Recommended Delivery Pathway				Potential Next Steps
				LTS / LA	RTS2040	CRD	STPR / TS	
								Aberdeen and Laurencekirk, taking forward the recommendations from the Aberdeen to Laurencekirk Corridor Study. This would support the development a strong 'commuter line' between Montrose, Aberdeen, Dyce and Inverurie.
8	New railway lines and associated stations	-	-	-	-	-	-	It is unlikely that railway line re-openings can be justified under existing Treasury criteria and transport appraisal criteria in the medium-term but alignments should be protected in case there are substantial changes in appraisal guidance in the future. This option is therefore considered a long-term prospect and no next steps are defined at this stage.
9	Strategic Public Transport Corridor Scheme(s)	1: City Connectivity	Core		✓	✓	✓	Nestrans (CRD funded) to undertake a STAG-based study of Bus Rapid Transit and other mass transit options to serve strategic locations and corridors across the Aberdeen travel to work area. This would in turn provide the Strategic Case for the subsequent Business Case.
10	Park & Ride Facilities	1: City Connectivity	Core	✓	✓	✓	✓	Park & Ride sites and smaller mini interchange hubs to be further considered within the framework of corridor studies and rural accessibility analysis.
11	Improved Transport Hub	1: City Connectivity	Supporting	✓	✓			Nestrans to support the work of Aberdeen City Council in the implementation of the City Centre Masterplan including investigating the potential for improved accessibility between the rail / bus station and the harbour.
12	Improved integrated ticketing (linked to option 5)	1: City Connectivity 3: Rural Connectivity	Supporting	✓	✓			Working in partnership with the North East of Scotland Bus Alliance, Nestrans to investigate the types of improved and smart integrated ticketing schemes that could be implemented region-wide, and coordinate with national schemes.
13	Improved marketing / information about public transport services	1: City Connectivity 3: Rural Connectivity	Supporting	✓	✓			Building on current marketing of information in relation to public transport provision, investigate types of additional information provision that would have the greatest positive impact. To be progressed in partnership with bus and rail bodies including the North East of Scotland Bus Alliance and ScotRail as well as the regional Getabout partnership.



Op.	Description	Category	Type	Recommended Delivery Pathway				Potential Next Steps
				LTS / LA	RTS2040	CRD	STPR / TS	
14	Access for all across all public transport (including taxi) modes	1: City Connectivity 3: Rural Connectivity	Supporting	✓	✓			Nestrans, partnership with the Councils, to undertake audit of existing mobility issues across all public transport modes and core urban realm across the region, to establish the specific problems and issues. To be progressed in partnership with bus and rail bodies including the North East of Scotland Bus Alliance and ScotRail, as well as the regional Getabout partnership.
15	A90(N) / A952: Ellon to Peterhead / Fraserburgh	4: Safety 5: Strategic Connectivity	Core	✓	✓	✓	✓	As a Trunk Road, the principal mechanism for delivery of future investment will be via STPR, with due regard to NTS2 investment hierarchy.  Aberdeenshire Council and Nestrans to continue to develop evidence to augment existing business case and appraisal work, and support interface with development management processes.  Nestrans to examine the most appropriate schemes to ensure connectivity to north of Aberdeen (noting the on-going planning for the A96 dualling). Nestrans in partnership with local authorities to examine the most appropriate schemes which would provide improved access to the region's ports at Fraserburgh and Peterhead.
16	A90(S): Aberdeen to Perth	4: Safety 5: Strategic Connectivity	Core	✓	✓		✓	As a Trunk Road, the principal mechanism for delivery of future investment will be via STPR, with due regard to NTS2 investment hierarchy.  Nestrans and Tactran have a joint interest in securing improvements to the safety, consistency and performance of this strategic route.  Nestrans to examine the most appropriate schemes to ensure connectivity to the Central Belt.  Continue with work to develop a suitable scheme to provide improved connectivity to the new Aberdeen South Harbour at the Bay of Nigg, and associated improvements on A956 Wellington Road corridor.
17	A92: Blackdog to Stonehaven (inc. new River Dee bridge)	4: Safety 5: Strategic Connectivity	Supporting	✓	✓	✓		As a local road, local authorities to continue to manage the performance of the route and associated principal radials in line with investment hierarchy. Specific requirement to consider the function of the route in line with revised Roads Hierarchy, City Centre Masterplan,

Op.	Description	Category	Type	Recommended Delivery Pathway				Potential Next Steps
				LTS / LA	RTS2040	CRD	STPR / TS	
								associated interventions on A956 Wellington Road/Link to Aberdeen South Harbour, and the performance/function of specific junctions. Nestrans to examine the most appropriate schemes to ensure connectivity to the Central Belt and north of Aberdeen (noting the on-going planning for the A96 dualling).
18	A947: Aberdeen to Banff	4: Safety	Supporting	✓	✓			As a local road, local authorities to undertake further work and risk analysis to examine the most appropriate schemes in line with investment hierarchy. Includes ongoing development of the A947 Route Action Plan and Dyce area interventions into timed and costed Delivery Plans and including options for an improved link between the A947 and A96 (dependent upon final agreed alignment for A96 dualling).
19	A98: Aberdeenshire / Moray boundary to Fraserburgh	4: Safety	Supporting	✓	✓			As a local road, Aberdeenshire Council to continue to manage the performance of the route in line with investment hierarchy. Includes options for Banff Bridge.
20	A944 / B9119: Aberdeen west to Aberdeenshire boundary with Moray	4: Safety	Supporting	✓	✓	✓		As a local road, local authorities to undertake further work and risk analysis to examine the most appropriate schemes on this route in line with investment hierarchy.  Early consideration required of multi-modal connectivity and route performance, as well as wider development pressures, between Aberdeen and the Westhill area.
21	A93: Aberdeen to Braemar to Aberdeenshire boundary with Perthshire	4: Safety	Supporting	✓	✓			As a local road, local authorities to continue to manage the performance of the route in line with investment hierarchy.
22	Long Term Asset Management strategy	4: Safety	Supporting	✓	✓			Local Authorities to revisit the existing asset management and mitigation plans for both councils to consider whether the plans fully consider the management and maintenance of the road network and structures in light of the changing climate and financial pressures.

Op.	Description	Category	Type	Recommended Delivery Pathway				Potential Next Steps
				LTS / LA	RTS2040	CRD	STPR / TS	
23	Community road safety measures	4: Safety	Core	✓	✓			Local authorities to further investigate the potential to introduce 20mph zones in all urban environments building on experience from elsewhere.
24	Low Emission Zones / Zero Emission Zones (inc. consideration of freight restrictions)	2: Demand Management	Core	✓	✓		✓	Local authorities and Nestrans, in partnership with Transport Scotland, to continue work developing the potential Aberdeen city centre LEZ and consider the case for other potential schemes.
25	Electric Vehicle and Hydrogen vehicle charging and refuelling strategy and implementation	-	Supporting	✓	✓			Aberdeen City Council and Aberdeenshire Council to work with Nestrans to extend the network of publicly available charging points.
26	Improved network monitoring and data use	-	Supporting	✓	✓			Local authorities to continue to develop and explore emerging technology options for traffic monitoring and management, and how these could be applied within the region.
27	Congestion Zone charging	2: Demand Management	Supporting	✓	✓			Nestrans to progress a regional Demand Management Study in partnership with both Aberdeen City Council and Aberdeenshire Council to appraise the options in more detail. The scope of this study would include: the potential to raise parking charges and / or extend the current 'controlled' parking areas; introduce a workplace parking levy; and / or a congestion charging zone through the development of a viable Business Case exploring potential alternative charging models.
28	Parking Demand Management	2: Demand Management	Core	✓	✓			
29	Improve Inter-City Rail Connections	5: Strategic Connectivity	Core		✓	✓	✓	Nestrans to continue to work with the Transport Scotland and Network Rail to implement plans to improve the rail network connecting Aberdeen to both the Central Belt and Inverness, including consideration of rail freight opportunities.

In addition to the options noted in the above tables, it is important to note the following options (for which a narrative was developed rather than a full appraisal) were also considered in this study, and are recommended for inclusion in the RTS2040:

- **Improved Access to Healthcare:** where Nestrans will continue to work with NHS Grampian to implement the Health and Transport Action Plan, integrated throughout relevant workstreams;
- **Revised Approach to Development Control:** where Nestrans has the potential to influence policy through national policy work;
- **Maintain and expand air routes:** where Nestrans will continue to work with regional parties in a lobbying role;
- **Maintain and enhance maritime routes:** where Nestrans will continue to work with regional parties in a lobbying role;
- **Digital connections:** where Nestrans will support work through the City Region Deal and economic development partners;
- **Freight Hubs and facilities:** whilst likely to be commercially driven, Nestrans will need to maintain a close monitoring role in liaison with the North East Freight Forum and planning partners and other relevant stakeholders (such as the ports and harbours); and
- **Infrastructure measures to support the Aberdeen City Centre Masterplan:** where Nestrans will continue to consider and input into individual elements as they are worked up in detail.

## Future Scenarios

The options were broadly developed and considered under a background ‘business as usual’ scenario. However, there are a number of issues which have the potential to materially re-shape how people use the transport network in the coming decades, and therefore how relevant some of the measures being considered here may be in the future. These issues can be thought of under three main themes:

- Decarbonisation;
- Technology; and
- Societal change.

Whilst there is a varying degree of uncertainty with respect to much of this, the potential implications should be considered in order to manage the risk of, for example, making investments now that are subsequently overtaken by events, leading to potential redundancy. Looking further ahead to the next steps listed above, any project appraisal will require a 60-year benefits stream to be calculated. Some of the issues discussed here, particularly full vehicle automation, are not likely to become a factor in the short or medium term, e.g. to 2040, but certainly would become a factor if looking to, for example, 2080. A broad commentary around these issues is presented in the report.

A further current consideration is the potential for medium-term, structural impacts of the COVID-19 pandemic to materially alter societal behaviour with respect to work and travel. In March 2020, the UK went into ‘lock-down’ due to the global pandemic. The aftermath of the pandemic has the potential to impact on the way we work, live and travel. Given the national need for working from home, employers and employees have had to adapt accordingly, implementing working strategies and technological solutions to enable this. The outcome may be a new working reality where staff choose to work more often from home, and some of the desired behavioural change outlined in the NTS2 and regional & local strategies may be achieved sooner than anticipated. There are also significant short to medium term restrictions on public transport capacities due to the requirements of social distancing. This evolving working and travel environment may have implications for schemes at the planning stages, as these may need to be revisited to explore whether they are still appropriate, or whether different types of schemes may now be considered more relevant. While at this stage no one can accurately predict the long-term impacts to travel of the COVID-19 pandemic, the ramifications could be profound, and any

option being progressed for more detailed consideration beyond this stage of option appraisal should recognise and consider this.

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## Appendix C – Response from Aberdeen City Council (ACC) to the NESTRANS 2040 Draft Regional Transport Strategy (RTS)



Your Ref: NESTRANS2040  
Our Ref: ACC/RTS2040  
Contact: Alan Simpson  
Location: [alansimpson@aberdeencity.gov.uk](mailto:alansimpson@aberdeencity.gov.uk)  
Date: 16/10/2020

NESTRANS  
Archibald Simpson House  
27-29 King Street  
Aberdeen  
AB24 5AA

Dear Sir/ Madam

### **RESPONSE FROM ABERDEEN CITY COUNCIL (ACC) TO THE NESTRANS 2040 DRAFT REGIONAL TRANSPORT STRATEGY (RTS)**

Thank you very much for the opportunity to comment on the draft Regional Transport Strategy, NESTRANS 2040. Please find below the comments from Aberdeen City Council. If you have any questions or queries regarding these, please contact Alan Simpson, Senior Planner, Aberdeen City Council.

#### **General Comments**

The Council believes that there is a need to reference climate more tangibly and strengthen this theme. Although it is mentioned, there is still a bit of confusion around emissions (carbon/climate change) and (NO<sub>2</sub>).

It would be beneficial for the RTS to reference the Net Zero plans in more detail as this would help to keep the pressure on the council regarding our own transport patterns.

The RTS should seek to raise the bar and build on initiatives like Spaces for People and present making town and city centres more people friendly for the benefit of tourists and visitors and not just residents.

Links should be made to the key economic drivers such as the NPF4 projects and the Energy Transition Fund projects

The STA appraisal paper references 5 option categories, one of which is strategic connectivity. The RTS feels light in terms of global connectivity of the city in a post Brexit world. Its silent on free ports for example . The Council is conscious that the Scottish Government Programme for Government commits the Scottish

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Government to publishing a vision for trade before end of this year and its trading nations export growth plans are being refreshed in 2021. It would be good to take account of this.

The Council also acknowledges that Programme for Government indicates that Scottish Government are going to consult on zero/ultra low emission city centres by 2030. It would be good to take account of this.

The RTS should address the balance of economic growth being planned for within the regional economic strategy versus the environmental impact and present this in terms of actual numbers!

The RTS includes a set of proposed indicators but there are no targets.

### **Section 1 – Introduction**

The Council suggest adding a second short paragraph on the geographical place context and our 'sense of place' in the North East, including our need/desire for to be connected within Scotland and beyond and our push forward to promote/embrace change as well as being the oil if not energy capital of Europe.

### **Section 2 – Background**

As with Section 1, some scene setting on drive/ambition/place characteristics would be a useful inclusion. As well as listing projects it would be beneficial to mention the investment/ spend that has been made here and the estimated Added Value to business/economy, as the platform for this forthcoming RTS.

### **Section 3 – Key trends to 2020**

In the section about the AWPR, it would be useful to include some percentage figures of the traffic reductions this has brought, especially to the City Centre.

### **Section 4 – The wider policy context**

In this section, the Aberdeen Net Zero Vision and Strategic Infrastructure Plan for energy transition needs to be referenced. This is a key part of the Council's local context and was approved in May 2020.

Legislation covering the strengthened target is the Climate Change (Emissions Reduction Targets) (Scotland) Act 2019.

No reference is made to the UN Sustainable Development Goals (SDGs). These could be a useful addition to the wider policy context discussed at point 4 of the DRTS. They add to the policy thread running from the Scottish Government's National Performance Framework to Local Development Plans and would signal relevance to other strategies and plans which also reference the SDGs. Three areas of particular relevance would be

Goal 3. Ensure healthy lives and promote well-being for all at all ages – Section 3.6 "By 2020, halve the number of global deaths and injuries from road traffic accidents"

Goal 9. Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation – Section 9.1 "Develop quality, reliable,



sustainable and resilient infrastructure, including regional and transborder infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all”

Goal 11. Make cities and human settlements inclusive, safe, resilient and sustainable – Section 11.2 “By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons”.

It would be useful to make mention of Covid-19, Brexit and/ or <\$20 oil and the impact of these external shocks on the economy to help set the policy context that the North East of Scotland operates in.

In Section 4.14, for ‘the’ CCMP the concept of just ‘giving over space’ to pedestrians and cyclists seems the wrong approach. It’s not just about giving them space but how you do it, why you do it and the benefit this brings to the city.

In section 4.15 it is suggested that the LOIP is moved up the hierarchy and the mission statement ‘Aberdeen is a place where everyone can prosper’ is included as well as an image of its front cover too. The ‘prosper’ is key to the RTS.

## **Section 5 – The need for a new Transport Strategy in the North East**

Section 5.3 should read “Phasing out **the need for** petrol and diesel cars”

It would be worth including in this section the need to better balance ‘place’ and ‘movement’ in order to create better, more attractive /inclusive/ multifunctional/ sustainable places as part of a strong awareness/ appreciation/ understanding of ‘place’ and our vision for it.

## **Section 6 – The Strategic Transport Appraisal**

This is covered in more detail in the Council’s separate response to the City Region Deal Strategic Transport Assessment draft preliminary Options Appraisal

However, there is a need to be explicit in this section on this investment and what the key priority interventions are that have come out of this.

## **Section 7 – Engagement**

There is very good evidence here of the amount of engagement undertaken which the Council welcomes. However, the wording in Section 7.1 should be changed to remove ‘amount of’. It would be more positive to say, ‘informed by significant consultation and engagement...’

## **Section 8 - Key issues and opportunities**

Although COVID-19 is referred to in the document, it would be beneficial to highlight it as an issue. The Council suggest including that, at the time of writing the North east of Scotland, like many parts of the UK, has been and continues to be affected by the COVID-19 health pandemic. This has brought the need to

socially distance which in turn has had a huge affect on the transport network and people's use of it. The long term affect that this will have on daily life is unknown and the need to guard against future similar occurrences has become far more real. The need to ensure the resilience of the transport network going forwards cannot be underestimated.

COVID-19 should also be identified in the Opportunities. It has significantly increased numbers of people working from home and lockdown and the reduction in traffic has led to far more people walking and cycling than before, both to get to work/ shops/ services as well as for exercise and leisure. This initially forced change may have led to people discovering the benefits of working from home (where this has been possible) and in using active travel, both of which might lead to long-term behaviour change. It has also given them the chance to try a new mode when the transport network has been quieter and, as they get more confident, they may stick with it even as traffic levels increase. It has probably made people more likely to travel out with peak times as well, especially on public transport, to avoid crowds.

This section should also mention the harbour and maritime developments and reference offshore opportunities and inward investment including the External links to the harbour project brought about by the City Region Deal and plans for the Energy Transition Zone in this area that is in the Aberdeen LDP

It would also be worth considering if a position needed on Freeport status.

Section 8.2 should include 'better connected communities and getting people where they need to be' and in Section 8.3 include reference to the need for using different materials in our urban realm to better cope with climate change needs. For section 8.3, inclusion here of landslip/ landslide – known climate risk – which, given the recent rail incident, highlights the risk and impact while rise in sea level – risk of wave overtopping for any coastal transport routes – should also be referenced.

For Section 8.6, there are likely to be more people re-evaluating how they live and promotion and publicity are needed to shape thinking, awareness and availability / increased intensity of use which is what we are seeking.

Section 8.11 infers that Geographical distance makes Aberdeen 'remote', However, is that the reality with improvements in technology, especially given the way people have changed their communications during COVID-19.

## **Section 9 - The vision and key priorities of the Regional Transport Strategy to 2040**

Given what has been experienced with COVID-19, the vision should contain reference to "Resilience". - To provide a safer, cleaner, more inclusive, **resilient** and accessible transport system in the north east, which contributes to healthier, more prosperous and fairer communities.

The direct link between the RTS 4 pillars and NTS2 is welcome and very clear to the reader, which should help ensure that the RTS focus aligns with national thinking. However, the 6 Priorities should be wrapped in a wider context of 'place'

as they all contribute to its / life betterment by added value in sustainable economic development – whilst this is a RTS the purpose is people and connectivity for life quality and opportunity. The LOIP could be referenced again which is the common policy across the partner agencies. This would all demonstrate wider understanding and inclusiveness in a few sentences.

In the 6 priorities, the “Wellbeing” side of health doesn’t seem appropriately reflected. Although it can be argued that improved journey times, reduced carbon, better air quality, safety and accessibility all contribute to better wellbeing, a 7th priority on information is also suggested, for example “Quality information enabling informed transport choices”. This again would help remove the unpredictability around mode choices which some people may find difficult.

Also, the priority referencing a step change in public transport and active travel enabling a 50:50 mode split implies that it’s a split between those two modes rather than 50% car, 50% sustainable. This should be clarified. The mode split should also be increased on the active/ sustainable side to better reflect key objectives such as Net Zero Carbon and harness the recent positive changes in travel behaviour. Furthermore, this section could be added to with a “Place’ reference. Investment in urban realm infrastructure has to be a large part of achieving this. Designing the necessary infrastructure into places to support active travel both at the planning stage and retrospectively will help achieve the mode split.

It would be beneficial to attach some targets to the priorities to quantify them. What are the regional SMART targets? Given the National context, this RTS has to make some serious inroads (!) to reducing emissions in the city (region) by the 2035 date so “cleaner” is a bit passive compared to x% contribution.

In Section 9.5, improving journey times for private car should be focused more around strategic or essential journeys by private car. If it is too easy to get around by private car this will come at the expense of mode shift encouragement.

Section 9.8 should mention the LEZ plans being developed for the City Centre as well as the 3 AQMAs across the City. It would be useful also to provide statistics on local air quality.

Section 9.10 should also include recognition of climate risks to transport for the north east - including:

- Risk of flooding creating transport delays and disruptions, damage to surfaces and erosion.
- Peak river flows result in erosion to riverbanks, undermining bridge structures. Threat of scour on bridges with footings in the watercourse. Risk of structural damage or failure, if bridges are hit by floating debris.
- Coastal surge/ wave overtopping affects coastal transport routes.
- Risk of landslide and landslip disrupting transport networks.
- Damage and corrosion to transport surfaces.
- Pressure on drainage systems from increased rainfall.

In Section 9.17 Chart title should make it clear that these figures are for travel to work to reflect the information in the paragraph.

## **Section 10 – The Strategy**

Shared vehicles – car club and liftshare mainly – would benefit from its own section. It is acknowledged that there are references peppered throughout but nothing actually committing to their value in reducing numbers of private cars. Given active travel, bus, rail, rapid transit, air, sea and low emission vehicles are covered by their own sections it would make sense to include this as a section too.

There is no mention of powered two wheelers/ motorcycles or a position on electric scooters. Given the rising interest in electric scooters, should the RTS be posing some questions around the role of these within an active travel approach and does the regulatory environment of Scotland permit these?

MAAS feels very under-developed/unambitious. There is lots of mention of it for rural areas and linking it to public transport and affordability but the concept needs to be further developed in the regional context (not just rural) and looked at across a greater range of modes.

It would be useful to address remote working or multi use spaces in this section too. Should the City/Shire be providing flexible working spaces to support staff and businesses in not having to commute?

Although environment is mentioned in the Active Travel Section, this is in relation to air and carbon emissions – there are no specific policy headings or actions in the strategy section around the wider environment. Nothing around reducing risk of run off, impact on biodiversity from fragmented spaces looking at options to improve connectivity for nature, use of sustainable urban drainage systems, trees, wildflowers on verges etc, no specific mention on noise – creation buffer zones etc, impact of heat on existing transport surfaces, consideration for sustainable use of resources used in developing new and maintaining existing transport infrastructure, the need for integrated solutions ie connection energy use surplus buildings and transport infrastructure. The strategy also needs to promote more green networks to mitigate the effect of climate change and emissions arising from transport. There has been no mention of Green Infrastructure (ecosystem services and functions) in mitigating the effects of climate change and air pollution. It would be useful to know how the RTS intend to support this and promote Green Infrastructure given it is one of the priorities of National Planning Framework.

Although some reference to Noise pollution is made, there is no reference to Aberdeen City Council's noise action plan for the city and no specific actions around noise.

In Section 10.12, the Council want to increase the density and liveability of the city centre, but it needs to be made an attractive place to live first and transport plays a role in that. Density increases can also aid public transport demand/viability. The statement should be amended to getting **to, from and around** the city centre by active travel (and public transport)

After Section 10.15, the Action AT3 should have consideration of impact of light pollution and support low carbon lighting as part of wider GHG emission reductions, Action AT4 should also consider infrastructure for e-bike charging - and options for low carbon charging, distribution while Action AT6 should not just recognize the benefits of cycle training for children but also the need for adult cycle

training. Good for those who don't have the confidence to ride a bike while it may also help with encouraging children to ride if groups/ families can all confidently cycle together

For Section 10.31, we appreciate the complexities of looking at a rail link to TECA and the airport. However, it would be worth mentioning that, given the regional importance of these facilities, aspirations to better link these facilities to the city are presented in the "Rapid Transit" and "External Air and Sea connections" chapters that NESTRANS will continue to work with partners to further explore ways to improve connectivity to these facilities.

After Section 10.34, in the Actions, it would be worth again making reference to the point above in 10.31. Also, is there evidence that Dundee is a key employment location for the region or is this recognising the fact that there is likely to be a lot of business movements between the two cities due to their commercial nature?

In "Improving the Region's Bus Network" – Sections 10.41-10.59 – this is an area where RTS need to be more focused. The declining trends in bus use should be taken as one of the major priorities to meet the hierarchy set out by this RTS.

Section 10.44 states "Both Aberdeen and Aberdeenshire face very different challenges when it comes to bus provision". It then mentions the Shire challenges but not the City ones.

After Section 10.59, the Council would suggest a better coding for these actions than "BS" as it might have negative connotations.

In Section 10.66, the Council suggests that a park and ride identity may also be useful.

In Sections 10.84-10.98 "Reducing Emissions", there is no mention of the H2 Aberdeen project or work already being undertaken in public sector fleets. Also, worth referencing the TS/ SG commitment to use H2 to fuel trains or ferries. Consideration for renewable options to support the necessary charging refuelling, infrastructure to support the low carbon transition and mention of the role blue/ green infrastructure can play in helping to absorb air pollution, as well as contributing to wider climate change ambitions to reduce emissions. In addition, BGI can contribute to absorbing rainfall, reducing run off and helping to connect fragmented habitats.

In Section 10.96 for EV chargepoint numbers, are these number for publicly available ones and do they count a double chargepoint, that can charge 2 vehicles, as two chargepoints or 1 unit? Also, are these numbers only for those operated by each local authority or do they contain those put in by private companies too?

In Section 10.97, could car clubs be a solution to the poverty side? Could also benefit from a link to the Just Transition – ensuring people are not priced out and are able to access low carbon transport.

After Section 10.98, Action RE1 should reference public transport, cycling, walking and shared vehicles

Sections 10.102-10.105 are duplicated

In Section 10.106, as well as information campaigns, there should be a bullet point here about making the right information easily available and using the Getabout website to do this. Not just an information campaign like an advert, event or Facebook post but something that is always there and always up to date.

As a new section after Section 10.106 and with a corresponding Action, the Behaviour Change section should contain an acknowledgement that engaging with children as a target audience is important for behaviour change as they are often more receptive to change and less set in their ways. The RTS should also be addressing which means of communication works best for each type of customer to ensure they best reach them. E.g. when targeting young people is digital and mobile phone friendly technology the best way? This communications could be a numbered section within “Behaviour Change” with a corresponding action.

Furthermore, there should be an action in the “Behaviour Change” section of “Continuing to promote travel planning, car clubs liftshare and pool vehicles (including bikes) as useful tools to encourage behaviour change” and a further action around supporting adults with the right training – e.g. cycle training so they are able to encourage children – with some reference in the main “Behaviour Change” section.

In Section 10.119 it would be useful to have a recognition that climate change may make this worse and make reference to issues such as peak river flows result in erosion to riverbanks, undermining bridge structures, threat of scour on bridges with footings in the watercourse, risk of structural damage or failure, if bridges are hit by floating debris.

For Section 10.123, there has been no focus on promoting green infrastructure to reduce the effects of climate mitigation and adaptation. The changing climate patterns requires to develop more green infrastructure.

In Section 10.124, it might be worth listing climate risks affecting transport

- Risk of flooding creating transport delays and disruptions, damage to surfaces and erosion.
- Peak river flows result in erosion to riverbanks, undermining bridge structures. Threat of scour on bridges with footings in the watercourse. Risk of structural damage or failure, if bridges are hit by floating debris.
- Coastal surge/ wave overtopping affects coastal transport routes.
- Risk of landslide and landslip disrupting transport networks.
- Damage and corrosion to transport surfaces.
- Pressure on drainage systems from increased rainfall.

After Section 10.124, for Action RD3, given the strategy proposes joining the lobby for ring roads around Dundee will Dundee City Council produce a formal response welcoming the inclusion of that?

Section 10.129 states “With the opening of the AWPR and Balmedie-Tipperty improvements there is now a need to consider the provision of service and rest facilities along the trunk road network within the north east. Should this also have an action for NESTRANS to work with both Councils as well as the trunk road authority to facilitate this?

For Section 10.146, should the RTS state that the most connected regional airport (to overseas) needs to 1. Protect its routes; and 2. Compete on a level playing field against subsidised routes ex Inverness or Dundee?

For section 10.152 the new harbour will not be completed in 2021. Here, as well as mentioning the cruise market being untapped, it would be worth promoting the location of the region in proximity to ScotWind licenses and the 3 east region sites

After Section 10.180. Action RU 5 “deals with MAAS in rural areas but what about MAAS in urban areas? Seems no MAAS-specific action around this anywhere in RTS.

In Section 10.181-10.196 “Improving Access to Health”, it reads strongly/literally as transport connection for health centres. It would benefit from a few lines on walking and creating the right conditions for walking with the direct health benefits, tied to the Active Travel section.

After Section 10.196 an action based on the importance of access to transport for mental and physical health and ensuring that this is promoted and maintained - The health benefits of improved access to transport – backing up Sections 10.191 and 10.192 would be welcomed.

The “Affordability of Transport” topic (10.197-10.219) needs a car club section recognizing the benefits of this service in giving people access to cars without the need to own one, meaning that you only pay for the journeys you need without all the other running costs that go with a car. It would also benefit from a liftsharing section encouraging people to share journeys rather than each taking their own vehicle as a means of saving money. Furthermore, recognition should also be made that equipping people with skills to cycle allows them to access another low-cost, healthy mode of transport. These three points should all have corresponding actions.

