

# Public Document Pack



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

Town House,  
ABERDEEN 27 January 2021

## **CITY GROWTH AND RESOURCES COMMITTEE**

The Members of the **CITY GROWTH AND RESOURCES COMMITTEE** are requested to meet remotely on **WEDNESDAY, 3 FEBRUARY 2021 at 2.00 pm.**

FRASER BELL  
CHIEF OFFICER - GOVERNANCE

In accordance with UK and Scottish Government guidance, meetings of this Committee will be held remotely as required. In these circumstances the meetings will be recorded and available on the Committee page on the website.

### **BUSINESS**

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

1.1 Notification of Urgent Business

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

2.1 Determination of Exempt Business

#### **DECLARATIONS OF INTEREST**

3.1 Declarations of Interest (Pages 5 - 6)

#### **DEPUTATIONS**

4.1 Deputations

#### **MINUTE OF PREVIOUS MEETING**

- 5.1 Minute of Previous Meeting of 28 October 2020 - For Approval (Pages 7 - 32)

## **COMMITTEE PLANNER**

- 6.1 Committee Planner (Pages 33 - 48)

## **NOTICES OF MOTION**

- 7.1 Notice of Motion by Councillor Jackie Dunbar - Byron Square Car Park

That Council:-

- (1) acknowledge that while Byron Square car park is currently maintained out of the ACC Housing Revenue Account it is used by the public in the area;
- (2) agree that it is an anomaly to have a car park that is freely accessible to the public but the upkeep and repairs costs come from the budget that is dedicated to the upkeep and maintenance of our housing stock; and
- (3) instruct the Chief Officer - Early Intervention and Community Empowerment, following consultation with the Chief Officer - Finance, to investigate which account the Byron Square car park should be held on, to take any necessary remedial action and to report back to the City Growth and Resources Committee on the action taken.

- 7.2 Notice of Motion by Councillor Yuill - Information Plaques Relating to Slavery and Slavery Products

That Council:-

- (1) Notes and regrets that slavery, human trafficking and other oppressive activities occur in the UK and around the world;
- (2) Notes that a number of locations and street names in Aberdeen have historical links to slavery and slavery products;
- (3) Notes that Sugar House Lane already has an information plaque explaining the origins of the street name and its links to slavery products; and
- (4) Instructs the Chief Officer - City Growth to report to the City Growth and Resources Committee on the practicalities and projected costs of identifying locations and street names in Aberdeen with links to slavery and slavery products and then erecting appropriate information plaques at each location.
- (5)

## **REFERRALS FROM COUNCIL, COMMITTEE AND SUB COMMITTEES**

- 8.1 Referrals from Council, Committees or Sub Committees

## **SERVICE DELIVERY**

- 9.1 Cluster Risk Registers and Assurance Maps - COM/21/017 (Pages 49 - 72)
- 9.2 Performance Management Framework Report – City Growth and Resources - CUS/21/014 (Pages 73 - 106)
- 9.3 Covid-19 Response Actions - COM/21/018 (Pages 107 - 126)

## **BUDGETS**

- 10.1 Economic Policy Panel 2020 Report - COM/21/026 (Pages 127 - 144)
- 10.2 Council Financial Performance, Quarter 3, - RES/21/037 (Pages 145 - 200)
- 10.3 Strategic Infrastructure Partnership with North East Scotland Pension Fund - RES/21/049 (Pages 201 - 206)
- 10.4 Credit Rating Annual Review - RES/21/043 (Pages 207 - 220)
- 10.5 Town Centre Fund - COM/21/020 (Pages 221 - 228)
- 10.6 Extension of Bucksburn Academy - Outline Business Case - RES/21/010 (Pages 229 - 238)

An Exempt Appendix is contained within the Exempt Appendices Section of this Agenda.

## **CITY GROWTH AND PLACE**

- 11.1 Update on Spaces for People Interventions - COM/21/031 (Pages 239 - 288)
- 11.2 External Transportation Links to Aberdeen South Harbour and Wellington Road Multimodal Corridor Study - STAG Part 2 - COM/21/01 (Pages 289 - 598)
- 11.3 Electric Vehicle Framework for Aberdeen - COM/21/019 (Pages 599 - 666)
- 11.4 Aberdeen Active Travel Action Plan 2021-2026 - COM/21/016 (Pages 667 - 828)

- 11.5 Bus Partnership Fund Bid - COM/21/021 (Pages 829 - 848)
- 11.6 Draft Local Flood Risk Management Plans Cycle 2 - OPE/21/022 (Pages 849 - 862)
- 11.7 Invest Aberdeen Update - COM/21/030 (Pages 863 - 870)
- 11.8 Aberdeen Hydrogen Hub Delivery Model - COM/21/029 (Pages 871 - 882)  
A verbal update will be provided within the Exempt/Confidential Section of this agenda.

## **PROPERTY AND ESTATES**

- 12.1 North East Scotland Joint Mortuary - Full Business Case - RES/21/027  
(Pages 883 - 890)  
An Exempt Appendix is contained within the Exempt Appendices Section of this Agenda.
- 12.2 Listing of the Aberdeen Inner City Multi Storey Blocks - RES/21/025  
(Pages 891 - 922)

## **EXEMPT / CONFIDENTIAL BUSINESS**

- 13.1 Aberdeen Hydrogen Hub Delivery Model - Exempt Verbal Update
- 13.2 Site 16 - Lang Stracht - Demolition and Disposal Update - RES/21/015  
(Pages 923 - 928)
- 13.3 Pinewood - Amendment to Sale Contract - RES/21/028 (Pages 929 - 934)

## **EXEMPT APPENDICES**

- 14.1 North East Scotland Joint Mortuary Full Business Case - Exempt Appendix  
(Pages 935 - 1010)
- 14.2 Extension to Bucksburn Academy - Outline Business Case - Exempt Appendix (Pages 1011 - 1056)

EHRIsAs 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

## **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, 28 October 2020. Minute of Meeting of the CITY GROWTH AND RESOURCES COMMITTEE. Present:- Councillor Lumsden, Convener; Councillor Grant, Vice-Convener; and Councillors Boulton, Cameron (as substitute for Councillor Jackie Dunbar), Laing, McLellan (as substitute for Councillor Alex Nicoll), McRae, 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 (Community Asset Transfer – Tillydrone Library and Family Centre), 14.1 (Aberdeen Winter Event Programme – Exempt Appendix), 14.2 (Unrecoverable Debt – Exempt and Confidential Appendix), 14.3 (Torry Heat Network – Third Progress Report - Exempt Appendices), 14.4 (Queen Street Redevelopment Programme – Update – Exempt Appendix), 14.5 (Aberdeen Hydrogen Hub Programme – Exempt Appendix), 14.6 (Condition and Suitability 3 Year Programme – Exempt Appendices) and 14.7 (New Housing Programme Delivery Update – Exempt Appendices) with the press and public excluded from the meeting.

#### **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:- article 31 (paragraphs 6 and 9); articles 32, 34, 36 and 37 (paragraph 8); article 33 (paragraph 6); article 35 (paragraphs 8, 9 and 10) and 38 (paragraphs 8 and 10).

### 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) the Convener declared an interest in items 9.8 (Update on Spaces for People - Interventions), 11.9 (Queen Street Redevelopment Programme Update) and 14.4 (Queen Street Redevelopment Programme Update - Exempt Appendix) by virtue of him being a Council appointed Board member of NHS Grampian. 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;

## CITY GROWTH AND RESOURCES COMMITTEE

28 October 2020

- (2) Councillor Yuill declared an interest in item 9.8 (Update on Spaces for People – Interventions) by virtue of him being the Council appointed member of Robert Gordon’s College Board of Governors. 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;
- (3) Councillor Laing declared an interest in items 8.1 (Aberdeen Winter Event Programme), 9.3 (External Funding Plan and Town Centre Fund Phase 2), 11.3 (Socio Economic Rescue Plan Update) and 14.1 (Aberdeen Winter Event Programme – Exempt Appendix) by virtue of her being a Council appointed Board member of Aberdeen Inspired. She considered that the nature of her interest required her to leave the meeting and she therefore took no part in the consideration of these items; and
- (4) the Vice Convener declared an interest in items 8.1 (Aberdeen Winter Event Programme), 9.3 (External Funding Plan and Town Centre Fund Phase 2), 11.3 (Socio Economic Rescue Plan Update) and 14.1 (Aberdeen Winter Event Programme – Exempt Appendix) by virtue of him being an employee of Aberdeen Inspired. He considered that the nature of his interest required him to leave the meeting and he therefore took no part in the consideration of these items.

### MINUTE OF PREVIOUS MEETING OF 6 FEBRUARY 2020 - FOR APPROVAL

3. The Committee had before it the minute of its previous meeting of 6 February 2020, for approval.

**The Committee resolved:-**

to approve the minute as a correct record.

### COMMITTEE PLANNER

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

**The Committee resolved:-**

- (i) to remove item 60 (Building Performance Policy) and item 61 (Energy Plan for Aberdeen) from the planner for the reasons outlined therein;
- (ii) to note the reason for the reporting delay in relation to item 4 (Car Parking Framework), item 6 (Transport Visitor Levy – Engagement and Options), item 7 (Energy Transition Zone – Training and Jobs Plan), item 8 (Proposals for Investment for Works at Riverbank School to Accommodate the Relocation of St. Peter’s School), item 11 (Sustainable Drainage System – Section 7), 12 (Aberdeen City Region Deal – Strategic Transport Appraisal – Initial STAG Appraisal of Regional Transport Projects), item 16 (Strategic Partnership and the Scottish Local



## **CITY GROWTH AND RESOURCES COMMITTEE**

28 October 2020

- Government Pension Scheme), item 18 (Review of School Estate) and item 25 (ACC Business Charter);
- (iii) that in relation to item 14 (Business Case for the refurbishment of Harlaw Road Pavilion), to note that this would be referred to the budget setting process;
  - (iv) that in relation to item 15 (Local Authority Bus Services/Controlled Bus Companies), to agree that given that First Bus has indicated it is no longer for sale, instruct the Chief Officer – Strategic Place Planning to report back to the City Growth and Resources Committee in February 2022 with the steps that would be necessary to establish the setting up by the Council of a municipal bus company as part of the Council’s commitment to green energy and net zero and in order to fulfil any obligations under any low emission zone that the Council may wish to implement; and
  - (v) to otherwise note the content of the Committee Planner.

### **UK LOCAL AUTHORITY OF THE YEAR 2020 AWARD - NOTICE OF MOTION BY THE CONVENER**

5. The Committee had before it a Notice of Motion in the following terms by the Convener, which was seconded by the Vice Convener:-

- (1) to note 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;
- (2) to note 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;
- (3) to note 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;
- (4) to note the finalists were selected based on evidence of having delivered meaningful and positive change to the communities they serve;
- (5) to note 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.”;
- (6) to note 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;
- (7) to agree 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;

## CITY GROWTH AND RESOURCES COMMITTEE

28 October 2020

- (8) to agree 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; and
- (9) to agree 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
- (10) to agree 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.

Councillor McRae, seconded by Councillor Cameron, moved as an amendment:-

- (1) to note 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;
- (2) to note 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;
- (3) to note the finalists were selected based on evidence of having delivered meaningful and positive change to the communities they serve;
- (4) to note 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.";
- (5) to note 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;
- (6) to agree 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;
- (7) to agree 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;
- (8) to agree 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;

## CITY GROWTH AND RESOURCES COMMITTEE

28 October 2020

- (9) to agree that an email or letter, if no email is available, be sent from the Chief Executive Officer 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;
- (10) to note that Councillor Jenny Laing and Councillor Bill Cormie have been shortlisted for awards at the Local Government Information Unit (LGIU) Scotland Councillor Awards, which is due to take place on the 24 November;
- (11) to congratulate Councillor Laing on being shortlisted for Leader of the Year; and
- (12) to congratulate Councillor Cormie for being shortlisted in recognition of his community work as an Urban Community Champion.

On a division, there voted:- for the motion (5) – the Convener, the Vice-Convener and Councillors Boulton, Laing and Wheeler; for the amendment (4) – Councillors Cameron, McLellan, McRae and Yuill.

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

- (i) to adopt the motion;
- (ii) to note that Councillor Jenny Laing and Councillor Bill Cormie have been shortlisted for awards at the Local Government Information Unit (LGIU) Scotland Councillor Awards, which is due to take place on the 24 November;
- (iii) to congratulate Councillor Laing on being shortlisted for Leader of the Year; and
- (iv) to congratulate Councillor Cormie for being shortlisted in recognition of his community work as an Urban Community Champion.

### **DECLARATION OF INTEREST**

**In accordance with article 2 of this minute, the Vice Convener and Councillor Laing withdrew from the meeting prior to consideration of the following item of business. They were substituted by Councillors Houghton and Malik respectively for this item of business only.**

### **ABERDEEN'S WINTER EVENT PROGRAMME - REFERRAL FROM STRATEGIC COMMISSIONING COMMITTEE OF 27 AUGUST 2020 AND REPORT - COM/20/183**

6. The Committee had before it a referral from the Strategic Commissioning Committee meeting of 27 August 2020, relating to the Christmas Village for 2020.

#### **The Strategic Commissioning Committee resolved:-**

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

## CITY GROWTH AND RESOURCES COMMITTEE

28 October 2020

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.

In this regard, the Committee had before it a report by the Chief Officer – City Growth which sought 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.

**The report recommended:-**

that the Committee –

- (a) instruct 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; and
- (b) approve the revised proposals to the Christmas Village at paragraph 4 of this report and instructs the Chief Officer - City Growth to implement them.

**The Committee resolved:-**

- (i) to approve recommendation (a);
- (ii) to approve the revised proposals to the Christmas Village at paragraph 4 of this report and instruct the Chief Officer - City Growth to implement them in consultation with Councillor Boulton;
- (iii) to agree that due to the impact of Covid-19 instructs the Chief Officer - City Growth in consultation with Councillor Boulton to set aside £30,000 from the monies allocated for the Winter Festival to be allocated to Community Groups to help them decorate their communities for the festive season including lights, trees, decorations and other festive related fixtures, up to a maximum of £3000, for their communities especially children and the elderly. To ensure compliance with covid regulations, funding for social gatherings will be excluded. The scheme will see applications received over a period of no more than 10 days and the final distribution of funds will be proportionate to the applications received to ensure the maximum sum for the scheme is not exceeded; and
- (iv) to agree to provide a grant of £7,500 to both the Northsound Cash for Kids and Original 106 Christmas Appeal to help the most disadvantaged in our communities.

**COMMITTEE ANNUAL EFFECTIVENESS REPORT FOR 2019/20 - COM/20/120**

7. The Committee had before it a report by the Chief Officer – Governance which presented the annual report of the City Growth and Resources Committee to enable Members to provide comment on the data contained within.

**The report recommended:-**

that the Committee –

- (a) provide comments and observations on the data contained within the annual report; and

**CITY GROWTH AND RESOURCES COMMITTEE**  
28 October 2020

- (b) note the annual report of the City Growth and Resources Committee.