In the “Planning and designing places for people” topic (10.230-10.237), it is suggested that reference is made to the importance of high quality, inclusive placemaking, integrated within the planning system through engagement and statutory processes available). It also seems to be too far away, being at the end of the doc, especially given the importance of it for people, for shaping new development, and remodelling the existing to be fit for purpose.

Section 10.235 should also refer to providing access to green space for health and wellbeing.

The “New Technologies” Topic (Sections 10.238 – 10.256) should contain reference to hydrogen, reference to energy and balancing the grid which could be an increasing challenge with an upsurge in EVs (there are systems vehicle to grid etc for electric vehicles), reference around using apps as a means of relaying information and interacting with users and an acknowledgement that technology might assist with engagement with citizens, especially with a younger audience. Associated actions should be included.

## **Section 11 – Managing the risk of future uncertainties**

The Council supports the point in 11.8 “With this in mind, this strategy seeks to make best use of our existing assets and encourage behaviour change rather than relying on significant new infrastructure to accommodate unconstrained growth”.

## **Section 12 – Monitoring and Evaluation**

The RTS includes a set of proposed indicators but there are no targets. For example, the strategy gives no target in terms of the reductions in transport created emissions that need to be achieved in order to support the net zero target of 2045. This is especially important when talking about the balance of economic growth being planned for within the regional economic strategy against the environmental impact and what this means in terms of actual numbers!

It would be better to use a picture of the AWPR which has more vehicles on it.

## **The Regional Transport Strategy Strategic Environmental Assessment**

In Table 3.1 “Environmental Issues”, under “Climatic factors” the “Implications for NESTRANS RTS 2040” does not highlight any adaptation measures in relation to the climate risks indicated. In the “Water” section, coastal and fluvial flooding is mentioned but other flood risks are not including, pluvial and groundwater. Areas potentially vulnerable to flooding are indicated in the North East Flood Risk Management Plan.

In the Environmental and Policy Context Section (Paragraph) 1.1.10 it should make reference to the Climate Change (Emissions Reduction Targets) (Scotland) Act 2019

As regards all the individual actions in the RTS, the Council has also prepared an appendix with our comments on each action presented.

Yours sincerely

**Alan Simpson**  
**Senior Planner**  
Transportation Strategy and Programmes



**Appendix D – Response from Aberdeen City Council to the City Region Deal (CRD) Strategic Transport Appraisal (STA) Draft Preliminary Options Appraisal**



Your Ref: NESTRANS2040STA  
 Our Ref: ACC/RTS2040STA  
 Contact: Alan Simpson  
 Location: [alansimpson@aberdeencity.gov.uk](mailto:alansimpson@aberdeencity.gov.uk)  
 Date: 16/10/2020

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 Archibald Simpson House  
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Dear Sir/ Madam

**RESPONSE FROM ABERDEEN CITY COUNCIL (ACC) TO THE CITY REGIONAL DEAL (CRD) STRATEGIC TRANSPORT APPRAISAL (STA) DRAFT PRELIMINARY OPTIONS APPRAISAL**

Thank you very much for the opportunity to comment on this document. Please find below the comments from ACC. If you have any questions or queries regarding these, please contact Alan Simpson, Senior Planner, Aberdeen City Council.

Firstly, ACC are encouraged to see that the options have been ordered in accordance with the transport hierarchy with the most sustainable modes first.

With regards to the 29 options themselves, ACC’s response is included in the table below in accordance with each of the options identified. This includes whether or not ACC supports them, whether ACC agrees with the Recommended Delivery Pathway status and whether ACC agrees with the classification of a “Core” or “Supporting” Option. Where ACC proposes an amendment it has been noted in **bold**.

The same has been done for the additional 7 options that have not been appraised but are recommended for inclusion in the Regional Transport Strategy (RTS).

Two additional suggestions have been made which are included as an additional section at the end of the table.

<b>Fully Appraised Options from Draft Preliminary Options Appraisal</b>	
<b>Option</b>	<b>ACC comment</b>

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1. Upgrade existing active travel routes	Agree with this inclusion. And agree that, as Roads Authority, ACC has a role to play in developing and implementing these. Agree that this has Core classification as it is needed to enable active travel.
2. Increase provision and quality of active travel routes across the region	Agree with this inclusion. And agree that, as Roads Authority, ACC has a role to play in developing and implementing these. Agree that this has Core classification as it is needed to enable active travel.
3. Implement regional cycle hire scheme	Agree with this inclusion. Welcome the acknowledgement that ACC is already taking this forward for the City and that this would be beneficial for other parts of the region. Agree that this has Supporting Classification as it builds on Options 1 and 2.
4. Softer Measures to encourage active travel	Agree with this inclusion. Agree that ACC has a role to play in promoting active travel and is an active partner in the regional Getabout partnership. Agree that this has Supporting Classification as it builds on Options 1 and 2 and will support 3.
5. Improve bus services and network	Agree with this inclusion. Agree that ACC has a role to play as Roads and Transport Authority and through its membership of the North east of Scotland Bus Alliance. Agree that this has Core classification as the services and network are needed to encourage more people to use the bus.
6. Demand responsive services	Agree with this inclusion. <b>However, this is not just applicable to rural areas where commercial bus services are not viable as ACC also run demand responsive services for medical and social travel. This is therefore an important aspect for both Councils and a lifeline for vulnerable people. It should therefore be included in the “City Connectivity” category too.</b> Agree that this has Core classification as these services are needed to help the most vulnerable residents of the City.
7. New railway stations on existing lines	Agree with this inclusion. Agree that rail matters should sit with the Regional Transport Partnership

	<p>(RTP). However, although any potential new rail stations would require to be considered through the <b>Scottish Transport Appraisal Guidance (STAG)</b> process and in accordance with rail station investment guidance, the local authority would need to be involved as Roads authority in enabling the connections and may have a role in safeguarding potential station locations in its Local Development Plan. The Local authority should therefore be recognised as a <b>“Recommended delivery pathway”</b>. Agree that this has Core classification as the infrastructure is needed to encourage people to make the switch to public transport.</p>
8. New railway lines and associated stations	<p>Agree that this option should still be kept as a longer term one and that, although rail matters sit with the RTP, ACC is likely to have a role to play as a “recommended delivery pathway” as it may need to protect possible rail paths/ corridors/ station sites once known, as well as support the development of and access to any new rail lines and corresponding stations.</p>
9. Strategic Public Transport Corridor Scheme(s)	<p>Agree that the study aspect of this is to be done by NESTRANS. However, <b>ACC will still have a role to play in supporting the development and implementation of all infrastructure in the City so should be recognised as a “Recommended delivery pathway”</b>. Agree that this has Core classification as it directly links to objectives for active and sustainable travel.</p>
10. Park & Ride Facilities	<p>Agree with this inclusion. Agree that ACC, as owner and operator of 3 Park and Ride sites, has a role to play. Agree that this has Core classification as the sites are needed to support the services.</p>
11. Improved Transport Hub	<p>Agree with this inclusion. Agree that given the City centre focus of the main</p>

	<p>rail and bus stations and its connections, ACC has a role to play. Agree with supporting classification as it is about making better use of something that is already there and, in the case of the bus and rail station, run by a commercial entity.</p>
12. Improved integrated ticketing	<p>Agree with this inclusion. Agree that, given its membership of the North East of Scotland Bus Alliance, ACC has a role to play and that this is a supporting activity that needs the services to be in place first so it supports Option 5.</p>
13. Improved marketing /information about public transport services	<p>Agree with this inclusion. Agree that ACC has a role to play in promoting public transport to residents and businesses, especially given its membership of the North East of Scotland Bus Alliance and the Getabout partnership. Agree that this is a supporting activity given that the services need to be in place first so it supports Option 5.</p>
14. Access for all across all public transport (including taxi) modes	<p>Agree with this inclusion. ACC as Roads Authority has responsibilities for improving infrastructure to enable access, and is the taxi licencing authority and a member of the North East of Scotland Bus Alliance and the Getabout partnership. Agree that this is a supporting activity given that the bus services and taxis need to be in place first so it supports Option 5.</p>
15. A90(N) / A952: Ellon to Peterhead / Fraserburgh	<p>Acknowledge that ACC's role is limited here as these routes fall entirely within Aberdeenshire.</p>
16. A90(S): Aberdeen to Perth	<p>Agree with this inclusion. Agree that ACC has a role to play as, although these routes are trunk roads and fall within Aberdeenshire, ACC still operates Variable Messaging Signs (VMS) which cover subject matter on the A90 and roads that lead to it so, although this is identified as a Core Option, ACC's role is supporting.  <b>Description should also make reference to the A956 from Aberdeen to the south as "Potential next steps" section covers it for this option.</b></p>

<p>17. A92: Blackdog to Stonehaven (inc. new River Dee bridge)</p>	<p>Agree with this inclusion. Agree that, as Roads Authority for this route within the ACC area, that ACC has a role here. Its links, performance, maintenance are ACC's responsibility and it links to other ACC projects such as the Roads Hierarchy and City centre masterplan, as well as River Dee crossing options. <b>However, given its strategic role in Aberdeen and the nature of the Dee Crossing interventions, it should be considered a Core Option rather than just supporting. Description should also make reference to the A956 from Aberdeen to the north as "Potential next steps" section covers it for this option.</b></p>
<p>18. A947: Aberdeen to Banff</p>	<p>Agree with this inclusion. Agree that, as Roads Authority for a part of this route within the ACC area, that ACC has a role here. Its links, performance, maintenance are ACCs responsibility. However, given that major changes to the route itself are not anticipated, it is agreed it should be considered a supporting option.</p>
<p>19. A98: Aberdeenshire / Moray boundary to Fraserburgh</p>	<p>Acknowledge that ACC's role is limited here as these routes fall entirely within Aberdeenshire.</p>
<p>20. A944 / B9119: Aberdeen west to Aberdeenshire boundary with Moray</p>	<p>Agree with this inclusion. Agree that ACC has a role here as Roads Authority for a part of this route. Its links, performance, maintenance are ACCs responsibility. <b>However, given the nature of existing, emerging and new developments along this corridor with the new football stadium, the development of Countesswells, the expansion of Prime Four business park, the Kingswells Park and Ride site, its strategic function within the City's Roads Hierarchy and the issues at the junction with the A90, this option this should be classed as a Core Option rather than just a supporting one.</b></p>
<p>21. A93: Aberdeen to Braemar to Aberdeenshire boundary with Perthshire</p>	<p>Agree with this inclusion. Agree that, as Roads Authority for a part of this route within the ACC area, that ACC has a role here. Its links, performance,</p>

	<p>maintenance are ACCs responsibility. Agreed it should be a supporting Option given that significant changes to the route itself aren't identified.</p>
<p>22. Long Term Asset Management strategy</p>	<p>Agree with this inclusion. Agree that, as a Roads Authority, ACC has a role here. <b>However, ACC would argue that this should be a core option, rather than a supporting one. The safe and open operation of the transport network is key to ensuring a vibrant economy and this must take into account issues relating to climate change and severe weather events, the changing travel needs of people and business now and in the future, and local/ regional/ national and global events such as the current on-going global public health pandemic.</b></p>
<p>23. Community road safety measures</p>	<p>Agree with this inclusion. Agree that, as a Roads Authority, ACC has a role here. Agree also that this is a "Core Option" given the positive impact a safe environment has on individuals and broader society.</p>
<p>24. Low Emission Zones (LEZ) / Zero Emission Zones (ZEZ) (inc. consideration of freight restrictions)</p>	<p>Agree with this inclusion. Agree that, as a Roads Authority and given that an LEZ is already being developed for the City, ACC has a role here. Also, agree that this is a Core Option given the health benefits, reduced carbon emissions and the broader influence on how people travel.</p>
<p>25. Electric Vehicle and Hydrogen vehicle charging and refuelling strategy and implementation</p>	<p>Agree with this inclusion. Agree that, as a Roads Authority, ACC has a role here both in terms of policy and strategy and implementation. <b>However, would argue that this should be a core option, given that it requires laying out the roles of developers and other partners through planning, guidance and policies. Plus, the cost, complexities and scale of the required rollout suggests a Core Option.</b></p> <p><b>Transport Scotland should be identified as a "Recommended delivery pathway" given their management of the National</b></p>

	<b>Chargeplace Scotland network, their grant funding of it and their workstreams around funding low carbon vehicles and hydrogen related infrastructure.</b>
26. Improved network monitoring and data use	Agree with this inclusion. Agree that, as a Roads Authority and data collector, ACC has a role here. Agree too that this is a Supporting Option as it relates to the management, operation, performance and use of assets and is used to inform business cases for future investment.
27. Congestion Zone charging	Agree with this inclusion. Agree that, as a Roads Authority, ACC has a role here in exploring this opportunity further. Agree also that this is likely to be a supporting Option as it may support Parking Demand Management, the LEZ, Active Travel and Public Transport measures.
28. Parking Demand Management	Agree with this inclusion. Agree that, as a Roads Authority, ACC has a role here. Agree with this as a core option given its role in managing on street and some off street parking in the city and the role of parking in the planning process.
29. Improve Inter-city rail connections	Agree with this inclusion. Agree that ACC's role here is limited yet supporting role as a "Recommended Delivery Pathway" and that rail matters should sit with the Regional Transport Partnership (RTP).
<b>Additional Options (not appraised) for consideration in the Regional Transport Strategy (RTS 2040)</b>	
<b>Option</b>	<b>ACC Comment</b>
A. Improved Access to Healthcare: where Nestrans will continue to work with NHS Grampian to implement the Health and Transport Action Plan, integrated throughout relevant workstreams;	Agree with the inclusion in the RTS. Appreciate that this is something that NESTRANS and ACC are more likely to influence than control, hence it has not been appraised.
B. Revised Approach to Development Control: where Nestrans has the potential to influence policy through national policy work;	Agree with this inclusion in the RTS. Appreciate that this is something that ACC, as a planning authority, are likely to have responsibility for but that NESTRANS can influence, hence it has not been appraised.,

C. Maintain and expand air routes: where Nestrans will continue to work with regional parties in a lobbying role;	Agree with this inclusion in the RTS. Appreciate that this is something that NESTRANS and ACC are more likely to influence than control, hence it has not been appraised.,
D. Maintain and enhance maritime routes: where Nestrans will continue to work with regional parties in a lobbying role	Agree with this inclusion in the RTS. Appreciate that this is something that NESTRANS and ACC are more likely to influence than control, hence it has not been appraised..
E. Digital connections: where Nestrans will support work through the City Region Deal and economic development partners;	Agree with this inclusion in the RTS. Appreciate that this is something that ACC are likely to have more control over within the City and that NESTRANS are more likely to influence than to than control, hence it has not been appraised..
F. Freight Hubs and facilities: whilst likely to be commercially driven, Nestrans will need to maintain a close monitoring role in liaison with the North East Freight Forum and planning partners and other relevant stakeholders (such as the ports and harbours);	Agree with this inclusion in the RTS. Appreciate that this is something which is difficult to control as it is commercially driven but that both NESTRANS and ACC can influence, hence it has not been appraised. ACC, as a planning authority, will have more control through approval of any planning applications.
G. Infrastructure measures to support the Aberdeen City Centre Masterplan: where Nestrans will continue to consider and input into individual elements as they are worked up in detail	Agree with this inclusion in the RTS. Appreciate that this is something that ACC are likely to have responsibility for and that NESTRANS are more likely to input to than control, hence it has not been appraised.

#### Other suggestion for additions from ACC

- In the “Fully appraised options” section, ACC would also recommend a 30<sup>th</sup> Option of Vehicle Sharing. This would encompass both the “liftsharing” aspect of encouraging multiple people to make the trip in the same vehicle rather than all taking separate ones and also the car sharing/ car club aspect of vehicles which can be used by multiple users. It should be a Core Option that would sit under RTS 2040 and LTS/ LA. It would recognise the part that vehicle sharing can have in reducing car trips, the fact that this could be facilitated both through travel planning (working with workplaces), but also the importance of shared vehicles (pool cars and car club vehicles) on reducing demand for private cars. A Core Option determination here is justified by the need to provide infrastructure – vehicles and potentially a car club operator to run a scheme – while it has regional reach. NESTRANS currently operate a regional liftshare scheme which is Getabout branded and both Aberdeen City and Aberdeenshire Councils feed into this. In terms of shared vehicles, Aberdeen City Council currently have a contract with Co-wheels to provide a car club in



the city and Aberdeenshire Council could consider something similar. We appreciate that “Promotion of shared mobility services including car clubs” was already part of Option 38, which was not taken forward into the final shortlist of 29 options but this option would do more than promotion in that it would continue to facilitate a regional liftshare database and support the expansion of car clubs in the North east of Scotland as well as promoting these services. There is already reference to a bike hire scheme (Option 3) so shared bike mobility is covered but the vehicle side does not seem to be.

- In the “Additional Options (not appraised) for consideration in the Regional Transport Strategy” section, ACC would suggest there is still reference made to the A96 (T) Dualling from Aberdeen to Inverness. It has been acknowledged throughout that Transport Scotland are responsible for this and have committed to its delivery. The non-trunk road section lies entirely within the ACC area and whilst this section is a local and not a regional responsibility, it is still of regional strategic importance. ACC and Nestrans, together with Aberdeenshire Council will continue to input to the on-going design of the A96 (T) Dualling scheme including the Non Motorised Users facilities.

Yours sincerely

**Alan Simpson**  
**Senior Planner**  
Transportation Strategy and Programmes

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## Appendix E – List of draft RTS Actions and Aberdeen City Council (ACC) comments

Below is the full list of Actions in the draft RTS grouped by Policy Area. Where an action constitutes a new project or subject area for ACC it has been made **bold**.

Action	ACC comment
<b>Active Travel</b>	
<p>AT 1 Upgrade existing routes and develop a network of high quality and safe active travel routes across the region, focussing on the key priorities listed below.</p> <p><i>a. Safe and segregated active travel connections within and connecting to Aberdeen City Centre from the main commuter towns, in line with and to complement the objectives of the Aberdeen City Centre Masterplan. Wherever possible routes should be segregated and road space reallocation should also be considered to allow cyclists (especially those less confident and able) sufficient space. Priority corridors have been identified as:</i></p> <p><i>i. Westhill to Aberdeen City Centre;</i></p> <p><i>ii. Inverurie to Aberdeen City Centre; and</i></p> <p><i>iii. Stonehaven to Aberdeen City Centre via Chapelton, Portlethen, Cove, Altens, Torry and the South Harbour.</i></p> <p><i>b. Support Aberdeenshire Council’s work with local communities, and aided by Sustrans Scotland and Paths for All, in their Integrated Travel Town (ITT) Project to shape more sustainable and active travel in the towns of Huntly, Inverurie, Fraserburgh, Portlethen and Ellon.</i></p> <p><i>c. Direct active travel links between north east communities, focussing on connecting communities and employment, education and community facilities, alongside those recreational routes which can also link up communities.</i></p> <p><i>d. Improved provision at junctions and crossing points for both cyclists and pedestrians.</i></p> <p><i>e. A requirement for new and upgraded roads and new developments to include enhanced non motorised user (NMU) provision.</i></p> <p><i>f. Work with Sustrans and Transport Scotland to develop the National Cycle Network to be predominantly off-road and to connect more communities along its route.</i></p>	<p>ACC is already working with NESTRANS to take this action forward and supports continued development of a high quality active travel network.</p>

AT 2 Continue to maintain and improve the Deeside Way and Formartine & Buchan Way as green transport corridors. Consideration should also be given to the creation of further green corridors when looking at segregated active travel provision on other links.	ACC is already working with NESTRANS to take this action forward and supports continued improvement of these any future identified green corridors.
AT 3 Increase the provision and quality of active travel facilities across the Region, in particular: <ul style="list-style-type: none"> <li>• <i>Signage, parking/storage (on and off public transport), tourist/leisure-friendly facilities;</i></li> <li>• <i>Improve quality of walking surfaces;</i></li> <li>• <i>Improved lighting; and</i></li> <li>• <i>Improved maintenance.</i></li> </ul>	ACC is already working with NESTRANS to take this action forward and supports continued development of a high quality active travel network.
<b>AT 4 Implement regional cycle hire schemes, which can include bike hire, eBike hire and cycle share schemes.</b>	ACC is already taking this action forward in the city and supports further development of it across the region.
AT 5 Extend and improve the walking network within all communities and the city to provide a high-quality walking environment with safe crossing points, seating and wayfinding, which emphasises the priority of active travel and encourages walking as the preferred option for short journeys.	ACC is already working with NESTRANS to take this action forward and supports continued development of it.
AT 6 All children should be provided with the opportunity to learn to ride a bike and support provided to those who do not have access to a bike in order to do so.	ACC is already taking forward this action with Bikeability training, work with Sport Aberdeen and the City's I-Bike officer and supports further development of this.
AT7 Work with partners, including Transport Scotland, Local Authorities, Sustrans and Paths for All to ensure the funding models for active travel improvements can help us deliver the priorities for the north east.	ACC supports this action to ensure funding models help the delivery of active travel projects across the north east region. ACC is already working with NESTRANS, Sustrans, Paths for all and others on the development and delivery of a range of active travel projects.
Rail	
RL 1 Due to the high proportions of long-distance business and leisure travel by rail to and from the north east, the highest priority should be investment in improving the quality of InterCity services, ensuring reliability and performance, adequate capacity and improved onboard facilities as well as reducing end-to-end journey times between key centres.	ACC supports this action and NESTRANS in further development of it.

RL2 The provision of improved access to the railway network by considering opportunities for additional stations, better integration of local services with InterCity and full access for all	ACC supports further development of this action and can support..
Rapid Transit	
<b>RT 1 Develop the principle of an Aberdeen Rapid Transit scheme, through the agreement of the Bus Alliance partners, with a view to an additional public transport option providing express service journey times, frequency and reliability to encourage a mode shift.</b>	<b>New project area in keeping with the Cross City Connections study which will require support of ACC to develop. However, ACC supports this inclusion and action</b>
<b>RT 2 Develop and deliver a bid to Transport Scotland's Bus Partnership Fund to take forward feasibility and business case development for two ART cross city corridors connecting Park &amp; Ride sites and the Airport with the City Centre.</b>	<b>New project area in keeping with the Cross City Connections study which will require support of ACC to develop. However, ACC supports this inclusion and action.</b>
<b>RT 3 Implement Aberdeen Rapid Transit connecting Craibstone/Airport/TECA to the south via the City Centre and Kingswells to Bridge of Don via Union Street.</b>	<b>New project area in keeping with the Cross City Connections study which will require support of ACC to develop. However, ACC supports this inclusion and action.</b>
<b>RT 4 Develop complementary bus priorities and city centre traffic management which improves the city centre environment whilst providing suitable priority for ART and buses.</b>	<b>In keeping with the Cross City Connections study, SUMP, CCMP and Roads Hierarchy Study and will require support of ACC to roll out. However, ACC supports this inclusion and action.</b>
<b>RT 5 Develop a suite of complementary measures including off-vehicle ticketing, high quality halts and interchanges, marketing and branding to emphasise the step-change additionality of the ART system.</b>	<b>In keeping with the Cross City Connections study and will require support of ACC to roll out. However, ACC supports this inclusion and action.</b>
Bus service	
BS 1 Continue to be a key partner of the North East Bus Alliance and ensure a strong partnership continues for the benefit of the north east.	ACC, as an active partner in the North East Bus Alliance is already working with NESTRANS to take this forward and supports further development of this.
BS 2 Develop and deliver the actions contained within the Bus Action Plan, in partnership with	ACC, as an active partner in the North East Bus Alliance, is already working with

the members of the North East Bus Alliance. Our priorities are set out below.

- *Bus journey times and reliability:*
  - **New bus priority (with a focus on providing continuous provision) on all key radial routes into the city and linking to Park & Ride provision and to support plans to develop Rapid Transit corridors (see chapter on Aberdeen Rapid Transit);**
  - *Support the City Centre Masterplan proposals to create a network of bus, cycle and local access only sections within the city centre, similar to that already introduced on Broad Street; and*
  - *Implement town centre improvements to improve priority for buses across Aberdeenshire.*
- *Information, marketing and promotion:*
  - *Roll out of digital timetables at bus stops, focussing initially on the priority radial corridors;*
  - *Continue to promote Park & Ride and undertake targeted promotion to encourage increased bus use through the Getabout brand; and*
  - *Better engage with the business community and major employers through travel planning initiatives (see chapter on Encouraging Behaviour Change).*
- *Fares and ticketing:*
  - *Further support the development of the GrassHOPPER integrated ticketing arrangement to develop online retail solutions, alternative ticket types, mobile and fares capping technology.*
- *Affordability and accessibility:*
  - *Explore options to reduce transport poverty by working in partnership with bus operators to look at fare structures, special fares and other incentives;*
  - *Continue to promote the Thistle Assistance Card; and*
  - *Continue to engage with disability groups to improve access for all.*
- *Interchange between bus services and with other modes:*
  - *Development of the network of Park & Ride and mini-interchange hubs across the region (see chapter on Park & Ride for further details);*
  - *Improvement to links and accessibility between and within Aberdeen Rail Station, Aberdeen*

NESTRANS to take this action forward and supports further development of this.

**With regards to new bus priority to support rapid transit, this is a new project area in keeping with the Cross City Connections study which will require support of ACC to develop. However, ACC supports this inclusion and action.**

<p><i>Bus Station and the Ferry terminal creating a single navigable hub, easily accessible by active travel modes; and</i></p> <ul style="list-style-type: none"> <li>- <i>Enhanced provision for carriage of bikes on buses.</i></li> <li>• <i>Bus stop infrastructure:</i> <ul style="list-style-type: none"> <li>- <i>Work with the two local authorities to upgrade bus stop infrastructure across the region to ensure it is fit for purpose, safe and accessible.</i></li> </ul> </li> <li>• <i>Quality of the vehicles:</i> <ul style="list-style-type: none"> <li>- <i>Work with the bus operators to increase the proportion of the bus fleet operating with low emission vehicles; and</i></li> <li>- <i>Work with bus operators, bus users and communities to ensure accessibility needs are met across the bus network.</i></li> </ul> </li> </ul>	
<p>BS 3 The Bus Action Plan is a rolling 5-year action plan and we will continue to monitor, review and update progress through the Bus Alliance.</p>	<p>ACC, as an active partner in the North East Bus Alliance is already working with NESTRANS to take this action forward and supports further development of it.</p>
<p>BS 4 Work through the Bus Alliance to develop Bus Service Improvement Partnership agreement(s) based on a package of infrastructure and service improvements and commitments to be delivered by both public sector and bus operator partners. Corridor studies, in line with the principles of STAG will be used to identify appropriate infrastructure measures to feed into these agreements. Work has already started on the Westhill to Aberdeen corridor looking at both Queens Road and the Lang Stracht and a multi-modal corridor study is also ongoing looking at Wellington Road corridor. The next corridor to be looked at will be from Ellon to Robert Gordon's University via King Street and Holburn Street. Similar studies will then be progressed on the remaining radial corridors into Aberdeen.</p>	<p>ACC, as an active partner in the North East Bus Alliance is already working with NESTRANS to take this action forward and supports further development of it.</p>
<p>BS 5 Submit a bid, alongside partners of the North East Bus Alliance, to the Scottish Government's Bus Partnership Fund to secure funding for the delivery of improvements to bus services and infrastructure.</p>	<p>ACC, as an active partner in the North East Bus Alliance is already working with NESTRANS to take this action forward and supports further development of it.</p>
<p>BS 6 Lobby Scottish Ministers to continue their support for bus passengers across Scotland, beyond the Bus Partnership Fund, through</p>	<p>ACC supports NESTRANS in taking this action forward.</p>

enhanced capital and revenue funding, as set out in the National Transport Strategy	
Park and Ride	
<b>PR 1 In order to maximise the benefits that could be afforded by Park &amp; Ride, we need to deliver bus journey times that are competitive to the car in terms of frequency, journey speeds and reliability. Aberdeen Rapid Transit is Nestrans' priority to deliver this and we will work through the North East Bus Alliance to deliver a network of rapid transit corridors anchored by the ring of Park &amp; Ride sites currently in existence. This is covered in more detail under chapters 'Aberdeen Rapid Transit' and 'Improving the Region's Bus Network'.</b>	<b>Rapid transit is a new project area in keeping with the Cross City Connections study which will require support of ACC to develop. However, ACC supports this inclusion and action.</b>
PR 2 Although there is currently a small Park & Ride facility at Newtonhill (provided by the developer of the town of Chapelton), a high-quality Park & Ride facility to the south of Aberdeen at Portlethen is still a priority. A site to the south of Aberdeen was identified in the previous RTS and the Scottish Government's Strategic Transport Projects Review. We will work with Transport Scotland and Aberdeenshire Council to ensure delivery of this facility alongside significant bus priority measures on the corridor into Aberdeen and a Bus Service Improvement Partnership agreement to ensure attractive journey times and service provision are integral to the design and development of this facility.	Despite the fact that this facility is in Aberdeenshire, ACC recognises the benefits of a high quality park and ride on the south side to serve the city and supports NESTRANS' continued commitment to delivering the site and the supporting infrastructure. ACC supports this action.
PR 3 Work with both Aberdeen City Council and Aberdeenshire Council to ensure that we optimise the use of Park & Ride facilities across the region.	ACC is already working with NESTRANS to take this action forward and supports continued development of this.
PR 4 Bus priority measures need to be complemented by city centre parking policies which make Park & Ride a more attractive option than driving and parking in the city centre. This in turn also needs to be matched by investment in high quality, low emission vehicles; information, ticketing and promotion and we will work with both councils and bus operators to ensure wider policies support the success of the Park & Ride network. This is critical as we strive to reduce emissions, improve local air quality and improve accessibility for all.	ACC is already working with NESTRANS to take this action forward and supports continued development of this.