**The Committee resolved:-**

- (i) to thank all employees of the Council who have contributed to the excellent work which has flowed from the decisions of the City Growth and Resources Committee including the well-deserved awards noted at (ii) and (iii) below;
- (ii) to note 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;
- (iii) to note, Committee Services 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;
- (iv) to agree next year's focus as laid out on page 9 of appendix 1 of the report; and
- (v) to otherwise approve recommendation (b).

**COUNCIL FINANCIAL PERFORMANCE, QUARTER 2, 2020/21 - RES/20/166**

8. The Committee had before it a report by the Director of Resources, which provided the financial position of the Council as at Quarter 2 (30 September 2020) and the full year forecast position for the financial year 2020/21, 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 2 as detailed in Appendix 1;
- (b) note the Common Good financial performance to the end of Quarter 2 as detailed in Appendix 3;
- (c) consider the General Fund position and agree on the actions to be taken to address the projected deficit as detailed in Appendix 2, making reference to the options available at paragraph 3.27, and lack of clarity on the value of income that may be receivable through the Income Loss Scheme;
- (d) note that the revenue budget for the HRA is on target to achieve the approved budget, making a contribution to HRA reserves for 2020/21 as detailed in Appendix 2;
- (e) note that the budget for the Common Good will be exceeded following additional contributions approved by the Urgent Business Committees on 6 May and 30 June

## CITY GROWTH AND RESOURCES COMMITTEE

28 October 2020

2020. Noting that cash balances forecast for the year remain in line with recommended levels, detailed in Appendix 2; and
- (f) note that the capital expenditure for the General Fund will be lower than budgeted as a result of capital works being closed over the lockdown period of the Covid -19 pandemic. This will result in project budgets being carried forward into 2021/22; and it is estimated that expenditure on the Housing Capital programme will also be lower than budget also due to sites being closed, as detailed in Appendix 2.

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

- (i) to approve recommendations (a), (b), (d), (e) and (f);
- (ii) to note paragraphs 3.23, 3.24 and 3.25 of the report, agreeing that Aberdeen City has to date received a smaller proportion of the distributed funding than it has identified it needs. There should be fairness in the distribution of funds, so in the event that the full financial impact of the pandemic is not funded by Scottish Government, each council receives the same proportion of their losses, rather than creating an environment of winners and losers. The development of the income loss scheme adds more complexity and with the situational changes and fluid nature of the forecasts, as exemplified in the report, mean that an overall position for councils will not actually be known until the end of the financial year. But that is too late. Therefore, instruct the Chief Officer - Finance to bring forward and set out as part of his quarter 3 report the opinions detailed at 3.26 of the report in order for the council to close the deficit, thus allowing the Committee to determine its preferred option or options at that time; and
- (iii) to thank all officers who contributed to the current budgetary position and those who prepared the report.

### **MEDIUM TERM FINANCIAL STRATEGY FOR THE COUNCIL'S GENERAL FUND - RES/20/200**

9. The Committee had before it a report by the Director of Resources, which (1) outlined all known factors affecting the financial position and financial sustainability of an organisation over the medium term; (2) drew out the scenarios that the Council faced; and (3) described the approach to address the conclusions.

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

that the Committee –

- (a) approve the Medium Term Financial Strategy for the General Fund as outlined in Appendix 1;
- (b) note that the 2021/22 Budget will be discussed by the Council on 2 March 2021; and
- (c) instruct that the Chief Officer – Finance consider how the Council could develop its financial resilience with reference to the CIPFA Financial Resilience Index, reporting back as part of the budget setting process.

**CITY GROWTH AND RESOURCES COMMITTEE**  
28 October 2020

**The Committee resolved:-**

- (i) to approve the Medium Term Financial Strategy for the General Fund as outlined in Appendix 1; noting 2.4.6, 2.4.8, 2.4.11 and 6.32 from the appendix; and
- (ii) to otherwise approve recommendation (b) and (c).

**DECLARATION OF INTEREST**

**In accordance with article 2 of this minute, the Vice Convener and Councillor Laing withdrew from the meeting prior to consideration of the following item of business. They were substituted by Councillors Houghton and Malik respectively for this item of business only.**

**EXTERNAL FUNDING PLAN & TOWN CENTRE FUND PHASE 2 - COM/20/180**

**10.** With reference to article 16 of the minute of the previous meeting of 6 February 2020, the Committee had before it a report by the Chief Officer – City Growth which provided an update on the external funding priorities for the year ahead and sought approval of the proposed allocation of phase 2 Town Centre Fund to the proposed projects.

**The report recommended:-**

that the Committee –

- (a) approve the External Funding Plan included at section 4;
- (b) approve the allocation of an additional £77,295 to the Queen Street Demolition (29-31 Queen Street) project;
- (c) approve the allocation of £48,623 to the Belmont Filmhouse Project;
- (d) approve the allocation of £300,000 to the Intelligent Street Lighting project phase 3;
- (e) 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; and
- (f) agree that remaining funds of £58,082 be allocated to any additional costs for existing projects and then to the Queen Street land acquisition.

**The Committee resolved:-**

- (i) to approve recommendations; and
- (ii) to instruct the Chief Officer – City Growth to report back to the meeting of this Committee on 3 February 2021 with a progress report of allocated projects and to inform the Committee of any uncommitted funding and options of how this may be distributed.

**CITY GROWTH AND RESOURCES COMMITTEE**  
28 October 2020

**UNRECOVERABLE DEBT - CUS/20/174**

11. The Committee had before it a report by the Director of Customer Services, which provided details of the 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.

**The report recommended:-**

that the Committee 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.

**The Committee resolved:-**

to approve the recommendation.

**FINANCIAL SETTLEMENT FROM TRANSPORT SCOTLAND FOR THE DETRUNKING OF THE OLD A92/A96 - OPE/20/113**

12. The Committee had before it a report by the Chief Operating Officer which provided information 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.

**The report recommended:-**

that the Committee –

- (a) note the funding being awarded by Transport Scotland for the work required to be carried out on the detrunked section of road as of 1st April 2019. (See Appendix A of the report);
- (b) delegate authority to the Chief Officer – Operations and Protective Services to accept the current agreed figures with Transport Scotland; and
- (c) 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.

**The Committee resolved:-**

to approve the recommendations.

**ABERDEEN CITY'S STRATEGIC HOUSING INVESTMENT PLAN 2021/22 – 2025/2026 - COM/20/182**

13. With reference to article 16 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 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.



**CITY GROWTH AND RESOURCES COMMITTEE**  
28 October 2020

**The report recommended:-**

that the Committee approve the SHIP and its submission to the Scottish Government.

**The Committee resolved:-**

- (i) to approve the recommendation; and
- (ii) to request that officers send to Councillor McLellan, details on the numbers of the Council's new build social rented homes which have been allocated to those leaving the armed forces.

**ABERDEEN CITY'S AFFORDABLE HOUSING DELIVERY PROGRAMME - COM/20/181**

14. With reference to article 10 of the minute of meeting of 26 September 2019, the Committee had before it a report by the Chief Officer – Strategic Place Planning which provided an update on the Aberdeen City affordable housing delivery programme.

**The report recommended:-**

that the Committee -

- (a) 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;
- (b) 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; and
- (c) approve the allocation of the Affordable Housing Supply Grant to Registered Social Landlords detailed at section 3.5 of the report for the future delivery of affordable housing.

**The Committee resolved:-**

to approve the recommendations.

**UPDATE ON SPACES FOR PEOPLE INTERVENTIONS - COM/20/189**

15. With reference to article 10 of the minute of meeting of the Urgent Business Committee of 30 June 2020, the Committee had before it a report by the Chief Officer – Strategic Place Planning which provided an update on the temporary urban realm works completed to date through Spaces for People in relation to the Council's response to the COVID-19 pandemic.