<p>PR 5 Nestrans will support Aberdeenshire Council in the expansion of the network of mini interchange hubs to improve accessibility in rural areas. These will allow people in more rural parts of the region to access the mainline bus network either by car, feeder bus services, demand responsive transport services or by cycling and walking. Future locations will include Crathes and Oldmeldrum.</p>	<p>ACC recognises that this would be beneficial for the region so supports this.</p>
<p>PR 6 We will work with ScotRail to develop travel plans for all rail stations in the north east to identify capacity constraints and requirements for expanded parking facilities in the context of access by all modes and in line with the Sustainable Travel Hierarchy. Options for improved management of existing spaces for rail users should also be considered</p>	<p>ACC is already supporting NESTRANS in taking this action forward and supports continued development of this.</p>
<p>Managing Demand</p>	
<p>MD 1 Agree with partners and embody in policy documents, the principle that we cannot (and should not) attempt to predict and provide, which results in building transport infrastructure to accommodate the unlimited demands of development and individuals' desire to travel. Investment should instead be in line with the sustainable transport and investment hierarchies and new development located in areas and designed in ways that facilitate movement by active travel and public transport.</p>	<p>ACC supports this action and continues to reflect this in its LTS and daughter documents such as the Roads Hierarchy study, SUMP and Active Travel Action Plan</p>
<p><b>MD 2 Identify the most appropriate charging regimes in and around Aberdeen, such as Workplace Parking Levies or other charging options, which could manage the demand for travel and provide revenue to support a step change in transport provision in support of the objectives of this Strategy.</b></p>	<p><b>A new concept for the City but one facilitated through the Transport (Scotland) Act 2019. ACC supports this action, further investigation of this and working with NESTRANS to do so.</b></p>
<p>MD 3 Work with local authorities to develop car parking policies which contribute towards mode shift and a fairer system of payments to reflect the impact of traffic on urban areas and the need to offer alternatives to the car. In Aberdeen city centre the car parking strategy needs to incorporate charging, enforcement and extension of controls to ensure it delivers on demand management policies and supports sustainable travel choices. Parking policies also need to support the vitality of the city and town centres by ensuring access and turnover of spaces.</p>	<p>ACC is currently working on a Car Parking Framework following the undertaking of a strategic car parking review, so supports this action.</p>

<p>MD 4 Review the allocation of roadspace within Aberdeen and other towns to provide protection to vulnerable road users and to enhance journey times for public transport in line with the travel hierarchy</p>	<p>ACC is already taking this forward with support from NESTRANS and supports this action and further development of this. This work is being taken forward through by ACC through ACTRAP, Spaces for People, SUMP, CCMP, and Roads Hierarchy Study.</p>
<p>Reducing Emissions</p>	
<p>RE 1 Work to deliver substantial mode shift away from the private car to more sustainable modes including public transport, cycling and walking. This is addressed in more detail under the policy headings 'Improving the region's bus network'; 'Aberdeen Rapid Transit'; 'Maximising the benefits of Park &amp; Ride'; and 'Increasing the number of people travelling actively for health and the environment'. Significant mode shift will have substantial benefits for reducing carbon and other pollutants. Cars and LGVs are responsible for the majority of emissions from road transport.</p>	<p>ACC is already working with NESTRANS to take this action forward and supports this action and further development of it.</p>
<p>RE 2 Work with partners in planning, economic development, health and education, as well as the wider business community, to reduce the need to travel, including support for digital working strategies and virtual health appointments</p>	<p>ACC is already working with NESTRANS to take this action forward and supports this action and further development of it.</p>
<p>RE 3 Support Aberdeen City Council in the delivery of its City Centre Masterplan and Roads Hierarchy proposals to dissuade through traffic from city routes and substantially reduce traffic in the city centre. Work with Aberdeenshire Council to reduce car traffic in key town centres across the region.</p>	<p>ACC is already taking this action forward with support from NESTRANS so supports this action and is committed to further development of it.</p>
<p>RE 4 Support Aberdeen City Council in the delivery of a Low Emission Zone in Aberdeen City Centre with the primary focus to reduce levels of vehicle emissions that are harmful to human health.</p>	<p>ACC is already taking this forward with support from NESTRANS so supports this action and is committed to further development of it.</p>
<p>RE 5 Work with partners to extend the network of publicly available electric vehicle charging points across the region, facilitating a move away from petrol/diesel to zero emission transport.</p>	<p>ACC is already taking this forward with support from NESTRANS so supports this action and is committed to further development of it. Currently developing our own EV Framework.</p>

RE 6 Enable the region to be an exemplar for hydrogen transport by working with partners to increase the number of hydrogen refuelling stations across the region and unlocking the potential for future expansion of the hydrogen vehicle fleet, including buses, HGVs, cars, vans, ships and trains.	ACC is already taking this action forward with support from NESTRANS so supports this action and is committed to further development of it. Currently have our own hydrogen strategy.
RE 7 Work with bus operators to fully decarbonise the bus fleet by 2035. This will also have substantial benefits for air quality as buses are significant emitters of NO2 and PM10. There are substantial challenges for the bus industry in achieving this and we will lobby the Scottish Government for the appropriate financial support to achieve this. The initial focus of this will be on ensuring that services running on key radial corridors into the city, linked to Park & Rides, are operated by ULEVs. More marginal services in rural areas will be more challenging and the priority will be to maintain bus service provision. However, where services are tendered by the local authorities, we will work to ensure that limiting emissions levels of vehicles being used to provide these services are a component of the tendering process.	ACC is already supporting NESTRANS in taking this action forward and supports continued development of this
RE 8 Work to ensure full decarbonisation of council, car-club, taxi and other community planning and Getabout partner vehicle fleets within the period of this Strategy, with significant progress by 2030.	ACC is already taking this action forward for its fleet and supports NESTRANS in this, supports this action and would support further development of this.
RE 9 Support the Scottish Government's commitment to the decarbonisation of rail services in the north east e.g. battery, hybrid or hydrogen technology or electrification by 2035.	ACC supports this action and further development of this.
RE 10 Ensure that the north east is open to opportunities to pilot new technologies for alternative fuels for modes such as rail, air, coach, shipping and freight, positioning the region at the forefront of alternative energy technology developments.	ACC is already taking this action forward with support from NESTRANS so supports this action and further development of it.
Behaviour Change	
BC 1 Continue to support the Getabout Partnership and development and roll out of a Regional Sustainable Travel Promotion Strategy to encourage people to travel by active and sustainable modes.	ACC is already an active partner in Getabout so supports this action , is working with NESTRANS to take it forward and would support further development of.
BC 2 Continue to use the Getabout sustainable travel brand to promote cultural and behaviour	ACC is already an active partner in Getabout, is working

change initiatives across the north east with innovative awareness campaigns and incentives to more sustainable travel methods.	with NESTRANS to take forward this action and would support further development of it.
BC 3 Encourage and support more organisations to develop and implement travel plans.	ACC is already working with NESTRANS to take forward this action and supports further development of it. Also enables this through the Planning Process under its role as Planning Authority.
BC 4 Continue to support the Nestrans Sustainable Travel Grant to help organisations promote and encourage active and sustainable travel.	ACC continues to support this and to promote it
BC 5 Continue to support The Travel Know How Scotland website and toolkit.	ACC continues to support this and to promote it
BC 6 Use a wide range of media and marketing techniques to promote and support developments to the transport network across the north east in order to increase awareness and maximise benefits.	ACC is already working with NESTRANS to take forward this action and supports further development of it.
BC 7 Utilise increased access to data and enhanced digital capabilities to improve provision of information on journey options, live journey updates, ticketing and interchange information to inform journey choices, inform users about their journey both prior to and during the journey itself and enable monitoring of travel behaviours and trends.	ACC is already working with NESTRANS to take forward this action and supports further development of it.
BC 8 Conduct a region-wide travel survey to provide comprehensive data on how people in the North East of Scotland travel and how they potentially could travel in the future. This will allow Nestrans to focus our work on removing barriers to sustainable travel and improving walking, cycling and public transport in the North East as well as providing us with a baseline from which to monitor delivery of the Regional Transport Strategy.	ACC is already working with NESTRANS to take forward this action and supports further development of it.
Maintenance and Improvement	
RD 1 The Scottish Government has already committed to the dualling of the A96 from Aberdeento Inverness to be delivered by 2030. Significant work has already been undertaken in the selection of a preferred route. Nestrans will continue to work closely with Transport Scotland and their consultants to ensure delivery of this, including grade-separation of junctions, to support the objectives of the Regional Economic	ACC supports this action and is already engaging with Transport Scotland around this. ACC supports further development of this and NESTRANS in doing so.

Strategy and to provide quicker and more reliable journey times by road to Inverness.	
RD 2 A90(N) and Ellon to Peterhead and Fraserburgh route action: <i>a) Dualling the Ellon bypass to Toll of Birness including upgrades to roundabouts;</i> <i>b) Junction upgrade at Toll of Birness to an at-grade roundabout;</i> <i>c) Provision of sections of 2+1 lanes on the A90(N) and A952 between Toll of Birness and Peterhead &amp; Fraserburgh; and</i> <i>d) Targeted safety improvements to the A952, including a roundabout at Cortes junction. Initial STAG appraisal work has already been carried out to identify and assess the options on this section of the corridor. This strategy will build on the initial work to further develop and deliver a preferred option for each of the above, taking into account the results of the appraisal carried out to date, in particular the environmental constraints associated with the crossing of the River Ythan which has designated areas of nature conservation associated with its estuarial waters and should be protected.</i>	ACC recognises that this would be beneficial for the region so supports this action.
RD 3 A92/A90(S) Aberdeen to Perth route action: <i>a) Upgrade to modern dual carriageway standard including a strategy of grade separation of junctions;</i> <i>b) Work with Tactran to press for a bypass of Dundee; and</i> <i>c) Safety improvements and removing pinchpoints on the A92 coast road between Stonehaven and Montrose.</i>	ACC supports this action and further development of it.
RD 4 A947 Aberdeen to Banff and Macduff route action to deliver safety and operational efficiency improvements.	ACC is already working with NESTRANS to take forward this action and supports further development of it.
RD 5 A98 Aberdeenshire / Moray boundary to Fraserburgh route action to deliver safety and operational efficiency improvements.	ACC recognises that this would be beneficial for the region so supports this action.
RD 6 A92 Blackdog to Stonehaven route action to deliver safety and operational efficiency improvements including at Bridge of Dee, improvements on Wellington Road, and access upgrades to Aberdeen South Harbour.	ACC is already working with NESTRANS to take forward this action and supports further development of it.
RD 7 Remainder of A96 to be upgraded to modern dual-carriageway standards, including grade separated junctions.	ACC supports this action and is already engaging with Transport Scotland around this. ACC supports further

	development of this and NESTRANS in doing so.
RD 8 A944 route action measures to deliver safety and operational efficiency improvements.	ACC is already working with NESTRANS to take forward this action and supports further development of it.
RD 9 A93 route action measures to deliver safety and operational efficiency improvements.	ACC is already working with NESTRANS to take forward this action and supports further development of it.
RD 10 Monitor and alleviate pinch points on the network to improve journey reliability where appropriate and in line with sustainable travel and investment hierarchy.	ACC is already working with NESTRANS to take forward this action and supports further development of it.
RD 11 Work with the Councils and Scottish Government to seek an appropriate funding mechanism to mitigate the cumulative impacts of development on the transport network.	ACC is already working with NESTRANS to take forward this action and supports further development of it.
RD 12 Consolidated asset management and prioritisation system: a) <i>Increased investment in maintenance of the existing road network;</i> b) <i>Review of structure lifecycles and prioritisation of improvements;</i> c) <i>Address weight and height restricted bridges;</i> d) <i>Improved adaptability to climate change; and</i> e) <i>Effective routine and cyclical maintenance of active travel infrastructure.</i>	ACC is already working with NESTRANS to take forward this action and supports further development of it.
Freight	
FR 1 To continue to facilitate a North East Freight Forum to provide a voice for freight interests and an avenue for dialogue between business and decision-makers.	ACC is already an active partner in this, is working with NESTRANS to take forward this action and supports further development of it.
FR 2 To continue to develop freight routes and provide freight information to support logistics companies in making efficient and effective decisions benefiting their businesses and the region.	ACC is working with NESTRANS to take forward this action and supports further development of it.
FR 3 To provide opportunities and facilities to enable a mode shift from road-based freight to sea or rail, where appropriate and efficient, including access to ports and railheads as well as adequate railfreight facilities.	ACC is working with NESTRANS to take forward this action and supports further development of it.
FR 4 To support the development of connections from Craiginches Rail Freight terminal to Aberdeen South Harbour, recognising the potential future importance of the movement of goods between the two.	ACC is working with NESTRANS to take forward this action and supports further development of it.

FR 5 To promote the opportunities for less environmentally damaging practices, by supporting the use of cleaner vehicles such as through the ECO Stars programme, encouraging mode shift to railfreight or maritime where appropriate, break bulk and effective last mile solutions where there is a demonstrated need.	ACC is working with NESTRANS to take forward this action and supports further development of it.
FR 6 Support the uptake of cargo bikes and alternatively fuelled smaller vehicles for shorter distance internal freight movements within the region.	ACC is working with NESTRANS to take forward this action and supports further development of it.
<b>Air and Sea Connections</b>	
AS 1 Nestrans will continue to work closely with Aberdeen International Airport to maintain and enhance connectivity to international hubs (particularly London Heathrow, Amsterdam Schiphol and Paris Charles de Gaulle).	ACC supports this action and NESTRANS in further development of it
AS 2 We will also support Aberdeen International Airport in its call to level the playing field in terms of Air Passenger Duty in order to support the regional economy of the north east.	ACC supports this action and NESTRANS in further development of it
AS 3 We will work in partnership with Hitrans, ZetTrans, the Scottish Government and others to maintain and enhance lifeline maritime and air services serving Aberdeen and connections to Orkney and Shetland.	ACC supports this action and NESTRANS in further development of it
AS 4 In line with the Regional Economic Strategy for the north east, Nestrans supports the continued investment in the development of our ports and harbours (Aberdeen, Peterhead, Fraserburgh and Macduff) and the Aberdeen Harbour expansion. We will continue to work with partners to ensure the transport needs and implications of such developments are fully considered.	ACC is working with NESTRANS to take forward this action and supports further development of it
AS 5 We will work with Aberdeen International Airport and the relevant Harbour authorities to reduce their carbon emissions and to identify opportunities for the testing and roll out of new technologies to reduce carbon emissions from air and sea.	ACC supports this action and NESTRANS in further development of it
AS 6 We will work with Aberdeen Airport and Aberdeen Harbour to develop Surface Access Strategies for Airport and ferry / cruise ports to maximise opportunities for sustainable travel and to improve access for all.	ACC supports this action and NESTRANS in further development of it
AS 7 In terms of road access, we will work to improve access to all regional ports through journey time, safety and reliability	ACC is working with NESTRANS to take forward this

improvements. These are addressed in more detail under the chapters Facilitating the Movement of Freight and Maintaining and Improving the Region's Road Network.	action and supports further development of it.
<b>Road safety</b>	
RS 1 Nestrans will work with local authorities, Police Scotland and others through the Road Casualty Reduction Partnership, Road Safety North East Scotland, to prioritise safety within transport policy and seek to achieve ambitious targets for reducing casualties and eradicating fatalities in our transport systems.	ACC is working with NESTRANS to take forward this action and supports further development of it.
RS 2 Nestrans will support work to deliver the outcomes of the North East Road Casualty Reduction Strategy focussed around the five key themes of Education, Enforcement, Engineering Encouragement and Evaluation.	ACC is working with NESTRANS to take forward this action and supports further development of it.
RS 3 Nestrans will work with partners to deliver safe cycling and walking opportunities, by consistent application of the Sustainable Travel Hierarchy, putting the needs of pedestrians and cyclists first. We will work with partners including the local authorities, Sustrans and others to deliver traffic calming and other measures to enhance safety across our networks.	ACC is already taking this action forward with support from NESTRANS so supports this action and further development of it
RS 4 We will identify routes and locations where enhancements could contribute towards fewer collisions or result in less severe injuries. This will include priority routes identified in the section on Maintaining our Road Network and at individual locations where risks have been noted or collisions have occurred.	ACC is working with NESTRANS to take forward this action and supports further development of it.
RS 5 Work with partners to deliver enhancements which can contribute towards safer and more attractive environments, particularly for pedestrians and cyclists. This will include 20mph areas in urban areas, implementation of crossings and traffic calming, and identifying Safe Routes to Schools, including the potential for traffic-free periods around schools.	ACC is already taking this action forward with support from NESTRANS so supports this action and further development of it
RS 6 Work with bus and rail operators as well as the British Transport Police to improve safety and security for public transport users.	ACC supports this action and NESTRANS in further development of it
<b>Rural Areas</b>	
RU 1 Building on the work that Aberdeenshire Council has done to review fixed route and demand responsive transport provision in the area, undertake a rural accessibility audit to better understand which areas are most likely to	ACC recognises that this would be beneficial for the region so supports this action.



experience poor levels of accessibility and to establish appropriate levels of connectivity across all of Aberdeen and Aberdeenshire, based on settlement type.	
RU 2 Use this analysis to identify a baseline level of connectivity into and between settlements by modes other than the car. Aim to establish a 'connectivity guarantee' for each settlement identifying appropriate levels of connectivity into and between smaller towns and villages as well as connecting to mainline services connecting with Aberdeen. Use this information to prioritise improvements to those communities experiencing the lowest levels of accessibility.	ACC recognises that this would be beneficial for the region so supports this action.
RU 3 Work with Aberdeenshire Council to expand and enhance the network of mini-interchange hubs across the region with the aim of providing the opportunity for local bus, DRT, community transport services, cyclists and pedestrians as well as car drivers to feed into mainline bus services.	ACC recognises that this would be beneficial for the region so supports this action.
RU 4 Explore opportunities to develop an enhanced demand responsive transport network, open to all, that expands provision for journeys to work and education as well as shopping, health and social trips.	ACC recognises that this would be beneficial for the region so supports this action.
RU 5 Encourage and facilitate the trial of new models of rural public transport provision, including demand responsive transport, MaaS, new start entrepreneurs and community led initiatives, maximising technological and digital opportunities.	ACC recognises that this would be beneficial for the region so supports this action.
RU 6 Work with partners at a local and national level to determine how to provide more stability and increased funding support to community transport providers, including whether changes in legislation are required to encourage new entrants to the public transport market (including taxi operation or small companies providing local services).	ACC recognises that this would be beneficial for the region so supports this action.
RU 7 Support active travel (walking and cycling) improvements focussed around community accessibility and lobby Sustrans and Transport Scotland to relax inappropriate standards for rural areas, where value for money considerations may enable more appropriate interventions to upgrade walking and cycling opportunities.	ACC recognises that this would be beneficial for the region so supports this action.
Access to Health	

HE 1 Continue to work with partners, including the NHS, Health and Social Care Partnership, Scottish Ambulance Service, Community Transport Association and Local Authorities, to further develop and deliver the Health and Transport Action Plan.	ACC is working with NESTRANS to take forward this action and supports further development of it.
HE 2 Continue to work with our partners in the Health and Transport Action Plan to provide advice, guidance and support for people accessing appointments whether travelling to a hospital or GP or accessing an E-clinic, telephone or video appointment.	ACC, as an active partner in the Health and Transport Action Plan and supports further development of this.
HE 3 Continue support for THInC, to provide advice and sign posting for transport to health and social care appointments.	ACC is working with NESTRANS to take forward this action and supports further development of it.
HE 4 Lobby to raise the profile of access to health issues at a national level, the need for a more consistent approach and for greater financial support for transport to health services, including support for community transport operators and volunteer drivers.	ACC supports this action and NESTRANS in further development of it
<b>Affordability of transport</b>	
AF 1 Work with bus operators and local authorities, through the North East Bus Alliance, to expand the availability of fares capping technology across all bus services in the north east, providing passengers with a guarantee that they will always pay the best price for their travel. First in Aberdeen already offer 'Tap and Cap' payments across their fleet ensuring that no matter how many times a passenger uses their services, they will only pay the cost of a day or weekly ticket.	ACC is an active partner in the North East Bus Alliance and supports further development of this action.
<b>AF 2 Investigate the opportunities for mainstreaming Mobility as a Service (MaaS) measures to consolidate the costs of travel and ensure the best price is paid, focussing on integration across different modes of travel.</b>	<b>ACC has already begun looking into this so supports this action and NESTRANS in further development of it</b>
<b>AF 3 Work with transport operators, local and national government to promote and publicise the availability of fares capping and MaaS products as well as the various concessionary fares and discount schemes, such as the Young Scot Card and TaxiCard, available to ensure passengers are aware of and able to access the best value fares for their journey.</b>	<b>ACC has already begun looking into this so supports this action and NESTRANS in further development of it</b>

<p>AF 4 Work with partners, including Community Planning Partners, the Chamber of Commerce and others to promote the concessionary schemes, rail cards and other promotional tickets that are available and lobby to address anomalies in rail fares structures that may act as a disincentive to using rail.</p>	<p>ACC supports this action and NESTRANS in further development of it</p>
<p>AF 5 Work within the legislation of the Transport (Scotland) Act to influence fares through Bus Service Improvement Partnership agreements.</p>	<p>ACC supports this action and NESTRANS in further development of it</p>
<p>AF 6 Lobby the Councils to ring fence income generated through bus lane enforcement cameras and any other future demand management measures, for the improvement of local bus services across the region.</p>	<p>ACC already ring-fences monies collected through its Bus Lane Enforcement scheme for transport schemes. This funding can only be used for projects identified as helping to meet the objectives of the LTS as per the requirements of the Bus Lane Contraventions (Charges, Adjudication and Enforcement) (Scotland) Regulations 2011 so cannot be used automatically for local bus services alone. It is reported on annually. ACC supports this action and further development of it.</p>
<p>Access for all</p>	
<p>AA 1 A programme of access for all improvements at all key public transport points, and within urban areas and town centres, to benefit those who have mobility difficulties.</p> <p><i>a. All rail stations across the region to be fully accessible, with ramp / lift access, help points, appropriate lighting and information provision.</i></p> <p><i>b. Work with Aberdeen City Council and the owners of Aberdeen Bus station to upgrade facilities to include enhanced waiting facilities, seating, information and support staff where appropriate.</i></p> <p><i>c. Improve connections between Aberdeen Bus and Rail Stations, the Ferry terminal and Union Street with a focus on improving accessibility for those with disabilities.</i></p> <p><i>d. Improve the access and provision of interchange sites within town centres in Aberdeenshire.</i></p> <p><i>e. Improve the access and provision of interchange sites within Aberdeen City,</i></p>	<p>ACC is working with NESTRANS to take forward this action and supports further development of it. Work is currently ongoing to improve the main Aberdeen rail station and ACC supports this and further developments.</p>

<p><i>particularly Union Street and Aberdeen Royal Infirmary bus interchange.</i></p> <p><i>f. Upgrade facilities at Peterhead bus station to improve access and operation of services within the site.</i></p> <p><i>g. Upgrade facilities at Fraserburgh bus station to improve access and operation of services within the site.</i></p>	
AA 2 Work with partners including transport operators, Transport Scotland, Local Authorities and Traveline Scotland to provide more disability relevant transport information and information in accessible formats.	ACC supports this action and NESTRANS in further development of it
AA 3 Work with bus operators and local authority partners to improve the punctuality and reliability of bus services in order to make this a more reliable mode of transport, thus reducing levels of uncertainty and anxiety for many when travelling (further details on this are contained within the chapter 'improving the region's bus network').	ACC, as an active partner in the North East Bus Alliance is already working with NESTRANS to take this forward and supports further development of this.
AA 4 Explore technological solutions to removing some of the barriers to travel that are experienced and to enhance provision of information and facilities. For example, audio and visual messaging and pedestrian crossings operated by linking to a mobile phone. Although not everyone has access to a mobile phone, it can play a significant role in providing information and assistance at a personal level.	ACC supports this action and NESTRANS in further development of it
AA 5 Placemaking in town and city centres with a focus on removing traffic and reducing traffic speeds to enhance provision and space available for pedestrians. This will help to reduce conflict between modes, improve actual and perceived safety and reduce noise pollution which can cause difficulties for some.	ACC is already taking this action forward with support from NESTRANS so supports this action and further development of it
AA 6 Work with partners, including groups representing the range of protected characteristics, to better understand the needs of people who find it difficult to access the transport network, in order to better inform design and decision making.	ACC is already taking this action forward with support from NESTRANS so supports this action and further development of it
AA 7 Continue to support and promote the Thistle Assistance card, to help people with additional needs feel more confident to use public transport	ACC supports this action and NESTRANS in further development of it
Planning and Designing Places	
PP 1 Provide support and input to the development planning process at a national,	As Planning Authority ACC is already taking this action

regional and local level, in line with the key priorities of this strategy.	forward with support from NESTRANS so supports this action and further development of it
PP 2 Support local planning authorities in adopting planning policies, supplementary guidance and design standards which complement this strategy, by promoting successful places and sustainable communities, well served by a range of transport options and reflecting the Town Centres First principle.	As Planning Authority ACC is already taking this action forward with support from NESTRANS so supports this action and further development of it
PP 3 Produce a Regional Travel Planning Strategy in conjunction with Councils, including planning colleagues, providing guidance and a framework within which measures to ensure an adequate choice and mode split can be demonstrated.	ACC is already working with NESTRANS to take forward this action and supports further development of.
PP 4 We will support Placemaking principles, creating environments for people which are not dominated by traffic in town and city centres, residential areas and communities as well as other places where people will want to walk, linger and visit.	ACC is already taking this action forward with support from NESTRANS so supports this action and further development of it
New technologies	
NT 1 Support local authority partners in the delivery of the Smart City Strategy action plan and City Region Deal digital connectivity workstream.	ACC is already taking this action forward with support from NESTRANS so supports this action and further development of it
NT 2 Identify opportunities, in partnership with the Councils and bus operators, to use City Management Operations and the data sensor network to enhance priority for public transport, for example through signal control junctions, early identification and management of congestion and appropriate routing of traffic.	ACC is already taking this action forward with support from NESTRANS so supports this action and further development of it
<b>NT 3 Identify opportunities for products, supported by enhancements in digital capabilities, to improve the operation and passenger experience of using public transport and sustainable modes, considering the benefits that MaaS principles and technology can bring.</b>	<b>ACC has already begun looking into this so supports this action and NESTRANS in further development of it</b>
<b>NT 4 Support and facilitate the introduction of trials of new and emerging transport technologies in the region e.g. Connected and Autonomous Vehicles.</b>	<b>New project area which will require support of ACC to develop in the City as the Council is Roads Authority. However, ACC supports this inclusion and action</b>

<p>NT 5 Work with Community Planning Partnerships, our partner local authorities and Universities to identify the potential for and provide support to enhanced awareness around opportunities and future skills in the transport sector.</p>	<p>ACC is working with NESTRANS to take forward this action and supports further development of it.</p>
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**Appendix F – Cross check to ensure that City Region Deal (CRD) Strategic Transport Appraisal (STA) Options have been transposed into the draft NESTRANS Regional Transport Strategy**

The following table lists the 29 Fully Appraised Options from the CRD STA Draft Preliminary Options Appraisal plus the 7 additional options (not appraised) for consideration in the Regional Transport Strategy and cross-checks whether they have been incorporated into the draft RTS, identifying the appropriate corresponding RTS action. It also includes the two additional proposed Options by ACC.