**The report recommended:-**

that the Committee –

- (a) 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

## CITY GROWTH AND RESOURCES COMMITTEE

28 October 2020

- Resources Committee including any implications for ongoing capital works or corridor studies;
- (b) 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 Governments 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;
  - (c) 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
  - (d) note that, as detailed in Appendices 4 and 5 of the report, further ongoing engagement with stakeholders has continued throughout which has led to some refinement of the original intervention proposals.

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

- (i) to note it is now seven months since COVID-19 was first detected in Scotland;
- (ii) to note Council mobilised to deliver new and existing services for our communities and people particularly at-risk;
- (iii) to agree COVID-19 threatens health and life, but also how we live our lives, and the Council working with the UK and Scottish Governments are committed to suppressing the virus to the lowest possible level, and keeping it there, until the virus is no longer the threat it is now;
- (iv) to note on the 25 May 2020 the Chief Planner and the Minister for Local Government, Housing and Planning, Kevin Stewart MSP 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.”*;
- (v) to note 3.26 of the report *“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 the 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”*;
- (vi) to instruct the Chief Officer – Strategic Place Planning to monitor the remaining interventions and report to the next meeting of this committee at the earliest opportunity, to assess all modal data for the city centre, Rosemount and George Street and Torry and review the requirement for the measures to stay in place, including the possibility of opening Union Street to buses only in consultation with

## CITY GROWTH AND RESOURCES COMMITTEE

28 October 2020

- communities and the Disability Equity Partnership (DEP); and access for cars at the top end of Union Street and Market Street;
- (vii) to agree to the removal of the temporary cycle lane at the Beach Esplanade, leaving the one way system between Beach Boulevard and Wellington Street only, and continue to consult on options which could form part of a Beach Masterplan;
  - (viii) to agree that individuals have a personal responsibility to adhere to Government guidance/legislation in order to protect themselves and other during Covid-19;
  - (ix) to commend and 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;
  - (x) to thank all officers for the work they have undertaken across the city in terms of the Spaces for People interventions; and
  - (xi) to otherwise approve recommendations (b) and (d).

### **TORRY HEAT NETWORK - THIRD PROGRESS REPORT - RES/20/172**

**16.** With reference to article 13 of the minute of meeting of Council of 4 March 2019, the Committee had before it a joint report by the Chief Officer – Strategic Place Planning, Chief Officer – Capital and the Chief Officer - Operations and Protective Services which provided an update on the progress made with this project.

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

that the Committee –

- (a) approve the proposed amended scope for this phase of this project;
- (b) approve the acceptance of a Low Carbon Infrastructure Programme Grant from the Scottish Government;
- (c) approve 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;
- (d) approve the Council entering into a twenty year Heat Offtake agreement with the Energy from Waste 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 of the report; and
- (e) approve 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.

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

- (i) to approve the recommendations; and
- (ii) to note that the Director of Resources would clarify the position in relation to the Deeside Family Centre in terms of the project and circulate details to the Committee in this regard.

**CITY GROWTH AND RESOURCES COMMITTEE**  
28 October 2020

**PERFORMANCE MANAGEMENT FRAMEWORK REPORT – CITY GROWTH AND RESOURCES - CUS/20/165**

17. With reference to article 7 of the minute of the previous meeting of 6 February 2020, the Committee had before it a report by the Director of Customer Services which provided details on the status of key performance measures relating to City Growth and Resources cluster activities.

**The report recommended:-**

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

**The Committee resolved:-**

to approve the recommendation.

**CLIMATE CHANGE REPORT 2019-2020 - COM/20/158**

18. With reference to article 11 of the minute of meeting of 27 November 2018, the Committee had before it a report by the Chief Officer – Strategic Place Planning which sought 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 covered the financial year 2019/2020.

**The report recommended:-**

that the Committee 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 30 November 2020.

**The Committee resolved:-**

to approve the recommendation.

**TOUR OF BRITAIN 2022 - UPDATE - COM/20/184**

19. The Committee had before it a report by the Chief Officer – City Growth which provided an update on the impact that Covid-19 has had on the 2021 Tour of Britain and sought additional approval for the city to host the Grand Depart of the Tour of Britain in 2022.

**The report recommended:-**

that the Committee –

## CITY GROWTH AND RESOURCES COMMITTEE

28 October 2020

- (a) 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; and
- (b) agree 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.

**The Committee resolved:-**

to approve the recommendations.

### **ABERDEEN LOW EMISSION ZONE - COM/20/173**

**20.** With reference to article 14 of the minute of the previous meeting of 6 February 2020, the Committee had before it a report by the Chief Officer – City Growth which outlined 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.

**The report recommended:-**

that the Committee –

- (a) 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
- (b) instruct the Chief Officer – Strategic Place Planning to report the outcomes of traffic modelling and engagement exercises to this Committee in June 2021.

**The Committee resolved:-**

to approve the recommendations.

### **DECLARATION OF INTEREST**

**In accordance with article 2 of this minute, the Vice Convener and Councillor Laing withdrew from the meeting prior to consideration of the following item of business. They were substituted by Councillors Houghton and Malik respectively for this item of business only.**

**CITY GROWTH AND RESOURCES COMMITTEE**  
28 October 2020

**SOCIO-ECONOMIC RESCUE PLAN UPDATE - COM/20/179**

**21.** The Convener advised that due to the pre-election period for the Kincorth/Nigg/Cove By-Election, the promotional video which was due to be shown prior to consideration of this item, will now be shown at the Council meeting in December 2020.

With reference to article 11 of the minute of meeting of the Urgent Business Committee on 30 June 2020, the Committee had before it a report by the Chief Officer – City Growth which provided an update on the progress towards delivery of the Socio-Economic Rescue Plan 2020/21.

**The report recommended:-**

that the Committee –

- (a) note that the Socio-Economic Rescue Plan is in implementation phase and the updates on progress provided via the progress tracker (Appendix 1);
- (b) note 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
- (c) note the proposed closing date for the Hospitality Business Support Fund.

The Convener, seconded by Councillor Malik moved the following motion:-

that the Committee –

- (1) approve the recommendations;
- (2) note the reported drastic drop in employment vacancies available in Aberdeen;
- (3) regret the Scottish Government's obsession with independence as opposed to helping Scotland with an economic exit strategy from Covid; and
- (4) instruct the Chief - Officer City Growth to engage with business leaders within the city to set up a task force from the Business Resilience Group set up in the immediate response to Covid-19 led by Aberdeen City Council as part of the Social Economic Rescue work, to work with both the UK Government and Scottish Government to ensure Aberdeen is the vanguard that leads Scotland out of its economic challenges.

Councillor McRae, seconded by Councillor Cameron moved as an amendment:-

that the Committee –

- (1) approve the recommendations;
- (2) note the reported drastic drop in employment vacancies available in Aberdeen; and
- (3) instruct the Chief - Officer City Growth to engage with business leaders within the city to set up a task force from the Business Resilience Group set up in the immediate response to Covid-19 led by Aberdeen City Council as part of the Social Economic Rescue work, to work with both the UK Government and

## CITY GROWTH AND RESOURCES COMMITTEE

28 October 2020

Scottish Government to ensure Aberdeen is the vanguard that leads Scotland out of its economic challenges.

Councillor Yuill, moved a further amendment:-

that the Committee –

- (1) approve the recommendations;
- (2) note the reported drastic drop in employment vacancies available in Aberdeen;
- (3) regret the Scottish Government's obsession with independence and the UK Government's obsession with Brexit as opposed to helping Scotland with an economic exit strategy from Covid; and
- (4) instruct the Chief - Officer City Growth to engage with business leaders within the city to set up a task force from the Business Resilience Group set up in the immediate response to Covid-19 led by Aberdeen City Council as part of the Social Economic Rescue work, to work with both the UK Government and Scottish Government to ensure Aberdeen is the vanguard that leads Scotland out of its economic challenges.