<b>Fully Appraised Options from Draft Preliminary Options Appraisal</b>					
<b>Option</b>	<b>Corresponding RTS Action</b>	<b>Corresponding Local Outcome Improvement Plan Stretch Outcome</b>	<b>Corresponding Regional Economic Strategy</b>	<b>Corresponding Local Transport Strategy (2016-2021) Objectives</b>	<b>Corresponding Net Zero Vision Strategic Infrastructure Plan – Energy Transition Project</b>
1. Upgrade existing active travel routes	AT1	1,4,5,6,7,11,14,15	Infrastructure Action iv, vi, vii, viii	AWPR Objective Road, Carriageway and Footway Maintenance Objective Lighting Maintenance Objective Flooding Objective Traffic Management and Road Safety Objective Air Quality Objective Noise Objective Land Use Planning Objective Travel Planning Objective Climate Change Objective Biodiversity Objective Walking Objective Cycling Objective Road Improvements Objective Public Realm/ SUMP Objective	Active travel Superhighways  Pedestrianisation of city centre  Zero Emissions Corridor, hydrogen bus fleet and bus corridors with informatics  Net Zero Carbon Declaration

2. Increase provision and quality of active travel routes across the region	AT3	1,4,5,6,7,11,14,15	Infrastructure Action iv, vi, vii, viii	AWPR Objective Lighting Maintenance Objective Flooding Objective Car Parking Objective Traffic Management and Road Safety Objective Air Quality Objective Noise Objective Land Use Planning Objective Travel Planning Objective School Travel/ Young People Objective Climate Change Objective Biodiversity Objective Walking Objective Cycling Objective Road Improvements Objective Public Realm/ SUMP Objective	Active travel Superhighways  Pedestrianisation of city centre  Zero Emissions Corridor, hydrogen bus fleet and bus corridors with informatics  Net Zero Carbon Declaration
3. Implement regional cycle hire scheme	AT4	1,4,5,6,7,11,14,15	Infrastructure Action iv, vi, viii	Car Parking Objective Air Quality Objective Noise Objective Travel Planning Objective Climate change Objective Biodiversity Objective Walking Objective Cycling Objective Public Realm/ SUMP Objective	Active travel superhighways  Pedestrianisation of city centre  Zero Emissions Corridor, hydrogen bus fleet and bus corridors with informatics  Net Zero Carbon Declaration
4. Softer Measures to encourage active travel	BC1/BC2	4,5,6,7,11,14,15	Infrastructure Action iv	Traffic Management and Road Safety Objective Air Quality Objective Travel Planning Objective Travel Information and Awareness Objective School Travel/ Young People Objective Climate Change Objective	Active travel superhighways  Pedestrianisation of city centre Zero Emissions Corridor, hydrogen bus fleet and bus corridors with informatics



				Biodiversity Objective Walking Objective Cycling Objective	Net Zero Carbon Declaration
5. Improve bus services and network	B2	1,4,5,6,7,11,14 ,	Infrastructure Action iv, vi, vii, viii	AWPR Objective Car Parking Objective Traffic Management and Road Safety Objective Air Quality Objective Land Use Planning Objective Travel Planning Objective Ultra-low Emission Vehicle Objective School Travel/ Young people Objective Climate Change Objective Bus Objective Rapid Transit Objective Road Improvements Objective Public Realm/ SUMP Objective	Electric Vehicle and Car Clubs  Pedestrianisation of city centre  Zero Emissions Corridor, hydrogen bus fleet and bus corridors with informatics  Electric charging points  Replacement of vehicles with hydrogen vehicles  Net Zero Carbon Declaration  Hydrogen, production and storage hub, transport
6. Demand responsive services	RU4/RU5	1,4,5,6,7,11,14 ,	Infrastructure Action iv	Community and Demand Responsive Transport Objective Air Quality Objective Travel Planning Objective	Replacement of vehicles with hydrogen vehicles  Hydrogen, production and storage hub, transport
7. New railway stations on existing lines	RL2	1,4,5,6,7,11,14	Infrastructure Action iv, v, vi, vii	Rail Objective Air Quality Objective Land Use Planning Objective Travel Planning Objective Climate Change Objective	Pedestrianisation of city centre
8. New railway lines and	Identified as longer term	1,4,5,6,7,11,14	Infrastructure Action iv, v, vii	Rail Objective Air Quality Objective Land Use Planning Objective	Pedestrianisation of city centre

associated stations	action at present			Travel Planning Objective Climate Change Objective	
9. Strategic Public Transport Corridor Scheme(s)	RT1/RT3	1,4,5,6,7,11,14	Infrastructure Action iv, vii, viii	AWPR Objective Traffic Management and Road Safety Objective Enforcement Objective Air Quality Objective Travel Planning Objective Ultra-low Emission Vehicle Objective Climate Change Objective Bus Objective Rapid Transit Objective Roads Improvements Objective Public Realm/ SUMP Objective	Pedestrianisation of city centre  Zero Emissions Corridor, hydrogen bus fleet and bus corridors with informatics  Replacement of vehicles with hydrogen vehicles  Net Zero Carbon Declaration  Hydrogen, production and storage hub, transport
10. Park & Ride Facilities	B2/PR1	14	Infrastructure Action iv, v, vii, viii	AWPR Objective Car Parking Objective Air Quality Objective Land Use Planning Objective Travel Planning Objective Car Sharing Objective Ultra-low Emission Vehicle Objective Climate change Objective Cycling Objective Bus Objective Rapid Transit Objective Public Realm/ SUMP Objective	Electric Vehicle and Car Clubs  Pedestrianisation of city centre  Zero Emissions Corridor, hydrogen bus fleet and bus corridors with informatics  Electric charging points  Replacement of vehicles with hydrogen vehicles  Net Zero Carbon Declaration  Hydrogen, production and storage hub, transport

11. Improved Transport Hub	B2	1,4,5,6,7,11,14,15	Infrastructure Action iv, vii, viii	Car Parking Objective Air Quality Objective Land Use Planning Objective Travel Planning Objective Car sharing Objective Car club Objective Ultra-Low Emission Vehicle Objective Climate Change Objective Cycling Objective Bus Objective Rapid Transit Objective Public Realm/ SUMP Objective	Electric Vehicle and Car Clubs  Pedestrianisation of city centre  Zero Emissions Corridor, hydrogen bus fleet and bus corridors with informatics  Electric charging points Replacement of vehicles with hydrogen vehicles  Net Zero Carbon Declaration  Hydrogen, production and storage hub, transport
12. Improved integrated ticketing	B2	4,5,6,7,11,14	Infrastructure Action iv, vii	Air Quality Objective Travel Planning Objective Car Club Objective Climate Change Objective Cycling Objective Bus Objective Rapid Transit Objective	Zero Emissions Corridor, hydrogen bus fleet and bus corridors with informatics
13. Improved marketing /information about public transport services	B2	1,4,5,6,7,11,14	Infrastructure Action iv	Air Quality Objective Travel Planning Objective Travel Information and Awareness Objective Climate Change Objective Bus Objective Rapid Transit Objective	Pedestrianisation of city centre  Zero Emissions Corridor, hydrogen bus fleet and bus corridors with informatics  Net Zero Carbon Declaration
14. Access for all across all public	B2, AA1-AA7	1,4,5,6,7,11,14	Infrastructure Action iv, vi, viii	Taxi and Private Hire cars Objective Travel Planning Objective Travel Information and Awareness Objective	Pedestrianisation of city centre

transport (including taxi) modes				Climate Change Objective Bus Objective Rapid Transit Objective	Zero Emissions Corridor, hydrogen bus fleet and bus corridors with informatics
15. A90(N) / A952: Ellon to Peterhead / Fraserburgh	RD2	1,11,	Infrastructure Action iv, v, vii		
16. A90(S): Aberdeen to Perth	RD3	1,11,14,15	Infrastructure Action iv, v, vi, vii	Trunk Road network Objective AWPR Objective Road Safety and Traffic Management Objective Road Improvements Objective	
17. A92: Blackdog to Stonehaven (inc. new River Dee bridge)	RD6	1,11,14,15	Infrastructure Action iv, v, vi, vii	Trunk Road network Objective AWPR Objective Road Safety and Traffic Management Objective Land Use Planning Objective Road Improvements Objective Walking Objective Cycling Objective Bus Objective Rapid Transit Objective	Active travel superhighways  Pedestrianisation of city centre  Zero Emissions Corridor, hydrogen bus fleet and bus corridors with informatics  Net Zero Carbon Declaration
18. A947: Aberdeen to Banff	RD4	1,11,14,15	Infrastructure Action iv, vii	AWPR Objective Road Safety and Traffic Management Objective Road Improvements Objective Walking Objective Cycling Objective Bus Objective Rapid Transit Objective	Active travel superhighways  Zero Emissions Corridor, hydrogen bus fleet and bus corridors with informatics  Net Zero Carbon Declaration
19. A98: Aberdeenshire / Moray	RD5	1,11	Infrastructure Action iv, vii		

boundary to Fraserburgh					
20. A944 / B9119: Aberdeen west to Aberdeenshire boundary with Moray	RD9	1,11,14,15	Infrastructure Action iv, vii	AWPR Objective Road Safety and Traffic Management Objective Road Improvements Objective Walking Objective Cycling Objective Bus Objective Rapid Transit Objective	Active travel superhighways  Zero Emissions Corridor, hydrogen bus fleet and bus corridors with informatics  Net Zero Carbon Declaration
21. A93: Aberdeen to Braemar to Aberdeenshire boundary with Perthshire	RD8	1,11,14,15	Infrastructure Action iv, vii	AWPR Objective Road Safety and Traffic Management Objective Road Improvements objective Walking Objective Cycling Objective Bus Objective Rapid Transit Objective	Active travel superhighways Pedestrianisation of city centre  Zero Emissions Corridor, hydrogen bus fleet and bus corridors with informatics  Net Zero Carbon Declaration
22. Long Term Asset Management strategy	RD12	1,4,11,14,15	Infrastructure Action iv	Road, Carriageway and Footway Maintenance Objective Lighting Maintenance Objective Winter maintenance Objective Structures Objective Flooding Objective Noise Objective Travel Planning Objective Ultra-low Emission Vehicle Objective Climate change Objective Biodiversity Objective Walking Objective Cycling Objective Bus Objective Road Improvements Objective	Electric Vehicle and Car Clubs  Active travel superhighways  Pedestrianisation of city centre  Zero Emissions Corridor, hydrogen bus fleet and bus corridors with informatics  Electric charging points  Net Zero Carbon Declaration

				Public Realm/ SUMP Objective	
23. Community road safety measures	RS1-RS6	1,4,5,6,7,11,14,15	Infrastructure Action iv	Road, Carriageway and Footway Maintenance Objective Lighting Maintenance Objective Winter maintenance Objective Structures Objective Flooding Objective Road Safety and Traffic Management Objective Enforcement Objective Air Quality Objective Travel Planning Objective Ultra Low Emission Vehicle Objective Walking Objective Cycling Objective Road Improvements Objective Public realm/ SUMP Objective	Active travel superhighways  Pedestrianisation of city centre  Zero Emissions Corridor, hydrogen bus fleet and bus corridors with informatics  Net Zero Carbon Declaration
24. Low Emission Zones (LEZ) / Zero Emission Zones (ZEZ) (inc. consideration of freight restrictions)	RE4	1,4,5,7,11,14,15	Infrastructure Action iv, viii	Car Parking Objective Taxi and Private Hire Cars objective Enforcement Objective Air Quality Objective Noise Objective Travel Planning Objective Car Club Objective Car Sharing Objective Ultra-Low Emission Vehicle Objective Climate Change Objective Biodiversity Objective Walking Objective Cycling Objective Bus Objective Rapid Transit Objective	Electric Vehicle and Car Clubs  Pedestrianisation of city centre  Zero Emissions Corridor, hydrogen bus fleet and bus corridors with informatics  Electric charging points  Replacement of vehicles with hydrogen vehicles  Net Zero Carbon Declaration

					Hydrogen, production and storage hub, transport
25. Electric Vehicle and Hydrogen vehicle charging and refuelling strategy and implementation	RE5/RE6	1,11,14	Infrastructure Action iv, vii, viii	Car Parking Objective Air Quality Objective Noise Objective Land Use Planning Objective Travel Planning Objective Car Club Objective Ultra-Low Emission Vehicle Objective Climate Change Objective Bus Objective Rapid Transit Objective	Electric Vehicle and Car Clubs  Zero Emissions Corridor, hydrogen bus fleet and bus corridors with informatics  Electric charging points  Replacement of vehicles with hydrogen vehicles Net Zero Carbon Declaration  Hydrogen, production and storage hub, transport
26. Improved network monitoring and data use	BC7	1,14	Infrastructure Action iv	Road Safety and Traffic Management Objective Intelligent Transport Systems Objective	Zero Emissions Corridor, hydrogen bus fleet and bus corridors with informatics
27. Congestion Zone charging	MD2	14,15	Infrastructure Action iv, viii	Enforcement Objective Car Parking Objective Coaches Objective Road Safety and Traffic Management Objective Air Quality Objective Noise Objective Travel Planning Objective Car Sharing Objective Car Club Objective Ultra-Low Emission Vehicle Objective Climate Change Objective Walking Objective	Electric Vehicle and Car Clubs  Active travel superhighways  Pedestrianisation of city centre  Electric charging points  Replacement of vehicles with hydrogen vehicles  Net Zero Carbon Declaration

				Cycling Objective Bus Objective Rapid Transit Objective Powered two wheelers Objective Intelligent Transport Systems Objective Public Realm/ SUMP Objective	
28. Parking Demand Management	MD3	1,14,15	Infrastructure Action iv, viii	Car Parking Objective Coaches Objective Road Safety and Traffic Management Objective Air Quality Objective Noise Objective Land Use Planning Objective Travel Planning Objective Car Sharing Objective Car Club Objective Ultra-Low Emission Vehicle Objective Climate Change Objective Walking Objective Cycling Objective Bus Objective Rapid Transit Objective Powered two wheelers Objective Intelligent Transport Systems Objective Public Realm/ SUMP Objective	Electric Vehicle and Car Clubs Active travel superhighways Pedestrianisation of city centre Electric charging points Net Zero Carbon Declaration Replacement of vehicles with hydrogen vehicles
29. Improve Inter-city rail connections	RL1	1,4,5,6,7,11,14	Infrastructure Action iv, v, vi, vii	Rail Objective Air Quality Objective Travel Planning Objective Climate Change Objective	Replacement of vehicles with hydrogen vehicles Net Zero Carbon Declaration Hydrogen, production and storage hub, transport



<b>30. Facilitate the expansion and promotion of shared vehicles (proposed)</b>	No specific action and suggested it has its own policy heading	11,14,15	Infrastructure Action iv, viii	Car Parking Objective Air Quality Objective Noise Objective Land Use Planning Objective Travel Planning Objective Car Club Objective Car Sharing Objective Ultra-Low Emission Vehicle Objective Climate Change Objective Walking Objective Cycling Objective Public Realm/ SUMP Objective	Electric vehicle and Car Clubs  Pedestrianisation of city centre  Electric charging points  Replacement of vehicles with hydrogen vehicles  Net Zero Carbon Declaration  Hydrogen, production and storage hub, transport
<b>Additional Options (not appraised) for consideration in the Regional Transport Strategy</b>					
Option	Corresponding RTS Action	Corresponding Local Outcome Improvement Plan Stretch Outcome	Corresponding Regional Economic Strategy	Corresponding Local Transport Strategy (2016-2021)	Corresponding Net Zero Vision action
A. Improved Access to Healthcare: where Nestrans will continue to work with NHS Grampian to implement the Health and Transport Action Plan, integrated throughout	HE1-HE4	4,5,6,7,11	Infrastructure Action iv	Community and Demand Responsive Transport Objective Land Use Planning Objective Travel Planning Objective Walking Objective Cycling Objective Bus Objective	

relevant workstreams;					
B. Revised Approach to Development Control: where Nestrans has the potential to influence policy through national policy work;	PP1-PP4	1,4,6,14,15	Infrastructure Action iv, xiii	Car Parking Objective Land Use Planning Objective Travel Planning Objective Car Club Objective Ultra-Low Emission Vehicle Objective School Travel/ Young People Objective Biodiversity Objective Walking Objective Cycling Objective Bus Objective Rapid Transit Objective Powered Two Wheelers Objective Road Improvements Objective Public Realm/ SUMP Objective	Electric Vehicle and Car Clubs  Active travel superhighways  Pedestrianisation of city centre  Electric charging points  Replacement of vehicles with hydrogen vehicles  Net Zero Carbon Declaration  Hydrogen, production and storage hub, transport
C. Maintain and expand air routes: where Nestrans will continue to work with regional parties in a lobbying role;	AS1, AS2, AS3, AS5, AS6, AS7	1,4	Infrastructure Action iv, vii Internationalisation Action xvi	Air Services Objective	
D. Maintain and enhance maritime routes: where Nestrans will continue to work with	AS3-AS7	1,4	Infrastructure Action iv, vii Internationalisation Action xvii	Shipping and Ferry Objective	Replacement of vehicles with hydrogen vehicles  Net Zero Carbon Declaration  Hydrogen, production and storage hub, transport

regional parties in a lobbying role					
E. Digital connections: where Nestrans will support work through the City Region Deal and economic development partners;	BC7, NT1-NT5	1,4,5,6,7,11,14	Infrastructure Action iv, xiv, xv	Travel Planning Objective Climate Change Objective Intelligent Transport Systems Objective	Zero Emissions Corridor, hydrogen bus fleet and bus corridors with informatics  Net Zero Carbon Declaration
F. Freight Hubs and facilities: whilst likely to be commercially driven, Nestrans will need to maintain a close monitoring role in liaison with the North East Freight Forum and planning partners and other relevant stakeholders	FR2-FR6	1,14	Infrastructure Action iv, vi, vii, viii	Freight Objective Trunk Road Objective AWPR Objective Road, Carriageway and Footway Maintenance Objective Road Safety and Traffic Management Objective Air Quality Objective Land Use Planning Objective Ultra-Low Emission Vehicle Objective Climate Change Objective	Electric Vehicle and Car Clubs  Pedestrianisation of city centre  Net Zero Carbon Declaration  Zero Emissions Corridor, hydrogen bus fleet and bus corridors with informatics  Electric charging points  Replacement of vehicles with hydrogen vehicles

(such as the ports and harbours); and					
G. Infrastructure measures to support the Aberdeen City Centre Masterplan: where Nestrans will continue to consider and input into individual elements as they are worked up in detail	RE3	1,4,5,6,7,11,14,15	Infrastructure Action iv, vii, viii, ix, xi	Air Quality Objective Noise Objective Land Use Planning Objective Travel Planning Objective Car Club Objective Ultra-Low Emission Vehicle Objective School Travel/ Young People Objective Climate Change Objective Biodiversity Objective Walking Objective Cycling Objective Bus Objective Rapid Transit Objective Powered Two Wheelers Objective Road Improvements Objective Public Realm/ SUMP Objective	Electric Vehicle and Car Clubs  Active travel superhighways  Pedestrianisation of city centre  Zero Emissions Corridor, hydrogen bus fleet and bus corridors with informatics  Electric charging points  Replacement of vehicles with hydrogen vehicles  Net Zero Carbon Declaration
H. <b>A96 improvements from Aberdeen to Inverness (proposed)</b>	RD1, RD7	1,11,14,15	Infrastructure Action iv, v, vii	Trunk Road Network Objective AWPR Objective Road Safety and Traffic Management Objective Walking Objective Cycling Objective Bus Objective Rapid Transit Objective Road Improvements Objective	Active travel superhighways  Zero Emissions Corridor, hydrogen bus fleet and bus corridors with informatics

## ABERDEEN CITY COUNCIL

<b>COMMITTEE</b>	City Growth and Resources Committee
<b>DATE</b>	28 October 2020
<b>EXEMPT</b>	Report not exempt.  Appendix 1 is exempt under paras 8, 9 and 10
<b>CONFIDENTIAL</b>	No
<b>REPORT TITLE</b>	Queen Street Redevelopment Programme Update
<b>REPORT NUMBER</b>	RES/20/158
<b>DIRECTOR</b>	Steven Whyte
<b>CHIEF OFFICER</b>	N/A
<b>REPORT AUTHOR</b>	Sandy Beattie
<b>TERMS OF REFERENCE</b>	3.2, 3.3, 4.4

### 1. PURPOSE OF REPORT

- 1.1. This report provides an update on progress of the redevelopment of Queen Street, seeks approval to progress with further land assembly and other workstreams.

### 2. RECOMMENDATION(S)

That the Committee: -

#### **Queen Street Redevelopment**

- 2.1. Approve the acquisition of the Police Scotland Headquarters on the main terms outlined in section 3.7.3. of this report;
- 2.2. Instruct the Chief Officer – Governance to conclude the appropriate legal agreement in relation to the Police Scotland Headquarters purchase, incorporating various qualifications as are necessary to protect the Council's interest;
- 2.3. Instruct the Chief Officer Corporate Landlord to negotiate the acquisition of remaining land parcels as identified in the report;
- 2.4. Instruct the Director of Resources to procure a development partner to develop options for the redevelopment of the area and report the results back to this Committee;
- 2.5. Instruct the Director of Resources to develop a project proposal with the Scottish Courts and Tribunal Services and report the results back to this Committee.

## North East Scotland and Northern Isles Integrated Mortuary

- 2.6. Note the progress of the Full Business Case, the results of which will be reported to the City Growth and Resources Committee on 3 February 2021.

### 3. BACKGROUND

- 3.1. The City Growth and Resources Committee approved the Queen Street Redevelopment Programme at their meeting on 5 December 2019 (Ref RES/19/434). The report outlined several workstreams which are summarised in 3.2 below. This report gives an update of progress in those workstreams and identifies key decisions required to progress to the next stage of the redevelopment project. The Council has continued to work in partnership with NHS Grampian, Police Scotland and the Scottish Courts and Tribunal Services during lockdown earlier this year, although this has inevitably had an affect on the overall programme. It should be noted that the Culture workstream is currently on hold due to the Covid-19 pandemic.

### 3.2. Key Workstreams

- 3.2.1. The key workstreams for the Queen Street redevelopment area are highlighted in Figure 1 below.

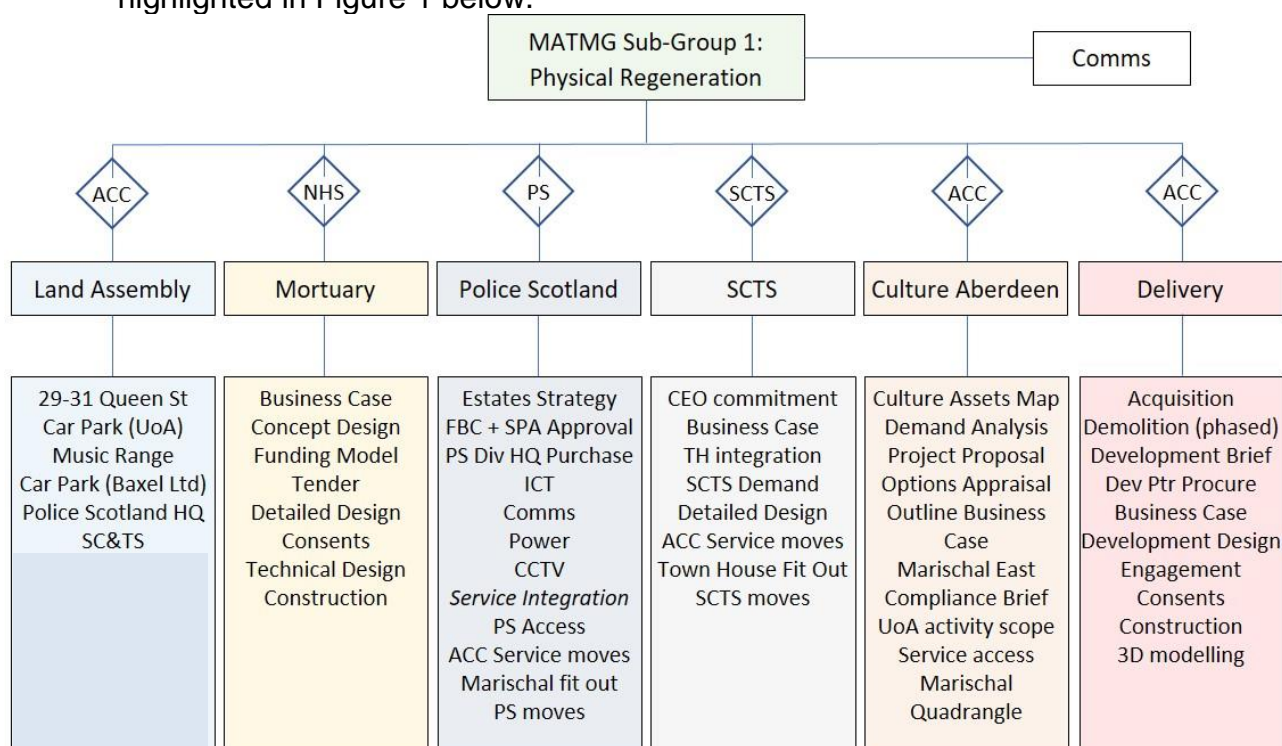


Figure 1: Key Workstreams

### 3.3. Land Assembly

- 3.3.1. The table below summarises the land ownership in the area. The national lockdown presented some challenges to the overall programme of land assembly, but key milestones include purchasing the remaining ground lease at 29-31 Queen Street, purchasing the surface car park to the south east of

Marischal College and progressing head of terms for the purchase of the Police Scotland Headquarters.

### 3.3.2.

Site	Ownership	Status	Issues
Car Park 1 and Music Range	University of Aberdeen	ACC to secure option to purchase when required in the programme	Subject to access being maintained to Marischal East and Anatomy Rooms
Car Park 2	ACC	Purchase complete 04.02.20	
29-31 Queen Street (McKay's)	ACC	Remainder of lease purchased. Vacant possession scheduled 29.01.20	Demolition surveys underway, demolition by end March 2021
Police Scotland Divisional HQ, Queen Street	Police Scotland	Joint valuation undertaken and draft heads of terms agreed, subject to title, services and committee approval	
Civil and Commercial Courts, Queen Street	Scottish Courts and Tribunal Services	Feasibility of Court consolidation in Town House complete.	Post Covid Courts operation significantly alters scope of project

### 3.4. **North East Scotland and Northern Isles Integrated Mortuary**

3.4.1. Committee approved the Outline Business Case for the North East Scotland and Northern Isles Integrated Mortuary and instructed the Director of Resources to proceed to procurement for the development of a Full Business Case including financial modelling and detailed design.

3.4.2. Procurement for the Full Business Case took place in partnership with NHS Grampian in February/March 2020 with an effective start date of 6 April 2020. The outline design work has been undertaken, focussing on a new joint facility at Foresterhill. The anticipated costs will be finalised and reported in due course pending completion of the Full Business Case at the end of this year. The full scope of work is due to be complete by January 2021.

3.4.3. Analysis of the usage of the current mortuary facilities has also been undertaken and is highlighted below which indicates the provisional proportionate cost sharing for operation. This is to be confirmed in the latter stages of the FBC and shared with each partner for their respective approvals. These figures are based on the total number of days a body is stored in each of the two current mortuary facilities at Queen Street and NHS in Foresterhill. Crown Office Procurator Fiscal (COPFS), Aberdeen City Council (City), Aberdeenshire Council (Shire), Moray Council (Moray), Orkney and Shetland Islands Councils (Other) figures relate to the Queen Street Mortuary. The NHS figures are based on an average extrapolated from usage data.

Total number of body storage days 2017-18		
<b>COPFS</b>	<b>6,303</b>	<b>36.71%</b>
<b>City</b>	<b>251</b>	<b>1.46%</b>
<b>Shire</b>	<b>116</b>	<b>0.68%</b>
<b>Moray</b>	<b>16</b>	<b>0.09%</b>
<b>Other</b>	<b>20</b>	<b>0.12%</b>
<b>NHS</b>	<b>10,465</b>	<b>60.95%</b>
	<b>17,171</b>	<b>100.00%</b>

2017/18

■ COPFS ■ City ■ Shire  
■ Moray ■ Other ■ NHS



Total number of body storage days 2018-19		
<b>COPFS</b>	<b>4,433</b>	<b>30.28%</b>
<b>City</b>	<b>353</b>	<b>2.41%</b>
<b>Shire</b>	<b>395</b>	<b>2.70%</b>
<b>Moray</b>	<b>11</b>	<b>0.08%</b>
<b>Other</b>	<b>59</b>	<b>0.40%</b>
<b>NHS</b>	<b>9,390</b>	<b>64.13%</b>
	<b>14,641</b>	<b>100.00%</b>

2018/19

■ COPFS ■ City ■ Shire  
■ Moray ■ Other ■ NHS

Total number of body storage days 2019-20		
<b>COPFS</b>	<b>3,459</b>	<b>25.08%</b>
<b>City</b>	<b>180</b>	<b>1.31%</b>
<b>Shire</b>	<b>160</b>	<b>1.16%</b>
<b>Moray</b>	<b>8</b>	<b>0.06%</b>
<b>Other</b>	<b>33</b>	<b>0.24%</b>
<b>NHS</b>	<b>9,950</b>	<b>72.15%</b>
	<b>13,790</b>	<b>100.00%</b>

2019/20

■ COPFS ■ City ■ Shire  
■ Moray ■ Other ■ NHS

3.4.4. Details of the future operating model are currently being progressed. Engagement with prospective partners (NHS Grampian, Crown Office Procurator Fiscal, Aberdeenshire, Moray, Orkney and Shetland Islands Councils) continues throughout the development of the Full Business Case. Once the final figures are confirmed, commitment from each organisation will be established. Full details of this will be reported following the Business Case completion in early 2021.

### 3.5. Police Scotland Service Integration

3.5.1. Police Scotland Authority Board has now approved the relocation of staff from the Queen Street HQ. The Council's Corporate Landlord has agreed Heads of Terms for Police Scotland occupation of the lower ground floor in Marischal College and a presence in the customer service centre. The former will include a secure and exclusive area for Police Scotland located in lower ground floor south, together with shared occupation of the lower ground floor north adjacent to the newly refurbished CCTV hub.

3.5.2. Service integration opportunities continue to be explored. The Task & Delivery Group are considering three areas for closer integrated working between the

Council and Police: Public-facing/Customer Enquiry; Community Safety; and Offender Management. Prototypes were developed by the Group showing what key aspects of integrated working would look like, based on considering the customer journey/experience. These were presented in July 2020 following which it was agreed that the three Prototypes be handed over to 'buildings' colleagues for progression. Regular meetings have subsequently been held involving the Council and Police Scotland colleagues to take forward planning for implementation, considering people, culture, processes, data and governance, in relation to the three areas prototyped so far. Full-on implementation planning for the three areas – taking into account other ideas not yet progressed to prototype – is to commence now the Full Business Case has been agreed by the Scottish Police Authority Board.

### 3.6. **Scottish Courts & Tribunal Services Integration and Justice Centre**

3.6.1. Scottish Courts & Tribunal Services (SCTS) currently operate from three main premises in Aberdeen City Centre:

- 1 Sheriff and Justice of the Peace Court Building in the Town House, Castle Street;
- 2 Sheriff Court Annex and High Court of Justiciary, 53 Castle Street; and
- 3 Civil Justice Centre and Commercial Courts, Queen Street.

3.6.2. The latter is a key site in the Queen Street development area, along with the secure vehicle access to the sheriff court custody facilities. A first stage feasibility study to consolidate all court activity in the Town House has been completed which determines that the Town House has capacity to integrate all of the Sheriff/JP/High Court and Civil business on one site, effectively creating an Aberdeen Justice Centre.

3.6.3. The project offers an opportunity for the SCTS to integrate both the Civil Court and Mercatgait High Court within the Townhouse, interconnecting with the existing Sheriff Court and Justice of the Peace Court in Castle Street. This would meet the unique requirements of the courts, including security by design, extensive requirements for children and vulnerable witnesses, the ability to segregate different types of business and court users and provision of a secure compound for security vehicle access and custody facilities.

3.6.4. The preliminary feasibility work investigated a proposal that would see the SCTS Civil Annexe demolished along with part of the rear of the Townhouse, the latter in order to accommodate a new build extension to the Townhouse to provide sufficient accommodation to house all of the SCTS functions. This stage would therefore also require early relocation of the Civil Annexe function to an alternative leased site which would also require to be fitted out.

3.6.5. The renovated Townhouse and extension would accommodate public entry to the Sheriff Court and High Court using the existing Sheriff Court entrance, with an alternative and dedicated public entrance to the Civil Annexe further west off Castle Street. To the rear a new custody basement vehicle access would allow safe custody transfer utilising the existing Sheriff Court custody entrance whilst also incorporating a small basement car park for secure Sheriff access to the building.

3.6.6. It should be noted that this is preliminary work and that circumstances now require to be reviewed in light of Covid-19. The pandemic and lockdown have highlighted the need to review operational and system measures and regulations which will result in developing a different approach and non-traditional model of how Courts will operate in future. It is recommended that a project proposal is further developed with the Scottish Courts and Tribunal Services to determine how best to deliver new working practices, rationalise requirements and ensure deliverability through a full business case. The SCTS has agreed the principle of this approach at their estates committee in August 2020.

### 3.7. **Delivery**

3.7.1. Site acquisition and assembly is a critical component in delivering redevelopment of Queen Street as envisaged by the City Centre Masterplan. As demonstrated above there are several concurrent workstreams underway in order to achieve this.

#### 3.7.2. 29-31 Queen Street (former McKays)

The remaining ground lease was purchased in late January 2020. Due to asbestos presence and stock contamination, a controlled contaminated waste clearance was carried out. This was interrupted by lockdown and completed in August 2020. Demolition surveys have now been carried out, building warrant and conservation area consent granted, and a demolition contractor will be procured in November 2020. The site is scheduled for clearance and backfill by the end of March 2021.

#### 3.7.3. Police Scotland Queen Street Headquarters

Heads of Terms are agreed between the Council and Police Scotland for the sale, based on an independent joint valuation and subject to title, servicing and committee approval. The Heads of Terms include a “clawback” clause designed to ensure that in the event of the building not being demolished and instead being re-sold by the Council at a profit, Police Scotland would share in that profit, minus any costs incurred. Such costs would include, for example, service separation, which may be required to ensure continued operation of the mortuary and court functions once the headquarters is vacated. The purchase price, including land and buildings transaction tax, is included in Appendix 1.

3.7.4. The existing City Mortuary and Scottish Courts and Tribunal Services Queen Street Annex are currently linked to the Queen Street HQ for services and utilities. The detailed implication of separating the functions is currently underway, together with title confirmation and rates implications. Estimated costs are included under ‘site preparation’ in Appendix 1.

3.7.5. Once the scope of work for this is fully quantified, a procurement brief will be prepared to prepare the building for decommissioning and subsequent demolition as soon as the Council takes vacant possession, currently scheduled for April 2021.

3.7.6. Remaining Land Assembly

Given the progress with land assembly, it is now considered prudent to enter into negotiation with the University of Aberdeen to acquire the remaining surface car park and music range building. This would be expected to be concluded by the time a development partner is engaged and proposals emerge.

#### 3.7.7. Development Partner Procurement

A business case and economic viability study will be prepared to support a development brief which will follow the key principles agreed in the City Centre Masterplan. This will be prepared in partnership with a development partner to deliver a phased residential-led mixed use development. Development Partner Procurement will take place in first quarter 2021.

### 3.8. **3D Modelling**

3.8.1. Following a procurement exercise in June 2020, a 3D digital model of the Queen Street area is now complete. This digital model will provide a means to engage with the public during consultation, enables accurate construction of a physical model which will ensure accuracy in any development proposal assessment.

3.8.2. Construction of a complementary physical model is expected to be complete by end of October 2020. The physical model presents a further accessible option to interact with the Queen Street Redevelopment, especially for those who may not be digitally minded. The model has removable elements within the development site, enabling future proposals to be incorporated for discussion during the procurement, design development, consultation, planning and construction phases. The digital and physical models enable understanding of the impact of any new development.

3.8.3. The Queen Street 3D Model is a small section of Aberdeen city-centre acting as a pilot, which, if proven successful, could be developed in stages to cover the rest of the city centre.

### 3.9. **Timeline**

3.9.1. The indicative timeline for Queen Street has been updated and is illustrated in Appendix 2: Queen Street Critical Path. There are a number of dependencies that present a risk to this critical path, each of which will continue to be monitored during the development of the various workstreams. It should therefore be understood that the critical path is subject to continuous change.

## 4. **FINANCIAL IMPLICATIONS**

4.1. A budget of £500k from the General Fund Capital Programme (City Centre Masterplan) was allocated to enable detail to be developed around each of the workstreams. This covers internal staff resource, feasibility and site investigation works as well as procurement and developing business plans for the initial stages. In addition, £1.5M development funding was allocated in the capital programme in March 2020. These budgets are now consolidated to Queen Street Redevelopment budget. A breakdown of costs against that budget is contained in Appendix 1.

- 4.2. The proposed Joint Mortuary project is nearing completion of the Full Business Case, which is being met within existing budgets approved by City Growth and Resources Committee at their meeting on 5 December 2019 (Ref RES/19/434).
- 4.3. Land assembly costs are proposed to be drawn from the existing Investment in Tenanted Non-Residential Portfolio Project within the General Fund Capital Programme.
- 4.4. Financial implications of the separation of Services at Police Scotland Queen Street HQ will be met within the Queen Street development funding budget.
- 4.5. A key outcome of the service integration design work will be the potential impact on long term budget savings through more efficient service delivery, faster response times and a more co-ordinated approach which will avoid duplication.

## 5. LEGAL IMPLICATIONS

- 5.1. The agreements to be entered with Police Scotland, NHS Grampian and other public sector partners referred to in the report will be reviewed by the Chief Officer – Governance to ensure that they contain all necessary provisions in order to protect the Council’s interests.
- 5.2. Conveyancing to purchase land and conclude missives.
- 5.3. Contract(s) through procurement of delivery partner.

## 6. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
<b>Strategic Risk</b>	Delivery of City Centre Masterplan	M	Work with a delivery/development partner to ensure viability of proposals
	Covid-19 (impact on programme, material supply)	H	
	EU Exit (impact on prices, supply, procurement)	H	
<b>Compliance</b>	Mortuary non-compliant/experience poor for bereaved	H	Work with partners to develop new mortuary
<b>Operational</b>	Potential disruption to service delivery whilst co-location delivered	M	Engagement with staff and work to be commissioned

			while majority staff working from home
<b>Financial</b>	Higher than estimated costs for land purchase	L	Independent valuation to be instructed
	Mortuary construction costs	M	Manage through Full Business Case
	Police HQ demolition costs, empty building rates	M	Exit strategy dependent on Mortuary. Clear building as soon as vacant to reduce rates risk.
	EU exit materials/construction prices	H	Work with a delivery/development partner to ensure viability of proposals
<b>Reputational</b>	Stalled delivery programme "Doing nothing"?	M	Continued monitoring
<b>Environment / Climate</b>	Ground conditions	M	Early site investigation work

## 7. OUTCOMES

<b><u>COUNCIL DELIVERY PLAN</u></b>	
	<b>Impact of Report</b>
<b>Aberdeen City Council Policy Statement</b>	<p>The proposals within this report support the delivery of Economy Policy Statement 4 – Increase city centre footfall through delivery of the City Centre Masterplan.</p> <p>The paper seeks approval to progress the next stages of land assembly, site clearance and procurement process to appoint a development partner to deliver city centre living in Queen Street.</p>
<b>Aberdeen City Local Outcome Improvement Plan</b>	
Prosperous Economy Stretch Outcomes	The proposals within this report support the delivery of the LOIP Stretch Outcome 1 – 10% increase in employment across priority and volume growth sectors by 2026. This paper seeks the approval of a delivery programme which will result in increasing the number of people employed in growth sectors digital/creative and construction.
Prosperous People Stretch Outcomes	The proposals within this report promote the LOIP Stretch Outcome 7 - Child Friendly City which supports all children to prosper and engage actively with their communities by 2026. The outcome of

	<p>delivering the programme outlined within this report would result in improved public amenity space in the city-centre for all visitors and residents to enjoy, providing children with spaces for interaction and play.</p> <p>Stretch Outcome 8 - 25% fewer young people (under 18) charged with an offence by 2026;          Stretch Outcome 9 - 25% fewer people receiving a first ever Court conviction each year by 2026; and          Stretch Outcome 10 - 2% fewer people reconvicted within one year of receiving a community or custodial sentence by 2026.</p>
Prosperous Place Stretch Outcomes	<p>The proposals within this report promote the LOIP Stretch Outcome 15 - 38% of people walking and 5% of people cycling as main mode of travel by 2026. The outcome of a delivering the programme outlined in this report would result in an improved streetscape, encouraging active travel in the city-centre.</p>
<b>Regional and City Strategies</b>	<p>The proposals within this report support both the City Centre Masterplan and policies and strategies outlined in the Local Development Plan. The Queen Street Redevelopment will address housing shortage in Aberdeen (specifically in relation to affordable housing in the city-centre). The supply of new high-quality urban homes will be delivered alongside increased public amenity space in an effort to combat air quality issues in the area.</p> <p>In order to avoid undue pressure on the local road network it is proposed that the development will be car free, taking advantage of it's city-centre location and proximity to local transport hubs. Thereby the proposals in this report also support both the Strategic Development Plan and the Regional Transport Strategy.</p>

## 8. IMPACT ASSESSMENTS

Assessment	Outcome
Impact Assessment	An Assessment has been carried out and concludes that this report has 'neutral impact' on Equality and 'no impact' on Human Rights.

<b>Data Protection Impact Assessment</b>	Not required at this stage but may be in future dependent on the detail of service integration design.
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## 9. BACKGROUND PAPERS

Aberdeen City Centre Masterplan

<https://aberdeencitycentremasterplan.com/>

Report to City Growth and Resources (05 December 2019)

<http://councilcommittees.acc.gov.uk/documents/s105378/RES.19.434%20-%20Report%20Queen%20Street%20Programme.pdf>

Decision sheet

<http://councilcommittees.acc.gov.uk/ieDecisionDetails.aspx?AllId=71232>

## 10. APPENDICES

Appendix 1: 2020 October estimated costs (Queen Street)

## 11. REPORT AUTHOR CONTACT DETAILS

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**ABERDEEN CITY COUNCIL**

<b>COMMITTEE</b>	City Growth and Resources
<b>DATE</b>	28th October 2020
<b>EXEMPT</b>	Full Report – No  Appendix 1 – Yes  8. This report refers to the supply of goods or services where disclosure to the public of the amounts referred to would be likely to give an advantage to a person or organisation entering, or seeking to enter, a contract with the Council.
<b>CONFIDENTIAL</b>	No
<b>REPORT TITLE</b>	Aberdeen Hydrogen Hub Programme
<b>REPORT NUMBER</b>	COM/20/185
<b>DIRECTOR</b>	N/A
<b>CHIEF OFFICER</b>	Richard Sweetnam
<b>REPORT AUTHOR</b>	Andrew Win
<b>TERMS OF REFERENCE</b>	1.1, 3.3

**1. PURPOSE OF REPORT**

- 1.1 The purpose of the report is to provide an update to Committee on the proposed Aberdeen Hydrogen Hub programme and the initial workstreams to deliver it.

**2. RECOMMENDATIONS**

That the Committee:

- 2.1 Notes that the Scottish Government's Energy Transition Fund has allocated up to £15m of funding to support the delivery of the Aberdeen Hydrogen Hub Phase One outputs, subject to the Scottish Government's approval of an 'Outline Business Case' submitted in September 2020;
- 2.2 Approves the programme of work for the Aberdeen Hydrogen Hub - Phase One outlined in Appendix One;
- 2.3 Authorises Chief Officer – City Growth following consultation with the Head of Commercial and Procurement Services to spend the funding in accordance with all grant and funding agreement conditions and the Council's procurement procedures;

- 2.4 Approves the expenditure to purchase 10 hydrogen fuel cell buses through the FCH JU JIVE project, subject to confirmation of Scottish Government funding through the Energy Transition Fund and in line with Council's existing budgetary commitment from the General Fund Capital programme;
- 2.5 Authorises the Chief Officer - City Growth and the Chief Officer – Operations and Protective Services following consultation with the Head of Commercial and Procurement Services to undertake a procurement exercise and award a tender to establish Joint Hydrogen Vehicle Procurement Frameworks working with other north east Scotland authorities and public sector bodies;
- 2.6 Authorises the Chief Officer – City Growth following consultation with Head of Commercial and Procurement Services and Chief Officer – Governance to undertake a procurement exercise and award for the commission of works to adapt existing hydrogen refuelling facilities to receive hydrogen from an external supply;
- 2.7 Instructs the Chief Officer – City Growth following consultation with the Chief Officer – Finance, Head of Commercial and Procurement Services and the Chief Officer – Governance to identify the optimum investment and delivery model for the production, storage and distribution of renewable hydrogen for Aberdeen, and report back to this Committee with the results of that appraisal;
- 2.8 Authorise the Chief Officer – City Growth in consultation with the Head of Commercial and Procurement Services to undertake a procurement exercise for external consultancy and technical advice to determine the optimum investment and delivery model;
- 2.9 Authorise the Chief Officer – City Growth in consultation with the Head of Commercial and Procurement Services to undertake a procurement exercise for feasibility studies outlined in this report into future applications of fuel produced by the Hydrogen Hub;
- 2.10 Notes that Aberdeen City Council has been awarded JIVE Bus fuel funding from the Scottish Government's Air Quality Action Plan Grant 2020/21 and authorise the Chief Officer – City Growth to spend the funding in accordance with the grant conditions and the Council's procurement procedures.

### **3. BACKGROUND**

- 3.1 The 'Net Zero Vision' and 'Strategic Infrastructure Plan – Energy Transition' was approved by the Council in June 2020. Hydrogen power is a key strand of the overall ambition to become a 'climate positive' city. The Plan provides a clear statement of intent that builds on the city's expertise and experience to date, implemented across three phases:
  - *Immediately*, the focus is on delivery of production, storage and distribution infrastructure for green hydrogen utilising renewable power to produce hydrogen for the next phase of 100% Hydrogen Bus Fleets and the public sector vehicle fleet alongside interim fuelling solutions to service demand

during the programme's development. This phase is the subject of this report.

- Building on this, in the *medium term*, delivery of a hydrogen for heat initiative, partnering with international suppliers to invest in a hydrogen fuel cell deployment for housing; and
- With these building blocks in place, *longer term* the ambition is to locate a UK Hydrogen Production and Export Hub in Aberdeen, that generates large scale production from renewable energy for transport (rail and ferries), housing, industrial use and ultimately export of green hydrogen from Aberdeen to UK and international export markets.

3.2 The Aberdeen Hydrogen Hub is a key project in the 'Strategic Infrastructure Plan – Energy Transition' and is designed to put Aberdeen at the forefront of a developing hydrogen economy and to maintain the region's profile and credentials as a centre of excellence for hydrogen deployment. It aims to deliver a large-scale hydrogen production facility from renewable energy to decarbonise transport, heat, and industrial sectors.

3.3 Not only does the hydrogen hub, and its subsequent phases, have the potential to provide a significant contribution to UK Government and Scottish Government Climate Change targets, it aligns with the UK Government's announcement of a Hydrogen Transport Programme, the Scottish Government's Programme for Government and in particular, the imminent Hydrogen Policy Statement and action plan.

### **Progress to Date**

3.4 Under the 'Hydrogen Transport Economy for the North Sea region' (HyTrEc2) project, officers, in partnership with Scottish Enterprise (SE) and Opportunity North East (ONE), commissioned the study of an 'Aberdeen Hydrogen Hub' to address the economic and commercial case for investment in commercial scale, renewable 'green' hydrogen for use in the transport, heat and industrial sectors. The work identified the following key points:

- Growing demand for hydrogen in Aberdeen, particularly the new fuel cell buses being introduced under the European 'Joint Initiative for Vehicle Expansion' (JIVE) project, requires expanded production and distribution infrastructure of renewables-based fuel that can be sold to users at a price that may also facilitate further demand growth.
- The Hub programme has the potential to catalyse growth in the use of renewable hydrogen across the transport sector (early opportunities include buses, Council vehicles and commercial vehicles), and lay the foundations for penetration of this zero-carbon fuel in other applications such as domestic / commercial heat and industry. Delivering the Hub programme is thus a stepping-stone to wider use of hydrogen, which in turn will accelerate the transition to a Net Zero economy in both Aberdeen and across North East Scotland.

- Hydrogen can facilitate more efficient utilisation of renewable electricity generators, especially offshore wind, and is expected to play a role in meeting long-term emission reduction targets in many countries around the world.
  - North East Scotland is very well placed to capitalise on this opportunity given the existing skills base of companies operating in the oil and gas sector. Strengths include energy infrastructure design, installation, commissioning, and maintenance; project management; piping and cabling; offshore engineering; gas handling; etc. Creating a Hydrogen Hub will bring a wide range of opportunities throughout the supply chain, support the region's transition to a low carbon energy future, and allow both existing local companies and new entrants to the market to thrive and grow.
  - The Hub programme will be delivered in phases in response to growing demands for hydrogen. It is also designed to be compatible with a range of low carbon and renewable hydrogen supply routes, many of which are under development and all of which require growth in markets for hydrogen fuel. The Hub programme offers the opportunity to accelerate the development of these markets.
- 3.5 The Scottish Government in June 2020 announced a £62m ring-fenced 'Energy Transition Fund' to develop energy transition projects in the north east of Scotland with funds earmarked for the Aberdeen Hydrogen Hub, subject to submission and approval of a business case. Other projects include a Global Underwater Hub, Net Zero Solution Centre projects, support to the Acorn project and support to develop the Energy Transition Zone (ETZ).
- 3.6 Ultimately 'energy transition', and the Hydrogen Hub Project will require new skills, expertise and offer new job opportunities. Skills Development Scotland (SDS), supported by North East of Scotland College (NESCOL) and the Council is leading a workstream that will focus on development of a jobs and energy transition skills programme, that will also involve the Council and the universities so that local people in the city are able to access new training and jobs opportunities in offshore wind, carbon capture, utilization and storage (CCUS) and Hydrogen. It is also intended to promote and stimulate broader 'green skills' that will also be in demand and aligns to the subsequent announcement by the Scottish Government proposals for a £100m Green Jobs Fund. Given the likely demand for these skills and jobs to increase in the medium term, and towards the late 2020s, there is an opportunity to embed the opportunity and change required with primary and secondary school pupils now.
- 3.7 A recent report on the integration of offshore wind and hydrogen by the Offshore Renewables Energy Catapult (OREC) and the Offshore Wind Industry Council recommends that with "potential demand for secure, green hydrogen in mainland Europe, there was an opportunity to help to secure a future for the extensive skills and assets of the UK offshore oil and gas industry with strong prospects to preserve critical skills from the O&G sector." It concludes that developing a green hydrogen sector in the next five years will be critical to achieving cost reduction and growing a significant manufacturing and export

industry. The combination of offshore wind deployment and electrolyser manufacture alone could generate over 120,000 new UK jobs, “replacing those lost in conventional oil and gas production”.

#### **4. Proposals for the Next Stage**

4.1 Officers have assessed a schedule of phased investments required to meet the objectives of the Aberdeen Hydrogen Hub. These are presented in full in Appendix One – “Aberdeen Hydrogen Hub Outline Business Case” was prepared for the bid to the Scottish Government’s Energy Transition Fund (exempt), and summarised below:

1. Hydrogen Demand - Initial investment is proposed for an additional tranche of hydrogen buses to secure an ‘anchor demand’ or baseline, with associated fuelling infrastructure to service immediate demand; vehicle replacement as part of Aberdeen City Council’s large vehicle fleet renewal; and feasibility assessment to inform further sustainable, scalable growth such as within housing, energy or maritime applications.
2. Distribution Infrastructure - Subsequent investment to develop a comprehensive infrastructure for the distribution, storage, and refuelling across the region to support the growth of transport fleets and the deployment of new applications, for example hydrogen for use in heating, maritime and industry.
3. Green Hydrogen Production - Enabling investment to facilitate the delivery of a fully renewables-based, commercially investable ‘green hydrogen’ production centre in the city region.

#### **Hydrogen Demand**

4.2 Public transport fleet renewal provides an opportunity to deliver benefits in line with the Council’s statutory responsibility for delivery of Air Quality Action Plan improvements in the City Centre, through emission reductions. While other hydrogen vehicle types are available and will be considered for implementation as part of a diverse fleet mix across the Council and partners, buses are currently the most cost-effective mechanism for creating and raising substantial hydrogen demand in the region. As well as being more technically mature, thereby requiring a lower capital funding premium, they undertake greater mileage, therefore using more hydrogen. Per pound of investment for hydrogen use, buses remain the most cost-effective option to support raising demand.

4.3 The Council participation in the FCH JU JIVE project planned to deliver 15 double decker hydrogen buses with Wright bus and First Group. These buses will come into operation in November 2020. With further Scottish Government and FCH JU funding the Council intends to purchase a further 10 buses through JIVE as outlined in the business case to Strategic Commissioning on 27 August 2020. The additional ten buses will be funded through FCH JU and the Energy Transition Fund. No match funding is required from the Council’s General Fund Capital programme.

4.4 The operation of 25 buses will increase demand for hydrogen to around 500kg per day and provides the ‘anchor demand’ which is anticipate to be required to

encourage a supplier of green hydrogen to enter the market on a commercial basis, thereby helping to scale up hydrogen production.

- 4.5 First Aberdeen will operate the 15 double decker hydrogen buses. Given that the additional buses are an extension of the JIVE project, First Aberdeen are the proposed partner for the additional vehicles. First Aberdeen have in principle committed to another ten buses subject to performance of the initial buses.
- 4.6 In March 2020, the Council approved plans to replace its fleet vehicles with alternative powered vehicles (where such vehicles are available). Through the Interreg Europe Smart HyAware project, officers, in partnership with ONE and SE, have commissioned a fleet review of public and private sector organisations in North East Scotland to assess which of their vehicles can be converted to hydrogen over the next five years. They include Aberdeen City Council, Aberdeenshire Council, Angus Council, Moray Council, Highland Council, North East Scotland College, Robert Gordon University, NHS Grampian, NatureScot, SEPA, Scottish Water and Royal Mail.
- 4.7 The establishment of Joint Procurement Frameworks in partnership with other North East Scotland authorities and public sector bodies will allow consolidation of orders of various hydrogen vehicles, resulting in cost reductions, but also allowing partners to take advantage of individual funding opportunities. Significant numbers could result in manufacturers considering locating in North East Scotland to meet the region's demand and officers would explore this as part of any tender proceedings.
- 4.8 In addition to phase one of the Hydrogen Hub programme, officers have identified opportunities and applications to diversify the use of hydrogen in housing, rail, maritime, energy, including the use of hydrogen to decarbonise District Heating (DHC) and Combined Heat and Power (CHP). The proposed Energy Transition Fund grant includes £200,000 from Scottish Government to undertake the following studies:
  - Rail Pilot Study - a feasibility study to identify a potential hydrogen rail pilot and deployment in Aberdeen and the North East as part of the transitional arrangements prior to, or alongside, the overhead electrification aspiration set out in the recent Transport Scotland Rail Decarbonisation Action Plan.
  - Fleet Development and Infrastructure Plan – a feasibility study to determine the infrastructure requirement for further fleet deployments and supporting infrastructure in conjunction with public sector partners in the North East.
  - Hydrogen for Heat – a technical and economic feasibility study to determine the use of hydrogen as a fuel for the City's district heat schemes and communal heating systems: and
  - Potential export markets – Aberdeen as an exporter of hydrogen to domestic and international markets.

## **Green Hydrogen Production**

- 4.9 The long-term vision and aspiration for the Aberdeen Hydrogen Hub is to deliver a commercial scale, 'green hydrogen' production, storage, and distribution hub in the Aberdeen City Region. It would deploy electrolysis powered from an appropriate renewable energy source.
- 4.10 There are several potential sites for both the production hub and the energy source; initial discussions have commenced with multiple operators as to the most commercially and technically advantageous model to establish a 'Hub'. To develop these further, officers will undertake an options appraisal to determine the best commercial model for the Council. This appraisal will consider the role of the Council in relation to hydrogen production, distribution, and refuelling infrastructure. Options could include opportunities for Council investment, either directly or through a Joint Venture with a commercial partner or by the establishment of Special Purpose Vehicle.
- 4.11 A Prior Information Notice will be issued to help Aberdeen City Council identify the most appropriate model for the production and supply of renewable hydrogen available in the market.
- 4.12 Following a commercial scale green hydrogen production centre in the region, the associated training and employment opportunities will be included in the energy transition skills programme, focussed on driving the inclusive, employability growth that energy transition can deliver through the existing oil and gas supply chain.

## **Infrastructure for Hydrogen Distribution**

- 4.13 Further investment in infrastructure is proposed to develop a comprehensive distribution and refuelling network across the Aberdeen City region. This will also lay the foundations for supporting the growth of transport fleets, as above, and the deployment of new applications (energy, maritime, etc) in due course.
- 4.14 The Event Complex Aberdeen (TECA) Energy Centre currently produces hydrogen as a by-product. It is proposed that, while a supplier of renewable hydrogen is being sought, minor site modifications are made to the Energy Centre to accommodate HGV/trailer access to allow fuel to be moved on and off site to meet immediate and potentially future demand across the city. This approach then has the advantage of providing a backup supply of hydrogen in the future if required.
- 4.15 Modifications would also be made to the two existing hydrogen refuelling stations at Kittybrewster and Cove to allow them to receive trailered hydrogen. This will involve increasing their storage capacity and potentially access adjustments to enable large trailers to drop off and pick up. Kittybrewster depot will continue to be the primary site for refuelling buses and public sector fleets over the next 18 months while a renewable green hydrogen is sought and is therefore a priority.

- 4.16 As vehicle numbers scale up, on-site/ proximity refuelling is essential. Officers will explore options with First Bus and Waste Services for on-site refuelling around the King Street bus depot and Altens Waste depot, respectively. Altens East is also within the proposed Energy Transition Zone at Aberdeen Harbour South and could also, in time, service potential rail and maritime applications alongside the associated HGV traffic that services the harbour if it could be made publicly accessible.