Councillor Yuill's amendment was not seconded, therefore in terms of Standing Order 29.12, the amendment fell.

On a division, there voted:- for the motion (6) – the Convener and Councillors Boulton, Houghton, Malik, Wheeler and Yuill; for the amendment (3) – Councillors Cameron, McLellan and McRae.

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

### **ABERDEEN SOUTH HARBOUR EXTENSION UPDATE - COM/20/169**

**22.** With reference to article 16 of the minute of meeting of the Urgent Business Committee of 30 June 2020, the Committee had before it a report by the Chief Officer – City Growth which provided an update on progress by Aberdeen Harbour Board (AHB) in delivering the Aberdeen Harbour South Expansion (AHSE) project.

**The report recommended:-**  
that the Committee –

- (a) note the progress made by AHB in delivering the Project;
- (b) instruct the 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
- (c) note that AHB will give a presentation on the progress of the project to the Aberdeen City Region Deal Joint Committee on Friday, 13 November 2020.

**CITY GROWTH AND RESOURCES COMMITTEE**  
28 October 2020

**The Committee resolved:-**

to approve the recommendations.

**BRIDGE OF DEE WEST ACTIVE TRAVEL CORRIDOR - COM/20/159**

**23.** The Committee had before it a report by the Chief Officer – Strategic Place Planning, which provided information on the outcomes of the Bridge of Dee West Active Travel Corridor study and sought 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 appendices.

**The report recommended:-**

that the Committee –

- (a) agree the outcomes of the options appraisal study as detailed in the appendices;
- (b) 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;
- (c) 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; and
- (d) note that these active travel proposals help to support the Council’s ambitious Net Zero carbon plans for Aberdeen.

**The Committee resolved:-**

to approve the recommendations.

**BRIDGE OF DON TO CITY CENTRE ACTIVE TRAVEL CORRIDOR - COM/20/160**

**24.** The Committee had before it a report by the Chief Officer – Strategic Place Planning which provided information on the outcomes of the Bridge of Don to City Centre Active Travel Corridor study, and sought to approve the preferred routes and further work to develop the interventions as detailed in the appendices.

**The report recommended:-**

that the Committee –

- (a) agree 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;
- (b) agree 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;



## CITY GROWTH AND RESOURCES COMMITTEE

28 October 2020

- (c) agree 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;
- (d) agree 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;
- (e) agree 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; and
- (f) note that these active travel proposals help to support the Council's ambitious Net Zero carbon plans for Aberdeen.

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

to approve the recommendations.

## **ABERDEEN TO WESTHILL TRANSPORT CORRIDOR STUDY - COM/20/174**

**25.** The Committee had before it a report by the Chief Officer – Strategic Place Planning which outlined 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 sought approval to proceed to the development of the Outline Business Case for the recommended interventions.

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

that the Committee –

- (a) 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;
- (b) 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;
- (c) 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;
- (d) note the High/Gold Delivery Package of measures as detailed in the Action plan at Appendix 1 for future consideration;
- (e) 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; and

**CITY GROWTH AND RESOURCES COMMITTEE**  
28 October 2020

- (f) note that these active travel proposals help to support the Council's ambitious Net Zero carbon plans for Aberdeen.

**The Committee resolved:-**

to approve the recommendations, subject to adding the wording 'and report back to the Committee in Summer 2021' to the end of recommendation (c).

**CONSULTATION RESPONSE TO THE DRAFT REGIONAL TRANSPORT STRATEGY AND DRAFT STRATEGIC TRANSPORT APPRAISAL - COM/20/153**

26. With reference to article 15 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 to submit the Council's response to the draft Regional Transport Strategy and draft City Region Deal Strategic Transport Appraisal consultations.

**The report recommended:-**

that the Committee –

- (a) approve the proposed responses to the draft Regional Transport Strategy contained within Appendices C and E of the report;
- (b) approve the proposed response to the draft City Region Deal Strategic Transport Appraisal Preliminary Options Appraisal contained within Appendix D of the report; and
- (c) instruct the Chief Officer – Strategic Place Planning to submit these responses to NESTRANS.

**The Committee resolved:-**

to approve the recommendations.

**QUEEN STREET REDEVELOPMENT PROGRAMME UPDATE - RES/20/158**

27. With reference to article 9 of the minute of meeting of 5 December 2019, the Committee had before it a report by the Director of Resources which provided an update on progress of the redevelopment of Queen Street, and sought approval to progress with further land assembly and other workstreams.

**The report recommended:-**

that the Committee –

**Queen Street Redevelopment:-**

- (a) approve the acquisition of the Police Scotland Headquarters on the main terms outlined in section 3.7.3 of the report;
- (b) 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;

**CITY GROWTH AND RESOURCES COMMITTEE**

28 October 2020

- (c) instruct the Chief Officer – Corporate Landlord to negotiate the acquisition of remaining land parcels as identified in the report;
  - (d) 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; and
  - (e) 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; and
- North East Scotland and Northern Isles Integrated Mortuary:-
- (f) 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.

**The Committee resolved:-**

to approve the recommendations.

**ABERDEEN HYDROGEN HUB PROGRAMME - COM/20/185**

**28.** With reference to article 13 of the minute of meeting of the Strategic Commissioning Committee of 27 August 2020, the Committee had before it a report by the Chief Officer – City Growth, which provided an update on the proposed Aberdeen Hydrogen Hub programme and the initial workstreams to deliver it.

**The report recommended:-**

that the Committee –

- (a) note 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;
- (b) approve the programme of work for the Aberdeen Hydrogen Hub - Phase One outlined in Appendix One;
- (c) authorise 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;
- (d) approve 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;
- (e) authorise 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;
- (f) authorise the Chief Officer – City Growth following consultation with Head of Commercial and Procurement Services and Chief Officer – Governance to

## CITY GROWTH AND RESOURCES COMMITTEE

28 October 2020

- undertake a procurement exercise and award for the commission of works to adapt existing hydrogen refuelling facilities to receive hydrogen from an external supply;
- (g) instruct 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;
  - (h) 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;
  - (i) 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; and
  - (j) note 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.

**The Committee resolved:-**

to approve the recommendations.

### **CONDITION & SUITABILITY 3 YEAR PROGRAMME - RES/20/167**

**29.** With reference to article 13 of the minute of meeting of 26 September 2019, the Committee had before it a report by the Chief Officer - Corporate Landlord, which sought approval of an updated 3-year Condition and Suitability (C&S) Programme.

**The report recommended:-**

that the Committee –

- (a) note the projects completed or legally committed to date in 2020/21 as shown in Appendix A of the report;
- (b) note the currently approved projects and approves the amended estimated budgets for each project as shown in Appendix B of the report;
- (c) approve the new Condition & Suitability Programme projects listed in Appendix C of the report 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;

## CITY GROWTH AND RESOURCES COMMITTEE

28 October 2020

- (d) approve the removal of the projects listed in Appendix D of the report; and
- (e) delegate 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.

**The Committee resolved:-**

to approve the recommendations.

### **NEW HOUSING PROGRAMME DELIVERY UPDATE - RES/20/132**

**30.** With reference to article 4 of the minute of meeting of the Council of 5 March 2019, the Committee had before it a report which provided an update 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.

**The report recommended:-**

that the Committee –

- (a) instruct 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);
- (b) agree 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;
- (c) instruct the Chief Officer – Corporate Landlord to hold a further “market warming” event with developers and the housing construction industry;
- (d) instruct 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;
- (e) approve the site at Granitehill be marketed as a Council house site after due diligence with regard to governance, technical, legal and financial viability, and
- (f) instruct 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.