## **5. FINANCIAL IMPLICATIONS**

- 5.1 The green book compliant Outline Business Case submitted to Scottish Government in September 2020 is contained within Appendix One – Aberdeen Hydrogen Hub Outline Business Case (exempt). It provides the detailed strategic, commercial, economic, and financial cases for £15m of grant funding from the Energy Transition Fund towards the delivery of Phase One of the Aberdeen Hydrogen Hub programme. The Scottish Government has indicated a broad approval of the initial proposals and a decision is expected this month on any acceptance and associated terms.
- 5.2 The potential Energy Transition Fund grant for the Aberdeen Hydrogen Hub is 100% funded by the Scottish Government. However, the intention of the Hub programme is to act as strategic investment to lever in up to £43m of additional private and public sector funding to allow commercial entry of a renewable energy supplier, and then to scale up activities and demand for export of green hydrogen in the future (Phase 3).
- 5.3 At this stage, no further funding commitment for the Council is requested or anticipated. Possible investment opportunities for the Council through commercial models including potential Joint Ventures and Special Purpose Vehicles will be explored as part of the feasibility studies.
- 5.4 The only other direct financial implications to the Council for delivery of Phase One of the Hydrogen Hub programme relate to officer time and the continued use of the existing Fleet Replacement Capital budget. The ongoing fleet review, as outlined in paragraph 4.7, will identify the numbers and cost for adopting hydrogen (and electric) vehicles in the fleet. This will then allow officers to test the market for hydrogen vehicles and assess the cost of a zero-emission fleet.
- 5.5 Officers will continue to actively seek match funding and grant funding opportunities with various Partners for fleet and infrastructure to deliver the Hydrogen Hub programme aspirations. This now includes the full funding for delivering the ten additional double decker buses from FCH JU and the Energy Transition Fund as outlined in the business case approved by Strategic Commissioning Committee on 27<sup>th</sup> August 2020. Officers have also secured £100,000 for hydrogen bus fuel subsidy from the Air Quality Action Plan Grant 20/21. This will allow the hydrogen buses to run at diesel price parity while refuelling distribution and retrofitting is commissioned. This will encourage their use while reducing emissions.



- 5.6 The costs of the proposed consultancy and technical advice to identify the optimum delivery model will be met through existing City Growth service budgets.

## **6. LEGAL IMPLICATIONS**

- 6.1 Any tendered services or contracts with FCH JU, the Scottish Government, and others, will be subject to review and approval by the Head of Commercial and Procurement Services.
- 6.2 Buses would be procured by the City Council, as the FCH JU JIVE funding is only available to local authorities and then leased to the bus operator at the current market value of a diesel bus. This means there is no additional cost to the bus operator over and above what they would be paying normally. This effectively renders any state aid redundant – as this project is still a trial of technology, hence being subsidised by Europe.
- 6.3 Kittybrewster is currently subject to review by the Operations and the Corporate Landlord Service. The Kittybrewster refuelling station equipment is currently owned by BOC and situated at Kittybrewster depot. If the depot site is removed from the Council's portfolio within the next 18 months, and before a renewable supply of hydrogen is secured with additional refuelling facilities, this would disrupt hydrogen supply for the Council's fleet and buses. It is therefore proposed that officers liaise closely on any imminent actions/ negotiations to ensure that the site can continue to operate for as possible without compromising any future Council service redesigns.
- 6.4 Any additional grants received will be subject to approval under delegated powers by the Chief Officer – City Growth, following consultation with the Convener of this Committee, Chief Officer – Finance and Head of Commercial and Procurement Service. Any expenditure of such grant monies will be in accordance with the Council's Procurement and Finance Regulations unless agreed otherwise by this committee.

## **7. MANAGEMENT OF RISK**

- 7.1 As with all major projects, a degree of risk is inherent in the proposals however the work being undertaken by officers is designed to ensure that the proposed delivery and commercial model(s) distribute risk as appropriately as possible between partners and all appropriate risk reduction measures have been undertaken.
- 7.2 The Council has entered into a relationship with BP to provide technical and commercial guidance in relation to Energy Transition activities and officers will be making use of this strategic partnership to inform the understanding of risk, and any appropriate mitigations required as the project develops.

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
<b>Strategic Risk</b>	The investment in the Hub proves insufficient to enable commercialisation meaning intended benefits with jobs, training, supply chain, etc. fails to materialise.	M	Open dialogue with potential suppliers. Using the Energy Transition Fund allocation to ensure that an anchor demand is established, lowering the risk to any potential supplier. Contracts that build in jobs, local supply chain benefits and (re)training opportunities.
	Demand does not materialise in line with forecasts	M	Delivery models that place the longer-term viability risk with delivery partners and investors rather than the Council. Active engagement with all partners to facilitate sustainable growth of the sector in line with the City's aspirations for a hydrogen economy.
	Changing government policy which reduces support for hydrogen fuel	L	Continuing engagement with relevant UK/Scottish Government stakeholders to demonstrate value and progress being made.
	Future investment for subsequent phases is not secured	M	Ongoing engagement with delivery and investment partners to align investments with demand growth and commercial models structured to limit Council's exposure to future market volatility.
	Scottish Government business case not approved	L	Effective handling of any SG queries or concerns around aspects of the business case. Continuing active exploration of alternative/complementary capital funding sources and investment models.

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
<b>Compliance</b>	Non-compliance with grant conditions.	L	Early engagement with specialist resource in Legal and Procurement to ensure all ACC responsibilities are fully captured, understood, and addressed to ensure compliance.
	Non-compliance with procurement or contractual requirements.	L	Council's Procurement Regulations designed to facilitate compliance with procurement law. All procurement to be done following consultation with the Head of Commercial and Procurement Services.
<b>Operational</b>	Insufficient staff resources or expertise to progress actions or deliver and operate assets	M	Prioritise externally funded projects with income potential. Transfer risks around procuring delivery and operational staffing to delivery partners.
	Kittybrewster sold including the HRS land	L	Ensure BOC given sufficient notice to remove any infrastructure from the site and other options are in place prior to disposal of the site. Liaise with Asset colleagues.
	Inability to secure appropriate alternative land/facilities	L	Early engagement with colleagues involved in estates planning to understand alternative Council-owned options and dialogue where required with third party landowners to identify external alternatives.
<b>Financial</b>	Increase in costs due to COVID-19, supply chain or exchange rates	M	Cost estimates based on latest prices. Small contingency built into capital budget to accommodate.

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
			Arrange flexibility with funding bodies on the potential spend risk. Design commercial models to limit the Council's exposure to delivery risk.
<b>Reputational</b>	Acceptance of grant and then not being able to fulfil the timescales or conditions	L	Establish governance procedures to ensure appropriate lead in times and clear deliverables in regular liaison with the funding bodies.
	Lack of communications / awareness around the Hub and its ambitions.	L	Scale up communications activities.
<b>Environment / Climate</b>	Unable to deliver anticipated environmental / climate improvements in line with expectations	L	Ensure that the Hydrogen Hub is progressed in timeous manner so that refuelling is available for when the buses arrive / buses are available when the refuelling arrives.

## 8. OUTCOMES

<b><u>COUNCIL DELIVERY PLAN</u></b>	
	<b>Impact of Report</b>
<b>Aberdeen City Council Policy Statement</b>	<p>The proposals within this report support the delivery of the following Policy Statement objectives:</p> <p>Economy: 14. Work with both governments to unleash the non-oil and gas economic potential of the city</p> <p>Place: 1. Build up existing strength in hydrogen technology 2. Support efforts to develop inward investment</p>
<b>Aberdeen City Local Outcome Improvement Plan</b>	
Prosperous Economy Stretch Outcomes	The deployment of hydrogen vehicles as part of the long-term plan to deliver the Aberdeen Hydrogen

	Hub directly support the delivery of LOIP Stretch Outcome 1 – 10% increase in employment across priority and volume growth sectors by 2026. The overall outcome target must be to maintain and grow 36,000 jobs in the energy sector, including renewables. Delivery of the Hydrogen Hub programme will have a direct impact on local jobs (additional technicians, refuelling capability, local supply chain support, training, construction, delivery) and significant potential on GDA of the region and the number of jobs.
Prosperous People Stretch Outcomes	The proposals in this report support the delivery of stretch outcome 11 - Healthy life expectancy (time lived in good health) is five years longer by 2026. As the h2 buses have zero carbon emissions this will have benefits for city centre residents by meeting the LEZ restrictions – all First buses go through the City Centre.
Prosperous Place Stretch Outcomes	The proposals in this report support and go beyond the delivery of stretch outcome 14 - carbon emissions reduction by 42.5% by 2026 and adapting to the impacts of our changing climate. Renewable hydrogen has zero emissions. ACC's h2 vehicles have saved over 130 tonnes of CO2 in the past 2 years as they run on green tariff produced hydrogen.
<b>Regional and City Strategies</b>	The proposals within this report support the Regional Economic Strategy & Action Plan, Energy Transition Vision, Strategic Infrastructure Plan, draft Regional Transport Strategy 2020, Local Transport Strategy, Hydrogen Strategy & Action Plan and Air Quality Action Plan by proposing establishing Aberdeen as a Hydrogen Hub and rolling out zero emission vehicles
<b>UK and Scottish Legislative and Policy Programmes</b>	The recommendations in this report contribute to the City's response to the Intergovernmental Panel on Climate Change set under the Paris Agreement and the UK Governments ambition to have Net Zero emission by 2045. The report also set out the City's plans to meet the Scottish Government's Climate Change (Emissions Reduction Targets) (Scotland) Act 2019.

## 9. IMPACT ASSESSMENTS

Assessment	Outcome
Impact Assessment	Not required.
Data Protection Impact Assessment	Not required.

## 10. BACKGROUND PAPERS

COM/20/0009 Net Zero Vision and Infrastructure Plan Governance  
Urgent Business Committee, 30<sup>th</sup> June 2020

CHI/16/258: FCH JU JIVE Business Case  
Finance, Policy and Resources Committee, 1<sup>st</sup> December 2016

RES/20/065 General Fund Revenue Budget and Capital Programme 20/21  
Full Council, 3<sup>rd</sup> March 2020

COM/20/109 JIVE Hydrogen Bus Extension (000-GUTU4722)  
Strategic Commissioning Committee, 27<sup>th</sup> August 2020

## 11. APPENDICES

Appendix One: Aberdeen Hydrogen Hub Outline Business Case (exempt)

## 12. REPORT AUTHOR CONTACT DETAILS

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## ABERDEEN CITY COUNCIL

<b>COMMITTEE</b>	City Growth & Resources
<b>DATE</b>	28 October 2020
<b>EXEMPT</b>	No  Appendices B, C and D have a private version which are exempt under paragraph 8.  Estimated expenditure on Contracts. 'This report refers to the acquisition or supply of goods/services where disclosure to the public of the amount to be spent would be likely to give an advantage to a person or organisation seeking to enter a contract with the Council.'
<b>CONFIDENTIAL</b>	No
<b>REPORT TITLE</b>	Condition & Suitability 3 Year Programme
<b>REPORT NUMBER</b>	RES/20/167
<b>DIRECTOR</b>	Steven Whyte
<b>CHIEF OFFICER</b>	Stephen Booth
<b>REPORT AUTHOR</b>	Alastair Reid
<b>TERMS OF REFERENCE</b>	4.1 approve recommendations regarding the Council's assets, property and estates

### 1. PURPOSE OF REPORT

- 1.1 This report seeks approval of an updated 3-year Condition and Suitability (C&S) Programme.

### 2. RECOMMENDATION(S)

That the Committee:-

- 2.1 Notes the projects completed or legally committed to date in 2020/21 as shown in Appendix A;
- 2.2 Notes the currently approved projects and approves the amended estimated budgets for each project as shown in Appendix B;
- 2.3 Approves the new Condition & Suitability Programme projects listed in Appendix C for inclusion in the 3-year Condition & Suitability Programme and approves the estimated budget for each project and delegates authority to the Chief Officer - Capital, following consultation with the Head of Commercial and Procurement Services, to consider and approve procurement business cases for each of these projects for the purposes of Procurement Regulation 4.1.1.2; and thereafter to procure appropriate works and services, and enter into any contracts necessary for the projects without the need for further approval from any other Committee of the Council;

- 2.4 Approves the removal of the projects listed in Appendix D; and
- 2.5 Delegates authority to the Chief Officer - Corporate Landlord, following consultation with the Capital Board and the Convener and Vice-Convener of this Committee, to amend the C&S Programme should priorities change due to unforeseen circumstances during the year, with such changes to be reported retrospectively to the Committee.

### 3. BACKGROUND

- 3.1 This report brings together, for Members' approval, the proposed 3-year Condition & Suitability (C&S) Programme (2020/21 – 2022/23) for the condition and suitability works on the Council's General Fund property portfolio. This report seeks approval of the revised 3-year programme.
- 3.2 The total budget allocation for the 3 years is £27.896m. This programme was prepared utilising the detailed property information gathered as part of the development of the Property Asset Management Framework, and after discussions with all relevant Chief Officers.

#### Proposed 3 Year Programme

- 3.3 Projects with a value of £1.705m have already been completed to date or are legally committed in 2020/21. The completed and legally committed are detailed in **Appendix A**.
- 3.4 A further £18.124m is allocated to currently approved projects as shown in **Appendix B**. A confidential version of Appendix B is included within today's confidential reports, which details the approximate cost for each project and the revised budgets where applicable.
- 3.5 As certain projects have progressed through the detailed scoping and feasibility stage, it is evident that an enhanced scope of work is highly desirable or indeed essential. The budgets currently allocated will not cover the enhanced scope of works. As such additional budget allocations totalling £710k are sought for these projects as shown in Appendix B.
- 3.6 The above allocations leaves £6.857m available for new projects to allow the continued condition and suitability work to be progressed. The proposed programme is contained in **Appendix C**. A confidential version of Appendix C is included within today's confidential reports section, which details the estimated cost for each project.
- 3.7 £0.5m has been left unallocated. The recommendation is for this to be used as a reserve fund which can address increased budgetary demands for individual projects or be allocated to urgent projects not previously identified. The reserve fund was not used over the last 12 months.
- 3.8 The proposed allocation of the £27.896m is shown below:-



<b>Budget Requirement</b>	<b>Allocation</b>
Projects Completed or Legally Committed	£1,704,761
Currently Approved Projects	£18,124,000
Additional Budget for Existing Projects	£710,000
New Projects	£6,857,239
Reserve Fund	£500,000
Total	£27,896,000

3.9 In addition to the major works contained in the overall programme, a combined sum of £596k has been identified for minor works (£496k already approved and an additional £100k). These works are primarily related to Health and Safety, Asbestos removal and Equality Act projects. This list requires to be flexible as works often have to be carried out at short notice to address health and safety issues or to remove asbestos after it has been identified. The proposed allocation of the £596k is:-

	<b>2020/21</b>	<b>2021/2022</b>	<b>2022/23</b>
<b>Asbestos Removal</b>	£100k	£90k	£90k
	<b>Completed/programmed:-</b> • Former Cordyce Primary • Former Bucksburn Primary	Projected budget allocation.	Projected budget allocation.
<b>General H&amp;S Works</b>	£10k	£55k	£55k
	<b>Completed/programmed:-</b> • Projects to be considered as buildings become operational.	Projected budget allocation	Projected budget allocation
<b>Fire Risk Audit works</b>	£16k	£55k	£55k
	<b>Completed/programmed:-</b> • Minor additions to various fire alarm systems.	Projected budget allocation	Projected budget allocation
<b>Legionella Works</b>	£15k	£25k	£20k
	<b>Completed/programmed:-</b> • Improved access to domestic storage water tanks at various assets.	Projected budget allocation	Projected budget allocation

3.10 The projects shown within **Appendix D** are recommended for removal from the programme. The reasons for doing so are also shown in the Appendix. A confidential version of Appendix D is included within today's confidential reports section, which details the estimated cost for each project.

3.11 The provisional 3-year programme will allow substitution of projects should it not be possible to implement any of the projects on the primary list, or should a statutory requirement arise. Potential projects for future programmes have been identified and could be brought forward in some instances. These projects are shown in **Appendix E**. It should be noted that Appendix E is not a definitive list of potential condition and suitability projects.

#### Procurement Procedures

- 3.12 When inviting tenders or entering into contracts for the C&S Programme Aberdeen City Council Procurement Regulations 4.1.1.1 and 4.1.1.2 will be followed.
- 3.13 4.1.1.1.Contracts below £50,000 (supplies/services) or £250,000 (works). Subject to budget approval, the relevant Chief Officer may give authority to conduct any procurement where the estimated value of contract is below £50,000 (supplies/services) or £250,000 (works). The procurement shall be undertaken by a Delegated Procurer in line with Section 4.3 of these Procurement Regulations.
- 3.14 4.1.1.2.Contracts above £50,000 (supplies/services) or £250,000 (works). Contracts with an estimated value of above £50,000 (for supplies/services) or above £250,000 (works) shall be listed on the workplan to be submitted by the relevant Director or Chief Officer in accordance with Procurement Regulation 14.6. Each individual contract will also require a Business Case (conforming to a template approved by the Head of Commercial and Procurement Services) to be submitted by the relevant Chief Officer to this Committee. The approval of this Committee is required prior to the procurement being undertaken.
- 3.15 The majority of the projects are below the £250k (works) limit and will be procured under regulation 4.1.1.1. Around 20 projects are estimated to be greater than £250k and require a procurement business case. If recommendation 2.3 is accepted the procurement of those projects will be approved through that route. Should the recommendation not be accepted then they will be procured under regulation 4.1.1.2. Therefor a procurement business case would be submitted for approval as part of an appropriate update of the Resources workplan.

#### Monitoring and Reporting of Programme

- 3.16 Monitoring of the programme will be carried out in line with the capital monitoring procedures. This includes regular progress reports to the Capital Board chaired by the Chief Officer Corporate Landlord. In addition, progress is reported to the Capital Programme Committee.
- 3.17 An annual report to this Committee will be required to add a further year to the programme and revise any individual budgets if necessary. Changes to the programme will be reported in line with recommendation 2.5.
- 3.18 Monitoring and reporting of the workplan is performed by this Committee. With the annual workplan being updated prior to the commencement of each new financial year, with updates to workplan submitted as required throughout the year.

#### Property Asset Management Policy and Statutory Performance Indicators

- 3.19 The approved Property Asset Management Framework has the following vision for property assets:-

**“The Council will provide property, working with partners, where appropriate, which supports the Council in the delivery of quality**

**services by being fit for purpose, accessible, efficient, suitable and sustainable.”**

- 3.20 In terms of Condition and Suitability this means that the aim is to have all assets in A or B Condition and A or B Suitability. In addition, publicly accessible buildings are targeted for A or B accessibility. The definitions of the gradings are contained in **Appendix F**.
- 3.21 Targets for improving the percentage of assets in satisfactory condition/suitability and reducing the required maintenance levels are reported through the Statutory Performance Indicators (SPI). This programme along with the rationalisation of our portfolio and property related capital projects will provide the main tools for meeting these targets. **Appendix G** of this report provides the SPI definitions and graphical representation of the trends across 5 years.
- 3.22 The Performance Management Framework report also submitted to this Committee references the SPI's for CL1 – Accessibility, CL2a – Condition, CL2b – Suitability and CL3 – Required Maintenance.

#### Covid-19 Impact

- 3.23 The lockdown has inevitably led to projects being delayed. This has been particularly prevalent for school projects which are normally programmed to be carried out over the summer holidays. In many cases this has meant that school projects have been pushed back to Summer 2021. The H&S minor works described in section 3.9 have also been affected and this is reflected in the budget allocations.
- 3.24 Projects that were already on site were stopped in line with Scottish Government guidance. They all recommenced following discussions with contractors.

#### Energy & Climate Plan

- 3.25 Around 30% of the proposed C&S programme is made up of projects that will contribute positively to improving the environmental performance of the Council's assets. These are indicated in Appendices B & C. The majority of these projects are window/door replacements, heating replacements and roof replacements.
- 3.26 The Buildings Thematic Sub-Group of the Energy and Climate Oversight Group will consider how the benefits of the C&S Programme can be captured. In particular how these projects will positively impact on our carbon emissions and raise our climate resilience. This will be developed in the coming months and will form part of future reporting.

## **4. FINANCIAL IMPLICATIONS**

- 4.1 Expenditure will be in accordance with the Council's approved General Fund Capital budget. The budget identified in years 1-3 in the Capital programme for the Condition & Suitability (C&S) programme is £27.896m.

- 4.2 There are further allocations of £8m in 2023/24 and £8m in 2024/25. Giving a combined indicative 5-year budget of £43.896m. Projects shown in Appendix E will form the basis for years 2023/24 and 2024/25.
- 4.3 To manage unexpected costs or additional works that may be required a reserve fund budget of £0.5m will not be allocated at this time. This budget will be used to accommodate increased budgetary requirements or urgent projects not previously identified.
- 4.4 There will be flexibility within the 3-year programme for approved projects to move between financial years, however the overall spend will remain within the total budgeted profile.
- 4.5 Projects on site at the start of lockdown have incurred additional costs in some cases. However, these have been accommodated within the existing budget allocations. The cost of construction has increased since Covid-19. This may mean some existing budget allocations are insufficient. Any additional requirements will be addressed through the annual update of the C&S Programme or covered in line with recommendation 2.5.

## 5. LEGAL IMPLICATIONS

- 5.1 All contracts to be tendered shall be done so in accordance with the ACC Procurement Regulations and the applicable legislation.

## 6. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
<b>Strategic Risk</b>	n/a		
<b>Compliance</b>	Many projects are required to make assets safe. If projects are not completed issues could occur.	L	Appropriate prioritisation of projects.
<b>Operational</b>	Assets are required to support service delivery. If projects are not completed the delivery of services could be affected.	L	Appropriate prioritisation of projects.
<b>Financial</b>	Total cost of projects is greater than available budget.	L  L	Appropriate budget monitoring.

	The impact of Covid-19 on construction costs could increase costs beyond available budget.		Appropriate budget monitoring and increased budgets sought where necessary.
<b>Reputational</b>	Certain projects will not be included which may be viewed negatively by the public and/or press. Given that funding would be in place for many other projects the risk would be low.  The increased budget requirements for projects shown in Appendix B could be perceived negatively by the public and/or press.	L  L	This risk could be managed through appropriate communications.  The reasons for the budget changes are explained within the appendix, so the risks are considered low.
<b>Environment / Climate</b>	Investment in assets may not positively impact on the environment.	L	Careful specification of equipment, materials and components.

## 7. OUTCOMES

The proposals in this report have no impact on the Council Delivery Plan.

## 8. IMPACT ASSESSMENTS

Assessment	Outcome
<b>Impact Assessment</b>	Not required
<b>Data Protection Impact Assessment</b>	Not required

## 9. BACKGROUND PAPERS

9.1 Condition & Suitability 3-year programme [report](#) to City Growth & Resources Committee 26 September 2019 (item 13).

## 10. APPENDICES

10.1 Appendix A – Complete or Committed Projects

10.2 Appendix B – Currently Approved Projects

- 10.3 Appendix C – Proposed New Projects
- 10.4 Appendix D - Projects to be Removed
- 10.4 Appendix E – Future Projects
- 10.5 Appendix F – Property Asset Management Definitions
- 10.6 Appendix G – SPI Tables

## 11. REPORT AUTHOR CONTACT DETAILS

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Appendix A - Complete or Committed

Location	Property Type	Proposed Works	Notes	Financial Year
Abbotswell Primary School	School-Primary	Roof replacements to ground floor (lower) and link corridor.	Committed	2020/21
Balnagask Community Centre	Leased Community Centre	Boiler replacement burner bars.	Complete	2020/21
Balnagask House	Home for the Elderly	Lift refurbishment.		2019/20
Beach Leisure Centre	Sports Centre	Atrium roof improvements.	Complete	2020/21
Bucksburn Swimming Pool	Swimming Pool	Boiler & domestic hot water services calorifier replacement.	Complete	2020/21
Culter Sports Centre	Sports Centre	Air handling unit replacement.	Complete	2019/20
Culter Sports Centre	Sports Centre	Building management system & controls replacement.		
Cults Primary School	School-Primary	Replace slabbed areas surrounding school with wheelchair friendly surface.	Complete	2019/20
Cummings Park Learning Centre	Community Learning Centre	Replacement of poor condition flooring and ceilings.	Committed	2019/20
Danestone Primary School	School-Primary	Car park and access road resurfacing.	Complete	2019/20
Forehill School	School-Primary	Car park and access road resurfacing.	Complete	2019/20
Glashieburn School	School-Primary	Car park and access road resurfacing.	Complete	2019/20
Hazlehead Academy	School - Secondary	Toilet refurbishment.	Committed	2020/21
Hazlehead Academy	School - Secondary	Structural repairs - initial works.	Committed	2020/21

Appendix A - Complete or Committed

Location	Property Type	Proposed Works	Notes	Financial Year
Inchgarth Community Centre	Leased Community Centre	Boiler replacements. Includes new pressurisation unit, flue, pump and filtration unit. Along with modifications to the control panel.	Complete	2019/20
Mastrick Community Centre	Leased Community Centre	Window replacements.	Complete	2020/21
Mastrick Library	Library			
Quarryhill Primary School	School-Primary	Re-render external walls. Include external decoration to be funded from R&M.	Complete	2019/20
Quarryhill Primary School	School-Primary	Replace cast iron gutters and downpipes.		
Quarryhill Primary School	School-Primary	Car park and access road resurface.	Complete	2019/20
Quarryhill Primary School	School-Primary	Window replacement.	Complete	2019/20
St Nicholas Pupil Centre	Office	Window replacement Phase 2.	Committed	2020/21
Projects completed/committed before 2019 committee but have legacy costs	Various		Complete	

**Total**

**£ 1,704,761**



Appendix B - Currently Approved

Asset	Proposed Works	Notes	Budget Cost	Revised Budget	Financial Year	Energy & Climate
(former) Braeside School	Demolition of surplus asset.				2021/22	
Budget Change Reason:	Following an in depth asbestos survey significant levels have been identified. The asbestos needs to be removed in line with the relevant regulations prior to the main demolition. Additional budget is required to fund this specialist service.					
(former) Bucksburn Primary School	Demolition of surplus asset.				2021/22	
(Former) Cordyce School	Demolition of surplus asset.				2020/21	
(former) Stoneywood School	Demolition of surplus asset.				2021/22	
1 Dominies Road	Kitchen and toilet refurbishment.				2021/22	
116 Westburn Road	Window and external door replacements throughout.	Windows are in C (Poor) condition.			2021/22	Yes
26A Rowan Road	Window replacement.				2021/22	Yes
Abbotswell Primary School	Kitchen refurbishment.				2021/22	
Abbotswell Primary School	External door replacement.	Doors are in C-Poor condition.			2021/22	Yes
Abbotswell Primary School	Window replacement.	Windows are in C (Poor) condition.			2021/22	Yes
Aberdeen Grammar School	Kitchen refurbishment including ventilation and heating improvements. R&M contribution.	Ongoing kitchen/servery refurbishment programme.			2021/22	
Aberdeen Grammar School	Refurbishment of swimming pool changing facilities.	Changing facilities are in C (Poor) condition.				
Aberdeen Grammar School	Toilet refurbishments.					