**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.**

**CITY GROWTH AND RESOURCES COMMITTEE**  
28 October 2020

**DECLARATION OF INTEREST**

**At this juncture, Councillor McLellan declared an interest in the following item by virtue of him being a member of the Community Asset Transfer Sub Committee. 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. Councillor Cooke substituted Councillor McLennan for this item of business only.**

**COMMUNITY ASSET TRANSFER - TILLYDRONE LIBRARY & FAMILY CENTRE - RES/20/178**

**31.** With reference to article 24 of the minute of the previous meeting of 6 February 2020, the Committee had before it a report by the Chief Officer – Corporate Landlord which provided an update on the outcome of the assessment of the asset transfer request submitted by the Lighthouse Support Centre (LSC) for the Tillydrone Library and Family Centre taking into account the additional time that LSC was given to carry out further community engagement.

**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 Committee resolved:-**

to approve the recommendations.

**DECLARATION OF INTEREST**

**In accordance with article 2 of this minute, the Vice Convener and Councillor Laing withdrew from the meeting prior to consideration of the following item of business. They were substituted by Councillors Houghton and Malik respectively for this item of business only.**

**ABERDEEN'S WINTER EVENT PROGRAMME - EXEMPT APPENDIX**

**32.** The Committee had before it an exempt appendix relating to the 'Aberdeen's Winter Event Programme' report. (Article 6 of this minute refers).

**CITY GROWTH AND RESOURCES COMMITTEE**  
28 October 2020

**The Committee resolved:-**

to note the details contained within the exempt appendix.

**UNRECOVERABLE DEBT - EXEMPT AND CONFIDENTIAL APPENDIX**

33. The Committee had before it an exempt and confidential appendix relating to the Unrecoverable Debt report. (Article 11 of this minute refers).

**The Committee resolved:-**

to note the information contained within the exempt and confidential appendix.

**TORRY HEAT NETWORK - THIRD PROGRESS REPORT - EXEMPT APPENDICES**

34. The Committee had before it exempt appendices relating to Torry Heat Network – Third Progress report. (Article 16 of this minute refers).

**The Committee resolved:-**

to note the details contained within the exempt appendices.

**QUEEN STREET REDEVELOPMENT PROGRAMME UPDATE - EXEMPT APPENDIX**

35. The Committee had before it an exempt appendix relating to the Queen Street Redevelopment Programme Update report. (Article 27 of this minute refers).

**The Committee resolved:-**

to note the details contained within the exempt appendix.

**ABERDEEN HYDROGEN HUB PROGRAMME - EXEMPT APPENDIX**

36. The Committee had before it an exempt appendix relating to the Aberdeen Hydrogen Hub Programme report. (Article 28 of this minute refers).

**The Committee resolved:-**

to note the details contained within the exempt appendix.

**CONDITION AND SUITABILITY 3 YEAR PROGRAMME - EXEMPT APPENDICES**

37. The Committee had before it exempt appendices relating to the Condition and Suitability 3 Year Programme report. (Article 29 of this minute refers).

**CITY GROWTH AND RESOURCES COMMITTEE**

28 October 2020

**The Committee resolved:-**

to note the details contained within the exempt appendices.

**NEW HOUSING PROGRAMME DELIVERY UPDATE - EXEMPT APPENDICES**

**38.** The Committee had before it exempt appendices relating to the New Housing Programme Delivery Update report. (Article 30 of this minute refers).

**The Committee resolved:-**

to note the details contained within the exempt appendices.

- **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 for removal or transfer, enter either D, R, or T	Explanation if delayed, removed or transferred
3			03 February 2021						
4	Cooperative Development Funding	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		Paul Tytler/Andrew Stephen	Early Intervention and Community Empowerment	Customer	1.1	D	Delayed due to resource capacity. The intention is to present this to the next meeting in May.
5	External Transportation Links to Aberdeen South Harbour - STAG Part 2 (to be combined with report below)	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.	This is to be combined into one report with the Wellington Road Multimodal Corridor Study STAG Part 2 report, below	Gale Beattie	Strategic Place Planning	Commissioning	3.2		

	A	B	C	D	E	F	G	H	I
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2									
6	Wellington Road Multimodal Corridor Study - STAG Part 2 (to be combined with report above)	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.	This is to be combined into one report with the External Transportation Links to Aberdeen South Harbour STAG Part 2, above	Will Hekelaar/Gale Beattie	Strategic Place Planning	Commissioning	3.2		
7	Electric Vehicle Framework for Aberdeen	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		
8	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		
9	Covid-19 Response Actions	The purpose of this report is to inform members of the decisions made in respect of the Council's resources during the rescue and transition stages of the pandemic to protect the Council's workforce and customers.		Fraser Bell	Governance	Commissioning	1.1		
10	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.		Alex Paterson	Chief Officer – Data and Insights	Customer	2.1.4		

	A Report Title	B Minute Reference/Committee Decision or Purpose of Report	C Update	D Report Author	E Chief Officer	F Directorate	G Terms of Reference	H Delayed or Recommended for removal or transfer, enter either D, R, or T	I Explanation if delayed, removed or transferred
2	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.		Will Hekelaar	Strategic Place Planning	Commissioning	3.3	D	This was originally due for the August 2020 meeting, however 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 this time, given the disruption that has been caused to residents and businesses and to the city centre economy by the pandemic and ongoing restrictions, and the mixed reaction to the temporary city centre Spaces for People measures. Assuming that the impacts of the pandemic lessen as a vaccine is rolled out, the car parking consultation will be revisited in late 2021.



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2									
15	Performance Management Framework Report – City Growth and Resources	The CG&R Committee on 28/10/20 agreed to instruct the Chief Officer – City Growth to report back to the meeting of this Committee on 3 February 2021 with a progress report of allocated projects and to inform the Committee of any uncommitted funding and options of how this may be distributed.		Stuart Bews	City Growth	Commissioning	2.1.4		
16	Update on Spaces for People Interventions	The CG&R Committee on 28/10/20 agreed to (1) 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 Governments 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; and (2) instruct the Chief Officer – Strategic Place Planning to monitor the remaining interventions and report to the next meeting of this committee at the earliest opportunity, to assess all modal data for the city centre, Rosemount and George Street and Torry and review the requirement for the measures to stay in place, including the possibility of opening Union Street to buses only in consultation with communities and the Disability Equity Partnership (DEP); and access for cars at the top end of Union Street and Market Street.		David Dunne	Strategic Place Planning	Commissioning	1.1		

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2									
17	Aberdeen Active Travel Action Plan 2021-2026	This report asks the Committee to approve the proposed Aberdeen Active Travel Action Plan 2021-2026 to allow for an agreed policy position on Active Travel and allow for future Active Travel projects to be progressed subject to suitable funding being available		Tony Maric	Strategic Place Planning	Commissioning	2.1.1 & 2.1.5		
18	North East Scotland Joint Mortuary Full Business Case	The CG&R Committee on 28/10/20 agreed to 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.		Sandy Beattie	Finance	Resources	3.2 & 3.3		
19	Council Financial Performance, Quarter 3, 2020/21	To present the Council's financial position for the quarter.		Lesley Fullerton	Finance	Resources	1.1.1		
20	Bus Partnership Fund Bid	To seek Committee approval to submit a bid to the Transport Scotland/ Scottish Government's Bus Partnership Fund (£500m), as the lead partner for the bid, and on behalf of/in partnership with the North East Bus Alliance.		Joanna Murray	Strategic Place Planning	Commissioning	3.3		
21	Site 16 – Lang Stracht – Demolition and Disposal Update	To update the committee and seek authorisation on the revised proposals for the demolition of the buildings and the subsequent disposal of the site		Peter Thatcher	Corporate Landlord	Resources	4.1 & 4.4		
22	Town Centre Fund	The CG&R Committee on 28/10/20 agreed to instruct the Chief Officer – City Growth to report back to the meeting of this Committee on 3 February 2021 with a progress report of allocated projects and to inform the Committee of any uncommitted funding and options of how this may be distributed.		Stuart Bews	City Growth	Commissioning	1.1.7		