## Appendix B - Currently Approved

Asset	Proposed Works	Notes	Budget Cost	Revised Budget	Financial Year	Energy & Climate
Budget Change Reason:	The work was originally scheduled to be carried out in Summer 2019 and again in 2020. However, due to a lack of tender returns in 2019 and Covid-19 in 2020 the project is now delayed until 2021. Since the budget was allocated construction inflation has pushed up the estimated cost. In addition construction risk factors such as asbestos removal and working within a school have added to the estimated cost.					
Aberdeen Grammar School	Upgrade of fire alarm system.	To address fire risk assessment recommendations.			2021/22	
Aberdeen Grammar School	Local exhaust ventilation replacement.				2021/22	
Airyhall Library	Window replacements throughout.	Windows are in C (Poor) condition.			2021/22	Yes
Airyhall Library	Car park resurfacing and relining.	Include relining of Community Centre car park.			2020/21	
Ashgrove Nursery Infant School	Access improvements including platform lift.				2021/22	
Ashgrove Nursery Infant School	Heating replacement.	Heating is in C (Poor) condition.			2021/22	Yes
Ashley Road School	Reconfiguration of Reception to improve security at front entrance. Improvements to external lighting.				2021/22	
B & W Depot (North) Sillerton Lane	Refurbish toilets and replace windows in toilets/welfare areas.				2021/22	
Balnagask House	Phase 1 of ensuite and communal toilet refurbishments.				2021/22	
Balnagask House	Phase 2 of ensuite and shared toilet refurbishments.				2021/22	
Balnagask House	Swing free door closer replacement.				2021/22	

## Appendix B - Currently Approved

Asset	Proposed Works	Notes	Budget Cost	Revised Budget	Financial Year	Energy & Climate
Balnagask Motte	Reinstatement of historic asset.	As per decision of Full Council.			2021/22	
Beach Ballroom	Access issues, ceiling, safety issues, electrics all associated with main ballroom ceiling/roof.				2021/22	
Beach Ballroom	Extended intruder alarm and improve security to rear of building.				2021/22	
Beach Ballroom	Re-rendering works final phase.				2021/22	
Beach Leisure Centre	Air handling unit replacement.	Covers flume tower.			2021/22	Yes
Beach Leisure Centre	Repairs to concrete substructure.				2021/22	
Beach Leisure Centre	Pool plant improvements.				2020/21	
Bramble Brae Primary School	Refurbishment of toilet blocks. Phase 1.				2021/22	
Bramble Brae Primary School	Refurbishment of two toilet blocks. Phase 2.				2021/22	
Bramble Brae Primary School	Kitchen refurbishment.				2021/22	
Bridge Of Don Academy	Window replacements. Phase 1.	Windows are in C-Poor condition.			2021/22	Yes
Bridge Of Don Academy	Upgrade the kitchen gas supply and ventilation system due to breach in regulations.				2021/22	
Bridge of Don Community Centre	Refurbishment of community centre servery.				2021/22	

## Appendix B - Currently Approved

Asset	Proposed Works	Notes	Budget Cost	Revised Budget	Financial Year	Energy & Climate
Broomhill Primary School	Repointing to external walls and lead work to parapets.				2021/22	
Broomhill Primary School	Replacement of atrium roof.				2020/21	
Broomhill Primary School	Improve external/internal door security.	Urgent works to front entrance were completed in 2018 - further work still required to pupil entrances at rear.			2021/22	
Building & Works Depot Hilton	Window replacements.				2022/23	Yes
Building & Works Depot Northfield	Window replacements.				2022/23	Yes
Catherine Street Community Centre	Windows and external door replacements.				2021/22	Yes
Central Library	Staff toilet refurbishment.	Toilets are in C (Poor) condition.			2021/22	
Central Library	Renew damaged ceilings and replace associated lighting.				2021/22	Yes
Clinterty Caravan Park	Refurbishment and wider site improvements to meet minimum standards as set out by the Scottish Government. Design development only.	Asset transferring to Housing Revenue Account. Budgets to be realigned in due course leading to the project being removed from the Programme.			2021/22	Yes
Cove Library	Issues with curtain walling to be resolved.	Ongoing issues with vandalism and prohibitive repair costs.			2021/22	

## Appendix B - Currently Approved

Asset	Proposed Works	Notes	Budget Cost	Revised Budget	Financial Year	Energy & Climate
Criminal Justice Office	Lift refurbishment.				2021/22	
Culter Sports Centre	Roof structure repairs and bay window improvements.				2021/22	Yes
Cults Library	Roof replacement.	Roof is in C-Poor condition.			2022/23	Yes
Cults Primary School	Sports hall flooring replacement.				2021/22	
Danestone Primary School	Install secondary secure door at main Reception.				2021/22	
Deeside Family Centre	Car park and access road resurfacing.	Tarmac is in C (Poor) condition.			2022/23	
Denmore Depot Denmore Gardens	Refurbishment of external areas and welfare facilities. Rationalise buildings on site.	Asset is C (Poor) condition overall.			2021/22	
Depot Bucksburn Bankhead Avenue	Window replacements.				2022/23	Yes
Depot Cairnwell Drive	Refurbishment.				2022/23	Yes
Duthie Park Workshops	Replacement windows to welfare block.	Assessed as C (Poor) condition.			2022/23	Yes
Duthie Park Workshops	Block E - Replacement/repair to sills and render. Replacement of roof drainage.				2022/23	
Dyce Academy	Upgrade the kitchen gas supply and ventilation system due to breach in regulations.				2021/22	
Dyce Academy	Electronic locking on all external doors.				2021/22	
Dyce Academy	Toilet refurbishment.	Reconfiguration of accessible toilets to be included.			2021/22	

## Appendix B - Currently Approved

Asset	Proposed Works	Notes	Budget Cost	Revised Budget	Financial Year	Energy & Climate
Dyce Primary School	Replace air handling units and carry out associated asbestos works.				2021/22	
Dyce Primary School	Toilet refurbishment.				2021/22	
Fergus House	Swing free door closer replacement.				2021/22	
Ferryhill Library	Windows and blinds replacement. Both in D-Bad condition.				2022/23	Yes
Ferryhill Primary School	Improve security and accessibility.				2021/22	
Ferryhill Primary School	Single glazing window replacements.	Windows are in C-Poor condition.			2021/22	Yes
Gilcomstoun School	Staff and pupil toilet refurbishment (excluding disabled and blue boys toilet).				2021/22	
Budget Change Reason:	Additional budget is required to carry out the full scope of work. Following detailed design and cost estimates it is apparent that budget is insufficient.					
Greenbrae Primary School	Chiller installation for cold water supply to ensure appropriate temperature.				2021/22	
Grove Cemetery Depot	Install permanent toilet facilities.				2021/22	
Harlaw Academy	Toilet refurbishments.	Potentially phased due to scale of work.			2020/21	
Harlaw Playing Fields Pavilion	Refurbishment and access improvements (DDA). Project remains included on a provisional basis.	Asset is C (Poor) condition overall.			2021/22	
Hazlehead Academy	Local exhaust ventilation replacement.				2021/22	
Hazlehead Park Car Park	Resurfacing of car park.				2020/21	

Appendix B - Currently Approved

Asset	Proposed Works	Notes	Budget Cost	Revised Budget	Financial Year	Energy & Climate
House 13 Viewfield Avenue	Kitchen and bathroom refurbishments.				2022/23	
House 15 Viewfield Avenue	Kitchen and bathroom refurbishments.				2022/23	
House 145 Gardner Road	Window replacements.	Windows are in C (Poor) condition.			2020/21	Yes
House 145 Gardner Road	Kitchen replacement.					
Budget Change Reason:	Additional budget is required to improve the accessibility of the building including a new ramp, accessible worktop in kitchen and patio doors to the garden. This work was not part of the original project but to minimise disruption to the service users it is proposed to carry out this as part of the wider contract.					
House 233 Birkhall Parade	Window replacement.				2021/22	Yes
Inchgarth Community Centre	Roof replacements.	Roof is in C (Poor) condition.			2022/23	Yes
Inchgarth Community Centre	Changing Place installation. Part funded from developers obligations.				2021/22	
Jack Wood Pavilion	Windows and external door replacement.				2022/23	Yes
Kincorth Community Centre	Toilet refurbishments.				2022/23	
Kincorth Library And Customer Access Point	Window replacement.				2022/23	Yes
Kincorth Sports Centre	Junckers sports hall floor replacement.	Floor has reached end of economical life.			2021/22	
Kingsford Primary School	Toilet refurbishment.				2021/22	
Kingswells Primary School	Upgrade the kitchen gas supply and ventilation system due to breach in regulations.				2021/22	
Kirkhill Primary School	Toilet refurbishment				2021/22	
Linx Ice Arena	Building management system & controls replacement.				2021/22	Yes
Loirston Community Centre	Roof refurbishment.				2021/22	

## Appendix B - Currently Approved

Asset	Proposed Works	Notes	Budget Cost	Revised Budget	Financial Year	Energy & Climate
Budget Change Reason:	Following an in depth survey of the roof it is apparent that the condition of the roof is worse than originally identified. Additional budget is required to allow the full scope of work to be carried out.					
Loirston Community Centre	Flat roof replacement in addition to pitched roof refurb.	Roof is in C-Poor condition			2021/22	Yes
Maritime Museum	Replacement entrance doors.				2020/21	
Maritime Museum	Passenger lift replacement.				2020/21	
Mastrick Ind Est - OT Store	Windows and external door replacement.	Windows and external door replacement.			2020/21	Yes
Muirfield School	Flat roof replacements to nursery and hall.	Roofs are in C-Poor condition.			2021/22	Yes
Muirfield School	Replace remaining single glazed windows (nursery and hall).	Windows are in C (Poor) condition.			2021/22	Yes
Multi Storey Car Park Chapel Street	Structural repairs.				2021/22	
Multi Storey Car Park West North Street	Structural repairs including works to parapets.				2021/22	
Nellfield Cemetery Depot	New welfare modular unit. Demolish existing buildings.				2020/21	Yes
New Town House Extension	Flat roof replacement.	Roof is in C (Poor) condition.			2022/23	Yes
New Town House Extension	Lift replacements.				2020/21	
Newhills Churchyard Cemetery Depot	New welfare modular unit. Demolish existing buildings.	Poor quality structures with significant issues. Not worth investing in so replacement preferred.			2020/21	Yes
Northfield Academy	Replacement of remaining felt flat roofs.				2020/21	Yes



Appendix B - Currently Approved

Asset	Proposed Works	Notes	Budget Cost	Revised Budget	Financial Year	Energy & Climate
Budget Change Reason:	Tenders have been submitted and the costs have come over the allocated budget. Due to the roofs being inter-linked there is little value in only completing those that can be covered by the £500k budget. Therefor additional budget is required so that all the roofs on the main teaching blocks can be replaced.					
Northfield Academy	Repairs to external walls - C&D blocks.				2021/22	
Northfield Academy	Local exhaust ventilation replacement.				2021/22	
Northfield Community Centre	Window replacements and pitched roof refurbishment.				2022/23	Yes
Northfield Library	Window replacements and pitched roof refurbishment.				2022/23	Yes
Old Aberdeen House	Further repointing.				2021/22	
Old Aberdeen House	Replacement of single glazed windows and new climate control.				2021/22	
Powis Community Centre	Window replacements.	Windows are in C (Poor) condition.			2021/22	Yes
Rosemount Community Centre	Various External works (including works to boundary wall).				2021/22	
Rosemount Community Centre	External improvements.				2021/22	
Rosemount Community Centre	Fire escape improvements at ground floor gym.				2021/22	
Rosemount Community Centre	Ground floor male toilet refurbishment and the creation of a 'Changing Place'.				2021/22	
Rosemount Community Centre	Window replacements - Phase 2.	Windows are in D (Poor) condition.			2021/22	Yes
Rosemount Community Centre	Damp proofing to gym and gym store.	To address ongoing water penetration issues.			2021/22	

Appendix B - Currently Approved

Asset	Proposed Works	Notes	Budget Cost	Revised Budget	Financial Year	Energy & Climate
Rosemount Community Centre	Resurfacing of access road and realignment of gate.				2021/22	
Sheddocksley Community Centre	Replacement windows and entrance doors. Accessibility improvements. Repointing of external walls.	Windows and external doors are in C (Poor) condition.			2021/22	Yes
Sheddocksley Sports Centre	Junckers sports hall floor replacement.	Floor has reached end of economical life.			2021/22	
Springbank Cemetery Depot	New welfare modular unit. Demolish existing buildings.	Poor quality structures with significant issues. Not worth investing in so replacement preferred.			2020/21	Yes
St Josephs R. C. School	Remaining toilet refurbishments.				2021/22	
Budget Change Reason:	Further toilets not included in the scope are also required to be refurbished. This revised budget will mean all toilets within the building are of a suitable standard.					
St Josephs R. C. School	Window replacement.				2021/22	Yes
St Machar Academy	Toilet refurbishments phase 1.				2021/22	
St Machar Academy	Heating plant replacement - boiler, calorifier and pressurisation unit. Including new flues, control panel and expansion vessel. Allowance for temporary boiler plant hire & fuel for duration of contract also required.	The potential of connecting to the Combined Heat & Power Plant within Tillydrone is being explored.			2021/22	Yes
St Machar Academy	Upgrade the kitchen gas supply and ventilation system due to breach in regulations.				2021/22	
St Nicholas Pupil Centre	Tarmac works.				2020/21	
Budget Change Reason:	Extent of repairs required has resulted in the need for more comprehensive works.					

## Appendix B - Currently Approved

Asset	Proposed Works	Notes	Budget Cost	Revised Budget	Financial Year	Energy & Climate
Sunnybank School	Flat roof replacement to East block.				2021/22	Yes
Tolbooth Museum	Major roof and parapet works.				2021/22	
Torry Community Centre	Windows replacement, re-render walls and replace downpipes/gutters.				2020/21	Yes
Trinity Cemetery Depot	Refurbishment.				2021/22	
Tullos Depot	Windows and flat roof replacement.				2021/22	Yes
Tullos Depot	Salt store replacement. Development budget.	Existing building is in D (Bad) condition.			2021/22	
Tullos Playing Fields Pavilion	Refurbishment and access improvements.	Roof is in C poor condition. Suitability also C overall.			2022/23	Yes
Tullos Primary and Community Centre	Window replacements - phase 1	Windows are in C-Poor condition.			2021/22	Yes
Westburn House	Surplus	Structural survey & structural Stability/H & S works.			2021/22	
Westpark School	Toilet refurbishment.				2021/22	
Woodside Library	Windows and external doors replacement.				2021/22	Yes
Woodside School	Toilet refurbishments (Two Large Blocks).				2021/22	
Health & Safety Budget	2 year budget allocation.				2021/22	
Memorials in City Centre	2 year budget allocation.				2021/22	
Play Ground Equipment (Various)	2 year budget allocation.				2021/22	
School fixed equipment replacement - Rolling programme	Schools	Rolling programme of school fixed equipment renewal.			2021/22	

Appendix B - Currently Approved

Asset	Proposed Works	Notes	Budget Cost	Revised Budget	Financial Year	Energy & Climate
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Existing Total	£ 18,124,000
Additional Total	£ 710,000

Appendix C - New Projects

Asset	Property Type	Proposed Works	Notes	Budget Cost	Financial Year	Energy & Climate
Abbotswell Primary School	School-Primary	Remaining flat roof replacements.	Roof is in C-Poor condition.		2022/23	Yes
Aberdeen Crematorium	Crematorium	Resurface of West Chapel car park.	Car park is in C-Poor condition.		2022/23	
Aberdeen Grammar School	School-Secondary	Boys toilet refurbishment ground floor.			2021/22	
Aberdeen Grammar School	School-Secondary	Replace metal windows/curtain walling to Hall, Assembly hall, dining room and Art Department.			2022/23	Yes
Aberdeen Snow Sports Centre	Outdoor Sports Facility	3G pitch replacement. Pitch has reached the end of its economic life.	Potential usage/funding agreement with RGU will be explored.		2022/23	
Ashley Road School	School-Primary	Additional security and accessibility Improvements.			2022/23	
Bridge Of Don Academy	School-Secondary	Kitchen refurbishment.	Part of ongoing programme of replacement.		2022/23	
Bridge Of Don Academy	School-Secondary	Window replacements phase 2.	Windows are in C-Poor condition.		2022/23	Yes
Bridge Of Don Library	Library	Roof, window and external doors replacements.	Roof is in D-Poor condition and windows/doors are in C-Poor condition.		2022/23	Yes
Central Library	Library	Replacement carpeting of floor coverings at various locations.	Existing floor primarily dates from 1970's refurbishment and has been damaged by water ingress in some areas.		2021/22	

Appendix C - New Projects

Asset	Property Type	Proposed Works	Notes	Budget Cost	Financial Year	Energy & Climate
Cults Primary School	School-Primary	Refurbishment of external cladding to gym hall.			2021/22	
Cults Primary School	School-Primary	Toilet refurbishments.			2022/23	
Dyce Academy	School-Secondary	Replacement of obsolete light fittings.	Replacement tubes hard to obtain and expensive.		2022/23	Yes
Dyce Community Centre	Community Learning Centre	Remaining window replacements to block C.	Windows are in D-Poor condition.		2022/23	Yes
Ferryhill Primary School	School-Primary	Toilet refurbishment lower ground level.			2022/23	
Forehill School	School-Primary	Window replacement to block 1.	Windows are in C-Poor condition.		2022/23	Yes
Hanover Street School	School-Primary	Upgrade the kitchen gas supply and ventilation system due to breach in regulations.			2022/23	
Harlaw Academy	School-Secondary	Create sealed vent pipe system with the installation of expansion tanks and a pressurisation unit.			2022/23	
Harlaw Academy	School-Secondary	Window refurbishment and lintel replacements. Phase 1 - Albyn building.	Windows are in C-Poor condition.		2022/23	Yes
Hazlehead Academy	School-Secondary	Reconfigure main entrance and reception to improve building security.			2022/23	
Hazlehead Academy	School-Secondary	Structural repairs - expanded scope of works.			2021/22	
Kincorth Sports Centre	Sports Centre	Replacement of the boilers and Domestic Hot Water Services and essential system improvements.			2022/23	Yes

Appendix C - New Projects

Asset	Property Type	Proposed Works	Notes	Budget Cost	Financial Year	Energy & Climate
Kingswells Care Home	Home For the Elderly	Swing free door installation.			2022/23	
Kingswells Care Home	Home For the Elderly	New fire alarm installation.			2022/23	
Kirkhill Primary School	School-Primary	External door replacement.	1704761		2022/23	Yes
Kittybrewster School	School-Primary	Windows in dining hall.	Windows are in C-Poor condition.		2022/23	Yes
Marchburn Childrens Home	Childrens Home	Convert storeroom into a bedroom to provide additional capacity.			2021/22	
Maritime Museum	Museum	CCTV upgrade.			2022/23	
Maritime Museum	Museum	Replacement tannoy system.			2022/23	
New Town House Extension	Office	Replacement back up generator.	Generator has reached the end of its economic life.		2021/22	
Northfield Academy	School-Secondary	Gym hall roof replacement.	Roof is in C-Poor condition.		2021/22	
Northfield Academy	School-Secondary	Upgrade the kitchen gas supply and ventilation system due to breach in regulations.			2022/23	
Oldmachar Academy	School-Secondary	Upgrade the kitchen gas supply and ventilation system due to breach in regulations.			2022/23	
Scotstown School	School-Primary	External door replacement.	Doors are in C-Poor condition.		2022/23	Yes
Sheddocksley Sports Centre	Sports Centre	Replacement of the boiler and essential improvements to the heating system.			2022/23	Yes
St Josephs R. C. School	School-Primary	Tanking of basement to reduce flooding risk.			2021/22	
St Machar Academy	School-Secondary	Toilet refurbishment phase 2.			2022/23	

Appendix C - New Projects

Asset	Property Type	Proposed Works	Notes	Budget Cost	Financial Year	Energy & Climate
Westburn Lounge And Outdoor Sports Centre	Outdoor Sports Facility	Replacement of the boilers and Domestic Hot Water Services and essential system improvements.			2022/23	Yes
Westburn Tennis Centre	Indoor Sports Facility	Replacement of the boilers and essential improvements to the heating system.			2022/23	Yes
Westburn Tennis Centre	Indoor Sports Facility	Roof structure recladding and Improvements.			2021/22	
Woodside School	School-Primary	Phase 2 of toilet refurbishment.			2021/22	
Replacement of obsolete school lighting.	School-Primary	Replacement of obsolete light fittings in identified Primary School. Initial phase to design/cost requirements and then carry out work in a priority school.	Priority schools are Cornhill Primary, Culter School, Dyce Primary and Holy Family.		2022/23	Yes
Relay and renew path network - Rolling programme	Open space	Rolling programme of replacement/upgrade of open space path network.			2021/22	
Health & Safety - Rolling programme	Various	Rolling programme of H&S works.			2022/23	
Memorials in City Centre - Rolling programme	Memorials	Rolling programme of stabilisation and H&S works to memorials.			2022/23	
Play Ground Equipment - Rolling programme	Play areas	Rolling programme of play ground equipment renewal.			2022/23	
School fixed equipment replacement - Rolling programme	Schools	Rolling programme of school fixed equipment renewal.			2022/23	



Appendix C - New Projects

Asset	Property Type	Proposed Works	Notes	Budget Cost	Financial Year	Energy & Climate
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Total	£ 6,857,239
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Appendix D - Projects Removed

Location	Proposed Works	Notes	Budget Cost
Hall 5 West North Street (Childcare Services)	Flat roof replacements.	Service closed as part of approved budget savings. Asset no longer required.	
Hall 5 West North Street (Childcare Services)	Windows and external door replacement.	Service closed as part of approved budget savings. Asset no longer required.	
Middleton Park - Little Bods	Window replacement, gutter/downpipes replacement and fascia replacement.	Service closed as part of approved budget savings. Asset no longer required.	
Middleton Park - Little Bods	Improve accessibility as currently rates as C (Poor).	Service closed as part of approved budget savings. Asset no longer required.	
Day Care Centre Kingswood Court	Lift refurbishment including new lift control system and hydraulics.	Funded from revenue.	
Bridge Of Don Academy	Heating plant replacement - boiler and gas supply booster. Including new flues, control panel and expansion vessel. Allowance for temporary boiler plant hire & fuel for duration of contract also required.	Work still to be carried out but will be funded through the Central Energy Efficiency Fund (CEEF).	
Charleston Primary School	Replacement modular accommodation.	Review of accommodation completed and renewal not considered necessary at this time.	

Appendix E - Future Projects

Property Address	Property Type	Proposed Work
116 Westburn Road	Family Centre	Reconfiguration of space to support additional teams.
116 Westburn Road	Family Centre	Flood prevention measures.
26A Rowan Road	Group Home	Kitchen refurbishment.
Adventure Aberdeen	Outdoor Centre	Replacement Building Management System.
Allenvale Cemetery Depot	Depot	Refurbishment and rationalisation of space.
Ashgrove Nursery Infant School	School-Nursery	Electrical improvements.
Ashley Road School	School-Primary	Suitability improvements. Rated as C-Poor.
Aulton Pavilion	Sports Pavilion	Replacement of building management system & controls.
Balnagask House	Home For the Elderly	Catering kitchen replacement.
Beach Ballroom	Leisure Facility	Installation of external CCTV system.
Bridge Of Don Library	Library	Refurbishment internally including electrical improvements and desk reconfiguration.
Charleston Primary School	School-Primary	Suitability improvements. Rated as C-Poor.
Cornhill Primary School	School-Primary	Suitability improvements. Rated as C-Poor.
Cornhill Primary School	School-Primary	Toilet refurbishments.
Cornhill Primary School	School-Primary	Replacement of obsolete light fittings.
Craigton Road Day Care Centre	Day Centre- Elderly	Kitchen refurbishment of units.
Culter Library	Library	Refurbishment of staff areas.
Culter School	School-Primary	Suitability improvements. Rated as C-Poor.
Culter School	School-Primary	Replacement of obsolete light fittings.
Cults Primary School	School-Primary	Kitchen refurbishment.
Danestone Primary School	School-Primary	Electric heating replacement.
David Welch Winter Gardens	Leisure Facility	Removal of problematic gravity fed tank on heating system within Oil Tank Room, and associated heating system mods. Asbestos removals required prior to these works.
Depot Bucksburn	Depot	Reconfiguration of office, toilet refurbishment (adjacent to office) and electrical upgrade.
Depot Bucksburn	Depot	Replacement perimeter fencing. Is in C-Poor condition.
Duthie Park Workshops	Depot	Toilet and changing refurbishment - Sanitary is C condition.
Dyce Academy	School-Secondary	Sports hall flooring replacement.
Dyce Primary School	School-Primary	Toilet refurbishment phase 2.
Dyce Primary School	School-Primary	Replacement of obsolete light fittings.
Fernielea Primary School	School-Primary	Works to reduce risk of flooding.
Ferryhill Primary School	School-Primary	Kitchen refurbishment.
Forehill School	School-Primary	Heating replacement solution potentially covering all buildings.

## Appendix E - Future Projects

Property Address	Property Type	Proposed Work
Gilcomstoun School	School-Primary	Kitchen refurbishment.
Glashieburn School	School-Primary	Electric heating replacement.
Hanover Community Centre	Community Centre (Leased)	Replacement flooring in main and side halls. Flooring C-Poor condition.
Harlaw Academy	School-Secondary	Suitability improvements. Rated as C-Poor.
Hazlehead Academy	School-Secondary	Replacement heaters and pipework.
Hazlehead Golf Course	Golf Course	Improvements to the drainage on the Mackenzie Championship Course.
Hazlehead Park		Refurbishment of play area.
Holy Family R.C. Primary School	School-Primary	Toilet refurbishment.
Holy Family R.C. Primary School	School-Primary	Replacement of obsolete light fittings.
House 233 Birkhall Parade	Group Home	Replacement kitchen.
Jack Wood Pavilion	Sports Pavilion	Changing/toilet refurbishment. In C-Poor condition.
Kingsford Primary School	School-Primary	Suitability improvements. Rated as C-Poor.
Kingswells Care Home	Home For the Elderly	Replacement nurse call system.
Kingswells Care Home	Home For the Elderly	New lift installation to increase capacity.
Kingswells Care Home	Home For the Elderly	Car park resurfacing.
Kingswells Primary School	School-Primary	Suitability improvements. Rated as C-Poor.
Kirkhill Primary School	School-Primary	Suitability improvements. Rated as C-Poor.
Kirkhill Primary School	School-Primary	Suitability improvements. Rated as C-Poor.
Kittybrewster School	School-Primary	Suitability improvements. Rated as C-Poor.
Loirston Primary School	School-Primary	Toilet refurbishment.
Marischal College	Office	Lighting refurbishment phase 1.
Marischal College	Office	Lighting refurbishment phase 2.
Maritime Museum	Museum	Replacement of heating and ventilation/air conditioning.
Mastrick Community Centre	Community Centre (Leased)	Toilet refurbishment.
Middleton Park Primary School	School-Primary	Heating replacement solution potentially covering all buildings.
Muirfield School	School-Primary	Playground resurfacing.
Northfield Academy	School-Secondary	Kitchen refurbishment.
Northfield Community Centre	Community Centre (Leased)	Toilet refurbishment and installation of showers (beside gymnasium). Sanitary is in C-Poor condition.
Oldmachar Academy	School-Secondary	Suitability improvements. Rated as C-Poor.
Public Convenience Lower Promenade	Public Convenience	Refurbishment.
Ruthrieston Community Centre	Community Centre (Leased)	Male and female toilet refurb (C-Poor grade).
Scotstoun School	School-Primary	Kitchen refurbishment.

Appendix E - Future Projects

<b>Property Address</b>	<b>Property Type</b>	<b>Proposed Work</b>
Seaton Park	Park	Water infrastructure improvements.
Seaton Park	Park	Refurbishment of park fountain.
Skene Square Primary School	School-Primary	Flat roof replacements. Roofs are in B-condition.
Skene Square Primary School	School-Primary	Toilets refurbishment in annexe.
St Josephs R. C. School	School-Primary	Refurbishment of green houses.
St Machar Academy	School-Secondary	Platform lift replacements.
St Machar Academy	School-Secondary	Home Economics classrooms to be refurbished.
Sunnybank School	School-Primary	Suitability improvements. Rated as C-Poor.
Sunnybank School	School-Primary	Senior pupil toilet refurbishment.
The Jesmond Centre	Sports Centre	Bird proofing to roof.
Tullos Depot	Depot	Toilet and changing area refurbishment.
Tullos Primary School	School-Primary	Suitability improvements. Rated as C-Poor.
Walker Road School	School-Primary	Suitability improvements. Rated as C-Poor.
Walker Road School	School-Primary	Toilet refurbishment.

**Condition**

- A: Good - performing well and operating efficiently
- B: Satisfactory - performing adequately but showing minor deterioration
- C: Poor - showing major problems and/or not operating adequately
- D: Bad - life expired and/or serious risk of imminent failure

**Suitability**

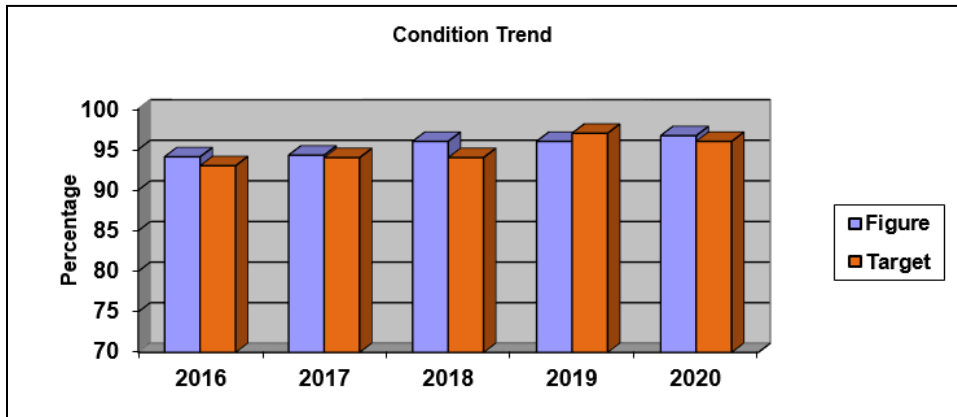
- A: Good - performing well and operating efficiently. The buildings support the delivery of the service and are considered suitable for use now and in the future.
- B: Satisfactory - performing well but with minor issues. The buildings generally support the delivery of services and would be considered suitable. There is room for improvement in certain areas but the property is fundamentally okay.
- C: Poor - showing major problems and/or not operating optimally. The buildings impede the delivery of services and would not be considered suitable.
- D: Bad - does not support the delivery of services at all. The buildings seriously impede the delivery of services and would definitely not be considered suitable.