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2									
23	Economic Policy Panel 2020 Report	To inform members of its publication, the recommendations contained within and seek approval of proposed responses to these recommendations from Council officers, members and other stakeholders		Jamie Coventry	City Growth	Commissioning	2.1.1; 2.1.2; 2.1.5; 2.1.6 & 2.2.		
24	Aberdeen Hydrogen Hub Delivery Model	The CG&R Committee on 28/10/20 agreed to instruct 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		Louise Napier/ Andrew Win	City Growth	Commissioning	1.1 & 3.3		
25	This is Aberdeen Promotional Video	The Council on 14/12/20 agreed that the target reach of the promotional video be the subject of a report from the Chief Officer - City Growth at the next City Growth and Resources Committee.		Richard Sweetnam	City Growth	Commissioning		R	The promotional video was soft launched w/c 11 January and has had 9,000 views to date. The intention is to start pushing this using appropriate hashtags onto other channels and officers will circulate a Service Update on the impact of this across a number of KPIs prior to the Committee meeting in May 2021.
26	Letter to the Local Government Minister in relation to the £500 bonus payment for key workers across local government.	The Council on 14/12/20 agreed to instruct the Chief Executive to report the response from the Minister at the next meeting of the City Growth and Resources Committee.	The intention is to incorporate the response from the Minister into the Council Financial Quarterly Monitoring Report, either this cycle or next, depending on date of response receipt.	Jonathan Belford	Finance	Resources			
27	Extension of Bucksburn Academy - Outline Business Case	To seek approval of the funding required for the preferred design option to progress to detailed design development (RIBA stage 4).  This will be a multi Committee report and will also be considered by the Education Operational and Delivery Committee on 20 January 2021		Maria Thies	Corporate Landlord	Resources	1.1.1, 2.1.4 & 4.1		

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2									
28	Draft Local Flood Risk Management Plans Cycle 2	To inform the committee of the consultation proposals for the Draft Flood Risk Management Strategies and Plans		Claire Royce	Chief Officer – Operations and Protective Services	Operations	3.2 & 3.3		
29	Invest Aberdeen Update	To provide an update to Committee on Invest Aberdeen delivery from June to December 2020 and to agree its forward priorities.		Lynn Mutch/Andrew Win	City Growth	Commissioning	3.3		
30	Listing of the Aberdeen Inner City Multi Storey Blocks	This report formally advises the committee of the intention decision of Historic Environment Scotland (HES) to place a Category A listing against 8 multi-storey buildings in Aberdeen City Centre, it discusses the impact of this on the Housing Revenue Account going forward and also addresses wider issues and investment requirement for the buildings in the medium to long term and seeks instructions in taking this forward		Stephen Booth	Corporate Landlord	Resources	1.1, 2.1 & 4.1		
31	Pinewood - Amendment to Sale Contract	This report formally advises of an approach from the site purchasers to discuss the renegotiation of payment terms for the site.		Stephen Booth	Corporate Landlord	Resources	4.1		
32	Credit Rating Annual Review	To provide an overview of the recent credit rating annual review and report the outcome of the review		Neil Stewart	Finance	Resources	1.1.11		
33			<b>11 May 2021</b>						
34	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.		Alex Paterson	Chief Officer – Data and Insights	Customer	2.1.4		
35	Council Financial Performance, Quarter 4, 2020/21	To present the Council's financial position for the quarter.		Lesley Fullerton	Finance	Resources	1.1.1		



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2									
36	Strategic Overview of Aberdeen Coast Protection	To advise the Committee of the findings of studies carried out to provide a strategic overview of Aberdeen coastal protection and to request reallocation of existing budget to carry out optioneering and detailed design in the short term (next two years) to identify phased significant construction works which may be required over the next 5 to 20 years.		Claire Royce	Chief Officer – Operations and Protective Services	Operations	3.2 & 3.3		
37			<b>24 June 2021</b>						
38	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		
39	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.		Alex Paterson	Chief Officer – Data and Insights	Customer	2.1.4		
40	Aberdeen Low Emission Zone	The CG&R Committee on 6 February 2020 agreed to 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 CG&R Committee on 28/10/20 agreed to instruct the Chief Officer – Strategic Place Planning to report the outcomes of traffic modelling and engagement exercises to this Committee in June 2021.		Will Hekelaar	Strategic Place Planning	Commissioning	3.2 & 3.3		
41			<b>10 August 2021</b>						
42	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.		Alex Paterson	Chief Officer – Data and Insights	Customer	2.1.4		

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2									
43	Aberdeen to Westhill Transport Corridor Study	The CG&R Committee on 28/10/20 agreed (1) to 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; and (2) to 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 and report back to the Committee in Summer 2021	In terms of:- (1) the delivery plan will be appended to the Bus Partnership Fund (BPF) report to be considered by CG&R Committee on 3 February 2021; and (2) it will not be possible to report back on the outcomes of the Outline Business Case in Summer 2021 as no funding has yet been confirmed. It is proposed within the BPF report therefore to bring back to committee a programme of development and delivery of the whole BFP bid, should this be successful, including this Outline Business Case, as soon as it is available.	Gregor Whyte	Strategic Place Planning	Commissioning	3.2 & 3.3		
44	Council Financial Performance, Quarter 1, 2021/22	To present the Council's financial position for the quarter.	:	Lesley Fullerton	Finance	Resources	1.1.1		
45	Queen Street Redevelopment	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.  The CG&R Committee on 28/10/20 agreed to 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		Sandy Beattie	Finance	Resources			
46			<b>03 November 2021</b>						
47	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		

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2									
48	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.		Alex Paterson	Chief Officer – Data and Insights	Customer	2.1.4		
49	Proposals for Investment for Works at Riverbank School to Accommodate the Relocation of St. Peter's School	Council on 3 March 2020 agreed to instruct the Chief Officer Corporate Landlord to take forward the proposals for investment for works at Riverbank School to accommodate the relocation of St. Peter's School once Riverbank School relocates to the City Growth and Resources Committee on 28 October 2020 with an indicative programme.	Work continues to progress in relation to the replacement Riverbank School, allowing the relocation of the existing Riverbank School to the new building. Following the appointment of a contractor for the new building in 2021, work will be progressed to scope out the required investment for the existing building and the timescale for the relocation of St Peter's School to it. A further report will be brought back to Committee in the Autumn/WInter of 2021/22.	Andrew Jones/Maria Thies	Corporate Landlord	Resources	4.1		
50	Unrecoverable Debt	To advise numbers and values of Council Tax, Non-Domestic Rates, Housing Benefit Overpayments and Rent made unrecoverable during 2020/21 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		
51	Council Financial Performance, Quarter 2, 2021/22	To present the Council's financial position for the quarter.		Lesley Fullerton	Finance	Resources	1.1.1		
52			2022						

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2									
53	Review of School Estate	<p>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.</p> <p>Transferred from the Capital Programme Committee Planner in line with the changes to the Terms of Reference agreed by Council.</p>	Officers intend bringing a report to Council in March outlining the process and timeline for delivering the School Estate Strategy	Stephen Booth / Andrew Jones	Corporate Landlord	Resources	4.1		
54	Local Authority Bus Services/Controlled Bus Companies	<p>The CG&amp;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.</p> <p>The CG&amp;R Committee on 28/10/20 agreed that given that First Bus has indicated it is no longer for sale, instruct the Chief Officer – Strategic Place Planning to report back to the City Growth and Resources Committee in February 2022 with the steps that would be necessary to establish the setting up by the Council of a municipal bus company as part of the Council's commitment to green energy and net zero and in order to fulfil any obligations under any low emission zone that the Council may wish to implement.</p>		Gale Beattie	Strategic Place Planning	Commissioning	1.1.8 or 3.2		
55			TBC						