**Accessibility**

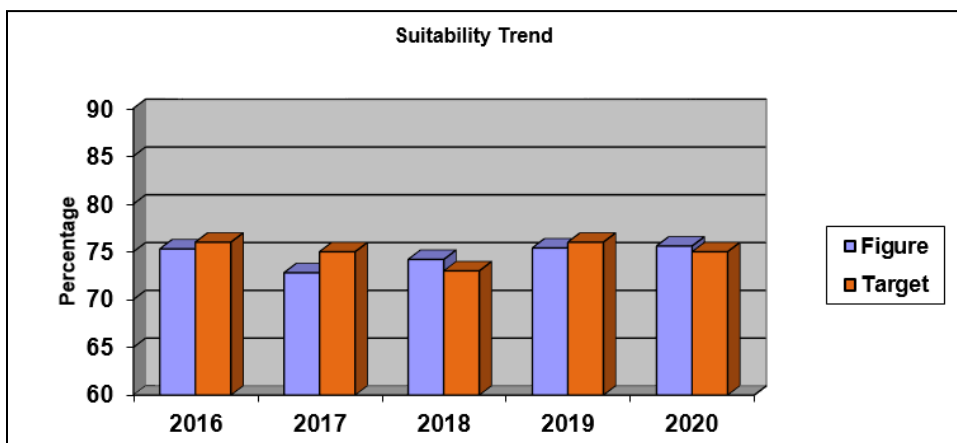
- A: Good - Accessible with little or no works required.
- B: Satisfactory - Accessible with only minor works required.
- C: Poor - Significant investment required to make accessible.
- D: Bad - Major Investment required or cannot be made accessible.

### SPI Definition – Condition & Suitability

The SPI shows the overall position of operational buildings in terms of if they are both suitable and in satisfactory condition. In addition as the SPI has been in use for a number of years it is possible to see long term trends. The SPI figure shows if the investment being made is leading to improvements in condition and suitability grades. Improving figures would suggest investment levels are sufficient while declining figures would suggest that the investment is not sufficient.



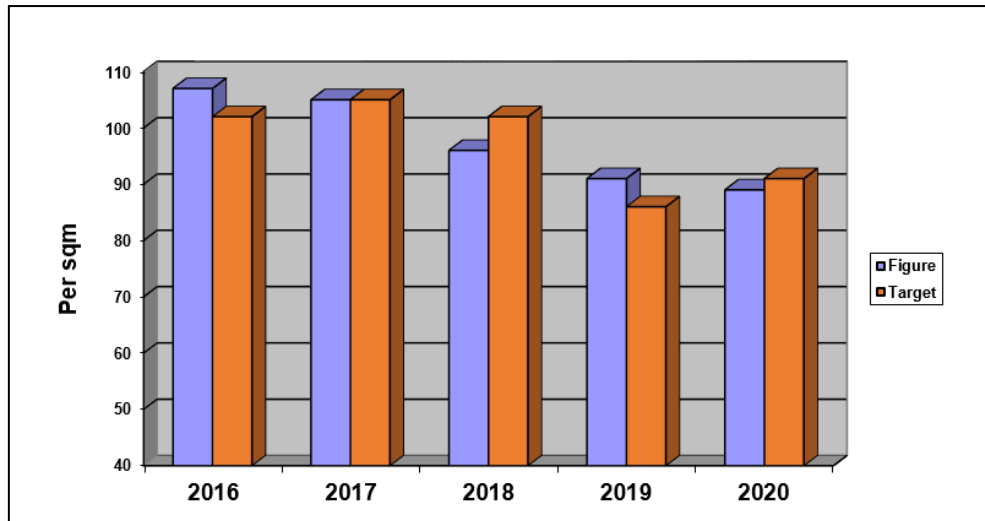
This year's condition figure of 96.7% is an improvement on last year's figure and meets the target of 96%. Additions of Aberdeen Art Gallery, Cowdray Hall, Kingswells Care Home, and Tillydrone Community Campus account for 12,594 m<sup>2</sup> of additional floor area. Improvements were made at Dyce Community Learning Centre resulting in an improvement from C to B. These additions and investment have positively affected the condition figure. The improvement was offset slightly by a number of properties in A or B condition rated being removed from the SPI.



This year's figure of 75.6% is a slight improvement on last year's figure and meets the target of 75%. All assets added this year such as the Art Gallery are either A or B for suitability. Whilst these have a positive impact the improvement is offset by the removal of a number of suitable buildings.

### SPI Definition – Required Maintenance

The required maintenance cost of operational assets per square metre is an assessment of the cost to bring the property from its present state up to the state reasonably required by the authority to deliver the service or to meet statutory or contract obligations and maintain it at that standard. Betterment should be specifically excluded from the calculations of cost.

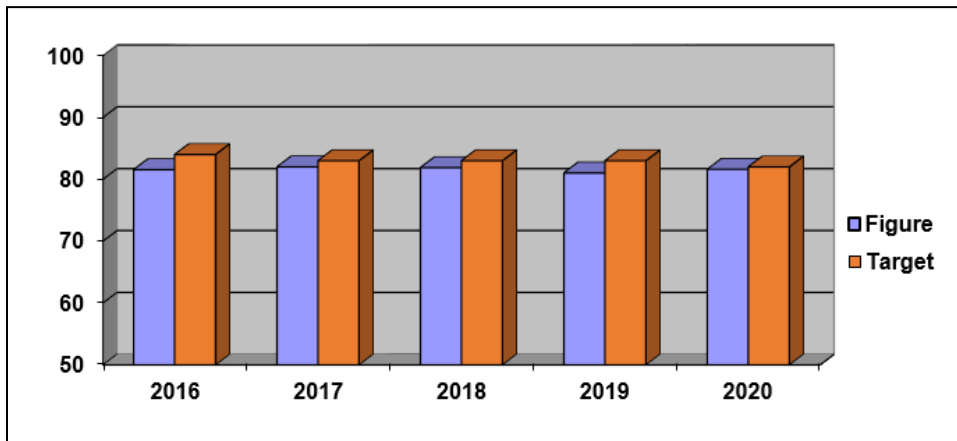


The figure has improved with last year's figure of £91 per sqm falling to £89.3 per sqm, against a target of £91 per sqm. The overall cost has reduced slightly by £0.3m with £49.2m becoming £48.9m. The overall floor area has increased primarily due to the reopening of the Art Gallery and Cowdray Hall. Along with the purchase of Kingswells Care Home and the opening of Tillydrone Community Campus. Various relatively small scale improvements have been made across the estate through the C&S programme and has reduced required maintenance for certain assets. The addition of the above noted assets has also had a positive effect on the SPI. However, deterioration in condition has been noted in a number of buildings. A review of a number of Fire Risk Assessments has flagged additional investment requirements which are now factored into the figures.



**SPI Definition - Accessibility**

The number of council buildings from which the council delivers services to the public and percentage of these in which all public areas are suitable for and accessible to disabled people.



This year's figure has improved slightly from 81.02% to 81.62%, which is in line with the target of 82%. This is as a result of the Art Gallery and Cowdray Hall being reopened following major refurbishment. The improvement was offset by three accessible buildings being removed from the calculations. The total number of buildings that are not accessible has reduced by 1 to 25. Those buildings that are not accessible are generally inherently difficult to improve so unless they are replaced/closed then they will continue to negatively affect the figure. The estate continues to be in a period of transition with rationalisation progressing where possible. This may include both accessible and not accessible buildings being removed from the list.

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## ABERDEEN CITY COUNCIL

COMMITTEE	City Growth & Resources
DATE	28 October 2020
EXEMPT	The report is not Exempt but Appendices 1 & 2 are (paras 8 & 10)
CONFIDENTIAL	N/A
REPORT TITLE	New Housing Programme Delivery Update
REPORT NUMBER	RES/20/132
DIRECTOR	Steven Whyte, Director of Resources
CHIEF OFFICER	John Wilson, Chief Officer, Capital
REPORT AUTHOR	John Wilson, Chief Officer, Capital
TERMS OF REFERENCE	4.1

### 1. PURPOSE OF REPORT

- 1.1 To update the Committee on the progress of works being undertaken as part of Aberdeen City Council’s directly delivered new build Council housing sites and developer led schemes of building 2,000 new homes.

### 2. RECOMMENDATION(S)

That the Committee:

- 2.1 Instructs the Chief Officer – Capital to proceed with the 3 developer led sites contained within the report to preferred bidder status to deliver 723 units (refer to Appendix 1);
- 2.2 Agrees the Director of Resources continues to progress the sites contained within Appendix 2 subject to them meeting the technical standards approved by this Committee in February 2020 as well as the financial assessment demonstrating their affordability;
- 2.3 Instructs the Chief Officer – Corporate Landlord to hold a further “market warming” event with developers and the housing construction industry;
- 2.4 Instructs the Chief Officer – Corporate Landlord, in conjunction with the Chief Officer – Commercial and Procurement, to run a further procurement process to acquire developer led sites within the city;
- 2.5 Approves the site at Granitehill be marketed as a Council house site after due diligence with regard to governance, technical, legal and financial viability, and
- 2.6 Instructs the Chief Officer – Corporate Landlord in conjunction with the Chief Officer - Early Intervention and Community Empowerment to ensure that the delivery of all the units is phased over a period of time and ensure they are let efficiently.

### 3. BACKGROUND

- 3.1 At its budget meeting on 6 March 2018 the Council resolved, “to instruct the Director of Resources to report back to the City Growth and Resources Committee on 19 June 2018 with business cases for the delivery of 2,000 Council houses in conjunction with private developers, as appropriate, working within an affordable capital investment net sum of £250 million and that each business case must demonstrate the long term affordability and sustainability of the Council’s Housing Revenue Account.”
- 3.2 At its meeting on 23 May 2018, this Committee agreed to proceed with various sites as a Council House Programme to increase the number of new build social housing units across the city based on the current design proposals and that this be added to the capital Programme.
- 3.3 The report outlines the progress for the Council led delivery sites referred to throughout the report including: Direct Tranche 1 - Craighill, Kincorth, Tillydrone, Kaimhill, Greenferns (Phase 1A) and Greenferns Landward (Phase 1A) and Direct Tranche 2 - Kaimhill.
- 3.4 In addition, the report also outlines progress for current Developer led sites, both committed and uncommitted and further market engagement to determine if further pipeline sites are available.
- 3.5 To date the council has:
- Delivered 179 units at Smithfield and Manor Walk;
  - Purchased 99 units through the buy-back scheme but with a further circa 150 units anticipated over the next 18 months (subject to market availability);
  - Has entered into 2 Contracts (Summerhill and Wellheads) to deliver 652 units
  - Undertaken a procurement exercise via the Invitation to Participate in Negotiation (ITPN) process for Developer Led Schemes and secured actionable offers of circa 723 units;
  - Incorporated within scope, and commence pre-contract activity on, the Council Led Kaimhill site, with 36 Units anticipated within the RIBA stage 1 (Preparation and Briefing)\_approval;
  - Developed RIBA Stage 1 proposals for all current committed Council led Direct Sites (circa 897units), including the wider Greenferns and Greenferns Landward Masterplan areas which could accommodate further development.

Refer to Appendix 4 : [ACCHP Location Map of Housing Sites](#)

- 3.6 The full list of all sites currently being progressed (subject to Committee approval) is detailed within Appendix 2 of this report. Included within this list is the site at Granitehill (as shown within the indicative development site plan at Appendix 3 of this report).
- 3.7 The Granitehill site will provide a potential 186 units. This would be subject to planning approval and further site surveys and therefore the final number of units will vary. This is merely the best estimate at this stage and will depend on the final mix of units to be provided.

- 3.8 It should be noted that due to the COVID-19 national lockdown restrictions officers have progressed a number of aspects of the programme through the need to “re-profile” work requirements. Wherever possible works have been progressed to support the construction industry during these difficult times and procurement exercises concluded to allow the programme to continue to be met.
- 3.9 While this proved very challenging for officers it can be seen that work is now at an advanced stage in a number of areas and as the various work streams were progressed it became apparent that the target 2,000 units would be exceeded if all sites were contracted.
- 3.10 Therefore committee approval is required to allow officers to continue at pace with the development of the various sites but always adhering to the principle that any stand alone development must meet the technical standards approved by the Council and provide the Housing Revenue Account with the long term financial viability and sustainability.
- 3.11 The Committee is asked to note the accelerated progress achieved in the delivery of the social housing programme despite the challenges of Covid-19;
- 3.12 Further, it should also be noted that if all current sites be legally contracted to the total current number of anticipated units then the total number of units being delivered would be potentially over 3,000 units
- 3.13 When taken together (all sites and all procurement routes) including the procurement process in recommendation 2.2 then in excess of 3,000 units will potentially be under contract for delivery.

### **Current Status**

- 3.14 A high-level programme was approved at the Programme Board in December 2019 and is reported on a monthly basis at the Programme Board and ultimately reported to either the Capital Programme Committee or the City Growth and Resources Committee depending on the decision required from elected members.
- 3.15 Outcomes from the Programme Plan workshops have been captured in a Programme Blueprint document which outlines how the Programme will be executed and the outcomes/benefits that are to be achieved.
- 3.16 The Programme Vision is person-centred and views the system from the citizen’s perspective to reflect the diversity of people, homes and communities across Scotland. The Vision is confirmed as follows: –

*“To create sustainable integrated communities and places, delivering affordable homes designed for life, which meet citizens current and changing needs, supporting the wellbeing and resilience of our tenants.”*

- 3.17 In light of the terrible COVID-19 pandemic it is maybe fortunate that the Council has shown vision and foresight to adopt the Gold Standard across its housing programme.
- 3.18 The vision includes a range of ambitions which will deliver a level of specification which alleviates some of the risks which the public are currently experiencing whilst living and working with the COVID-19 threat. Factors catered for are bicycle storage (depending on size of dwelling), office space for homeworking and dedicated green space,
- 3.19 Where people are able to work from home, they will be working in a property which delivers better energy efficiencies (helping deliver against the Council's anti-poverty strategy as well as against the council's approved energy transition vision), with better outdoor facilities that help improve physical and mental health .
- 3.20 The Housing Programme will demonstrate benefits which align with those identified in the Local Development Plan and the stretch outcomes detailed in the Local Outcome Improvement Plan (where possible). Programme Benefits and Community Benefits will be measured throughout the Programme on a continual basis. Additional project-specific benefits will be developed in due course.
- 3.21 The RIBA Stage 1 site surveys recommenced on the 10 August 2020 following a delay due to COVID-19 restrictions and are now nearing completion, with Reports on target for release in Q4. These delays arose because site access was prohibited as during lockdown, conditions were in place and the construction industry was unable to operate. All off-site works were, however, progressed where possible. These surveys will support design development across the direct sites, facilitating development of detailed technical proposals according with the site constraints. Further surveys will be required later in the Programme to achieve Planning approval permission, whilst meeting suspensive conditions.
- 3.22 Revised High-Level Requirements have been developed, which are aligned to the Vision/benefits for the Programme as approved by the Council. These requirements will ensure consistent quality across the Programme as well as addressing challenges around fuel poverty, contributing to achieving a carbon neutral footprint in line with the Council's 2020/21 budget, and achieving a higher quality of living for tenants. Additionally, all homes in the Programme will comply with Housing for Varying Needs standards.
- 3.23 Delivery of Gold Level technical standards across the Housing Programme was approved at City Growth and Resources Committee on the 6<sup>h</sup> February 2020. These standards have been incorporated in the High-Level Requirements document and form part of both the Consultant and Developer Invitation to Tender (ITT) documentation.
- 3.24 The Design Consultants (Lead Designer, Architect, & BIM Coordinator, Civil & Structural Engineer and Building Services Engineers) have been procured and appointed for the ACC Direct sites Tranche 1 & 2, with the exception of those

for the Greenferns and Greenferns Landward: Master planning and Phase 1 Design commissions. Procurement documentation for such services is in preparation and will be concluded early 2021.

- 3.25 The Outline Business Cases (OBC's) have been drafted for the Council led projects at Kincorth, Craighill and Tillydrone and RIBA Stage 1 has been completed for the above-named projects within the OBC budgets. Housing Infrastructure Fund applications are in preparation across Tranche 1, with submission due late 2020.
- 3.26 RIBA Stage 2 (Concept Design) is nearing completion for the Craighill and Kincorth sites both of which are due to conclude early Q4 2020. Tillydrone RIBA Stage 2 has been completed within the OBC budget and RIBA Stage 3 (Spatial Coordination) activities have commenced.
- 3.27 The coming months will see the Kaimhill team commence RIBA Stage 2 activities, with the OBC drafted and brief agreed.
- 3.28 Greenferns and Greenferns Landward RIBA Stage 1 has been completed across the Masterplan area. Master Planning and progression of Phase 1A for both of the sites will commence in Q4 2020 following necessary procurement, with a brief to contribute 511 units to the programme (with the potential to deliver an additional 274 units).
- 3.29 Final Developer Led submissions were received on 27th August 2020, with each submission financially, technically and legally assessed and scored in accordance with the agreed methodology.
- 3.30 The resulting detailed recommendations as to which schemes should progress, the methodology for advancing same and areas for further consideration having been agreed with the programme board, it's anticipated that Developer Led sites will deliver circa 723 Units.
- 3.31 Three of the proposed Developer Led Sites ((A, B, C) will be taken to preferred bidder status. The remaining two bids ((D &E) did not achieve the minimum scores required to progress.
- 3.32 Letters of notification have been issued to both the successful and unsuccessful bidders, with the standstill period to expire thereafter and final detail of associated Pre-Contract documentation to be concluded shortly thereafter.
- 3.33 Feedback upon the process undertaken, and to unsuccessful bidders, will be advanced over the coming period with a view to carrying out a further Developer Led Housing ITPN (Tranche 2), in Spring 2021 subject to this Committee's approval and also noting this would result in the delivery in excess of 3,000 units – well in excess of the 2,000 originally envisaged.

### Next Steps (Council Direct Sites)

Activity	Target Date	Status
Approval of Programme Level BIM Protocol	August 2020	Completed
Phase 1 Site surveys to be completed	October 2020	Ongoing – Anticipated Q4 2020
Procurement of, and Appointment of Tier 2 (Landscape Architect, Fire Engineer, Acoustician) Professionals	October 2020	Ongoing
RIBA Stage 2 for Council Direct Sites (Excel GF/GFL)	October 2020	Ongoing
RIBA Stage 3 for Council Direct Sites (Excl GF/GFL)	February 2021 – March 2021	Ongoing
RIBA Stage 2 commencement of Kaimhill (Direct Tranche 2)	October 2020	Ongoing
Design Team Procurement(s): Greenferns / Greenferns Landward - Masterplan and Phase 1A Services	January 2021	Ongoing

### Next steps for Developer Led procurement

- 3.34 Following completion of the Final ITPN process none of the three successful developments is ready for ACC to immediately execute the associated Contract(s). Each requires further negotiation, variation and refinement to their proposed legal terms and progressive risk reduction through a managed design development phase to achieve such a status and mitigate residual client risk.
- 3.35 As such, as provided for within the offers received, Interim Agreements for each of the proposals will be refined with a view to governing the progress until such purification of the offers is concluded, with resultant unconditional Forms of Contract or development agreements (dependant on each proposal) anticipated over the coming months.

### Next Steps (Developer Led)

- 3.36 In the case of Developer Led sites, further actions are required to take the sites designs to a sufficient level of detail to manage and mitigate residual risk to the Council and facilitate execution of the associated contract(s). These matters will be concluded over the coming months, with the relationship between the parties and liabilities managed through pre-construction



agreements and appropriate due diligence support secured and deployed to support the programme team in the preparation of documentation for execution.

The next steps of the programme in this regard are shown in the following table.

<b>Activity</b>	<b>Target Date</b>	<b>Status</b>
ITPN Final Returns	August 2020	Completed
ITPN Final Evaluation	September- October 2020	Completed
Issue decision letters to the ITPN parties.	October 2020	Completed
Complete Alcatel period after notification letter issued	October 2020 (10 Working days)	Completed 26 October 2020
Agreeing a PCSA's with the successful parties	October – November 2020 (may vary)	Ongoing
Development of Technical and Contractual proposals	Varies	Awaited
Execution of Developer Led Tranche 2	Varies	Awaited

#### **4. FINANCIAL IMPLICATIONS**

- 4.1 Business cases have been received from the external appointed Technical Advisors for the Council led direct sites, and these now incorporate budgets reflecting the Gold Standard previously approved.
- 4.2 Approval of Gold Technical Standards will increase capital costs in order to fulfil ACC High Level Requirements (as described and approved by Committee in February 2020), however this will also reduce future maintenance costs, commit investment in properties which promote a better mental and physical health, and future-proof properties by facilitating adaption to suit tenants' current and future requirements. This strategic approach is part of a deliberate preventative shift as envisaged by the Target Operating Model.
- 4.3 By creating more energy efficient homes which meet future standards such as Energy Efficiency Standard for Social Housing (ESSH) the monthly fuel consumption for Gold Standard properties is reduced. This represents an important milestone in the heating transition required by the energy transition vision approved by council.
- 4.4 In lieu of the Covid-19 pandemic, it is highly likely that there will be additional costs and delays on the two projects (Summerhill and Wellheads) currently under construction. The programme team are currently reviewing and

negotiating the impact of same, with agreements covering the impact to date anticipated.

## 5. LEGAL IMPLICATIONS

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

## 6. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
<b>Strategic Risk</b>	Impact of Covid-19 on the projects under design/construction and potential future impact upon delivery of units	H	Ensure lessons learned from current sites, embed float within programmes and closely monitor and liaise with the contractual parties.
<b>Compliance</b>	Failure to comply with project protocols	L	Increase site visits and monitoring of the construction works.
<b>Operational</b>	Staff both internal and external	L	Maintain home working where possible (design). Review business continuity plans.
<b>Financial</b>	Increased project costs, supplier risk	H	Work with legal, finance and procurement teams to understand and address contractual impacts.
<b>Reputational</b>	Late delivery of the 2000 units	H	Clearly communicate with key stakeholders regarding the impact of Covid-19 upon the delivery of units
	COVID-19 outbreak on a construction site	H	Intensify existing safety measures. Contracting parties need to develop and agree new working practices, adopt a more flexible working system, and address broader concerns associated with the pandemic to protect one of

	Publication of New Technical Standards post Construction Contract Award	M	the most valuable resources: people.  Adopt a forward-looking approach and instruct programme team to design for anticipated life safety impacts.
<b>Environment / Climate</b>	Targeting net zero	L	Mitigating climate risks requirements by ensuring at the point of contract award that target net zero requirements are embedded into project specification requirements.

## 7. OUTCOMES

<b><u>COUNCIL DELIVERY PLAN</u></b>	
	<b>Impact of Report</b>
<p><b>Aberdeen City Council Policy Statement</b> Programmes in the Policy Statement include assess the digital needs of the region, working with our partners to ensure the city has the required infrastructure; maximise community benefit from major developments; commit to closing the attainment gap in education while working with partners across the city; build 2,000 new Council homes and work with partners to provide more affordable homes;</p>	<p>This report highlights the progress being made across a wide range of potential housing sites which when delivered will support a number of inter-related policy statements within the Council delivery Plan.</p>
<b>Aberdeen City Local Outcome Improvement Plan</b>	
<p>Prosperous Economy Stretch Outcomes</p>	<p>The construction programme for new Council housing will support the local economy, employment and training during a period of relative subdued construction activity, especially in the housing and commercial sectors. When delivering the construction, service or supplies contracts consideration will also help ensure that wider social</p>

	and economic issues are borne in mind through community benefits.
Prosperous People Stretch Outcomes	The Council is committed to improving the key life outcomes of all people in Aberdeen City. The availability of affordable housing contributes to this objective by providing choice and opportunities which would otherwise not be available.
Prosperous Place Stretch Outcomes	The Council is committed to ensuring that Aberdeen is a welcoming place to invest, live and visit and operate to the highest environmental standards. The availability of affordable housing contributes to this objective.
<b>Regional and City Strategies</b> Strategic Development Plan; Local Development Plan	The proposals within this report support the Strategic Development Plan and Local Development Plan by working to deliver the new Council aspirations and accord with the requirements of both plans.
<b>UK and Scottish Legislative and Policy Programmes</b> Legislation which places a range of statutory duties on the Council, Planning (Scotland) Bill	The report sets out the progress achieved to deliver the new Council housing across the city, all in accordance with the required legislation.

## 8. IMPACT ASSESSMENTS

Assessment	Outcome
<b>Impact Assessment</b>	An Equality and Human Rights Impact Assessment (EHRIA) in connection with the Council housing building programme has been carried out on 11.4.2018 based on report no RES/18/006.
<b>Data Protection Impact Assessment</b>	Privacy impact assessment (PIA) screening has been undertaken and a PIA is not necessary.

## 9. BACKGROUND PAPERS

- 9.1 Council 6 March 2018: Draft Housing Revenue Account Budget and Housing Capital Budget 2018/19 to 2022/23: report no CG/18/030.
- 9.2 Capital Programme 23 May 2018: Shaping Aberdeen Housing LLP – Referral from City Growth and Resources: report no RES/18/006.
- 9.3 Council 5 March 2019: Housing Revenue Account Budget 2019/20: report no RES/19/202.

## 10. APPENDICES

Appendix 1: Executive Summary (EXEMPT)

Appendix 2: Full List of Current Sites and Status (EXEMPT)

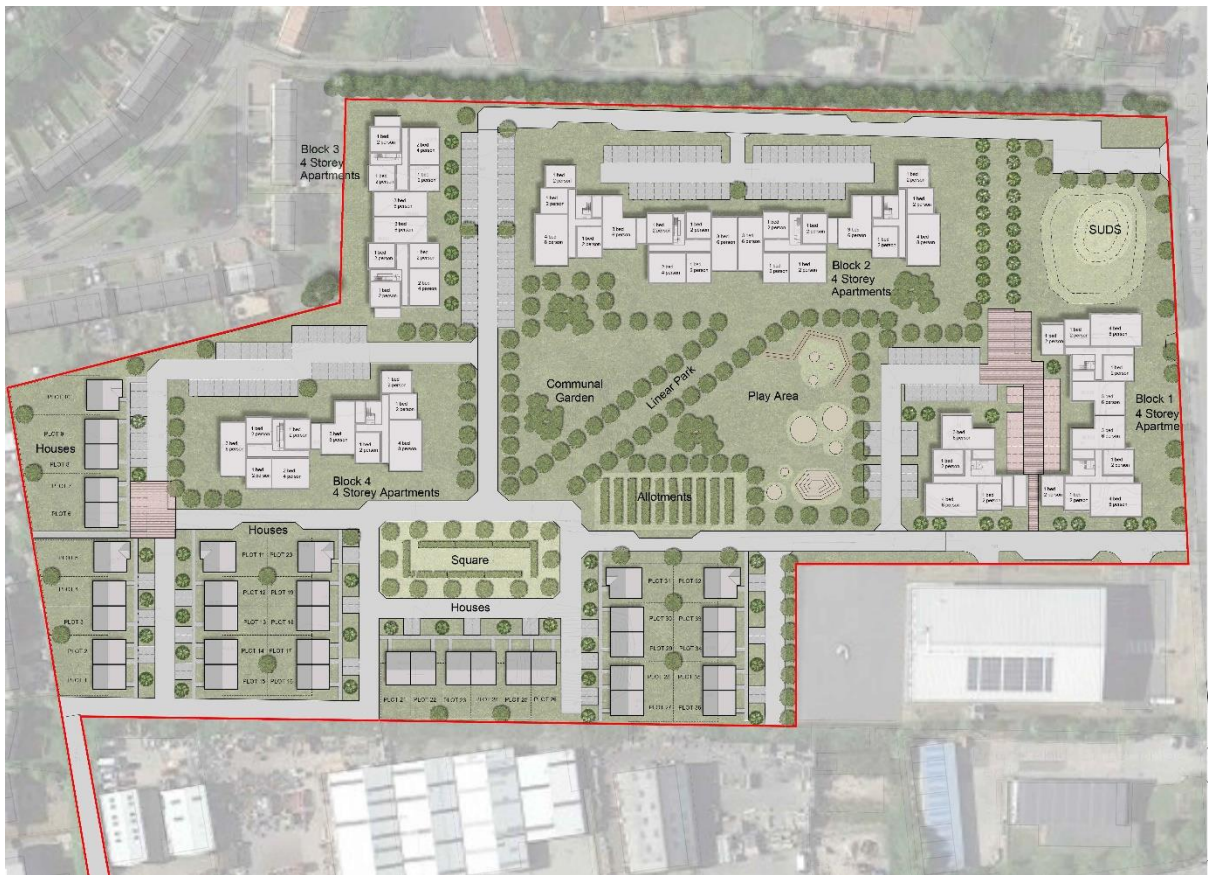
Appendix 3: Indicative Granitehill Site Development Plan

Appendix 4: ACCHP Map of all sites

## 11. REPORT AUTHOR CONTACT DETAILS

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# APPENDIX 3: Indicative Granitehill Site Development Plan



## APPENDIX 4: ACCHP Location Map of Housing Sites



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