	A	B	C	D	E	F	G	H	I
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2									
56	Impact on Aberdeen of Scottish Government Funding	Council on 5/3/18 agreed as part of our commitment to Civic Leadership and Urban Governance instruct the Chief Executive to bring a report to the City Growth and Resources Committee working with partners to include our ALEOs, Aberdeen and Grampian Chamber of Commerce, Aberdeen Burgesses Federation of Small Businesses, Opportunity North East, and Scottish Enterprise to assess the impact on Aberdeen of Scottish Government funding in comparison to the funding received by other local authorities and identify how the council can encourage the Scottish Government to provide a better financial settlement for Aberdeen.		Richard Sweetnam	City Growth	Commissioning	1.1 & 3.2		
57	Schools Business Cases	The EODC on 17/9/19 agreed: (1) Countesswells School - to establish a new primary school on the identified site N7 within the Countesswells development, Aberdeen, subject to approval of the fully costed business case at City Growth and Resources Committee; and (2) Milltimber School - to relocate the existing Milltimber Primary School to a new building on an identified site within the Oldfold Farm development, Aberdeen with effect from August 2021 or as soon as possible thereafter, subject to approval of the fully costed business case at City Growth and Resources Committee.		John Wilson	Capital	Resources	4.1		
58	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		

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2									
59	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		
60	Transient Visitor Levy - Engagement and Options	Council on 3 March 2020 agreed to instruct the Chief Officer City Growth to provide a report on the Transient Visitor Levy to the City Growth and Resources Committee on 28 October 2020 on engagement and options.	As a result of the Covid-19 pandemic, in March 2020, Scottish Government postponed consideration of the transient visitor levy. As more detail on the next steps regarding a Bill to the Scottish Parliament emerges, officers will report on the implications to the Council.		City Growth	Commissioning	3.2		



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## ABERDEEN CITY COUNCIL

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<b>COMMITTEE</b>	City Growth and Resources
<b>DATE</b>	3 <sup>rd</sup> February 2021
<b>EXEMPT</b>	No
<b>CONFIDENTIAL</b>	No
<b>REPORT TITLE</b>	Cluster Risk Registers and Assurance Maps
<b>REPORT NUMBER</b>	COM/21/017
<b>CHIEF OFFICER</b>	Fraser Bell, Gale Beattie, Richard Sweetnam, Jonathan Belford
<b>REPORT AUTHOR</b>	Chief Officers
<b>TERMS OF REFERENCE</b>	2.1.4

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### 1. PURPOSE OF REPORT

- 1.1 To present the Cluster Risk Registers and Assurance Maps in accordance with City Growth and Committee Terms of Reference and to provide assurance on the Council's system of risk management.

### 2. RECOMMENDATION(S)

- 2.1 That the Committee note the Cluster Risk Registers and Assurance Maps set out in Appendices A –H.

### 3. BACKGROUND

- 3.1 The Audit, Risk and Scrutiny Committee is responsible for overseeing the system of risk management and for receiving assurance that the Corporate Management Team (CMT) are effectively identifying and managing risks. To this end, it reviews the Council's Corporate Risk Register annually, as well as an annual report on the system of risk management which is included in the Annual Governance Statement.

- 3.2 The Risk Management Framework states that all other committees should receive assurance on the risk management arrangements which fall within their terms of reference. This is provided through the risk registers for the relevant Clusters which fall within the remit for this Committee. These are:-

- Governance
- Strategic Place Planning
- City Growth
- Finance

## Risk Registers

- 3.3 The Corporate Risk Register captures the risks which pose the most significant threat to the achievement of the Council's organisational outcomes and have the potential to cause failure of service delivery.
- 3.4 The Cluster Risk Registers set out in appendices A, C, E and G and reflect the risks which may prevent each Cluster area from delivering on strategic outcomes.
- 3.5 Over the coming twelve months, further work will be done to review and improve the development of the Cluster Risk Registers and Assurance Maps.
- 3.6 The Cluster Risk Register provides the organisation with the detailed information and assessment for each risk identified including;
- **Current risk score** – this is current assessment of the risk by the risk owner and reflects the progress percentage of control actions required in order to achieve the target risk score.
  - **Target risk score** – this is the assessment of the risk by the risk owner after the application and completion of the control actions
  - **Control Actions** – these are the activities and items that will mitigate the effect of the risk event on the organisation.
  - **Risk score** – (Likelihood and Impact) each risk is assessed using a 4x6 risk matrix as detailed below.

The 4 scale represents the impact of the risk and the 6 scale represents the likelihood of the risk event.

Impact	Score						
Very Serious	4	4	8	12	16	20	24
Serious	3	3	6	9	12	15	18
Material	2	2	4	6	8	10	12
Negligible	1	1	2	3	4	5	6
Score		1	2	3	4	5	6
Likelihood		Impossible	Almost Very Low	Low	Significant	High	Very High

- **Target Completion Date** – this is the anticipated completion date for completion of the control actions required to achieve the target risk score
- 3.7 Development and improvement of the Cluster Risk Register and associated processes has continued since the Cluster Risk Registers were last reported to the Committee:

- The Cluster Risk Registers have been reviewed and updated in accordance with the updated Risk Management Policy and supporting documentation approved by Audit Risk and Scrutiny Committee in December 2019.
- The format of the Council’s risk registers has been reviewed and updated. This has created a single register, including Corporate, Cluster and Operational level risks, which can be escalated and de-escalated as appropriate. Risks are also categorised in accordance with the Risk Management Policy (compliance, operational, strategic, financial, reputational, climate/environmental, EU Exit, COVID-19) and are each also defined as risks relating to the Place, the Institution or Strategy. This alignment allows for whole system review of our risks, using live data, and provides a sophisticated risk profile for the organisation.

**Assurance Maps**

- 3.8 The Assurance Maps provides a visual representation of the sources of assurance associated with each Cluster. This evidences the breadth and depth of assurance sources, so that the Committee can determine where these are insufficient, whereas the Cluster Risk Register demonstrates how effectively risk is being managed through the controls which flow out of those sources of assurance.
- 3.9 The Assurance Maps provides a breakdown of the “three lines of defence”, the different levels at which risk is managed. Within a large and complex organisation like the Council, risk management takes place in many ways. The Assurance Map is a way of capturing these and categorising them, thus ensuring that any gaps in sources of assurance are identified and addressed:

<b>First Line of Defence “Do-ers”</b>	<b>Second Line of Defence “Helpers”</b>	<b>Third Line of Defence “Checkers”</b>
The control environment; business operations performing day to day risk management activity; owning and managing risk as part of business as usual; these are the business owners, referred to as the “do-ers” of risk management	Oversight of risk management and ensuring compliance with standards, in our case including ARSC as well as CMT and management teams; setting the policies and procedures against which risk is managed by the do-ers, referred to as the “helpers” of risk management.	Internal and external audit, inspection and regulation, thereby offering independent assurance of the first and second lines of defence, the “do-ers” and “helpers”, referred to as the “checkers” of risk management.

**4. FINANCIAL IMPLICATIONS**

- 4.1 There are no direct financial implications arising from the recommendations of this report. The report deals with the highest level of risk and this process serves to identify controls and assurances that finances are being properly managed.

## 5. LEGAL IMPLICATIONS

5.1 There are no direct legal implications arising from the recommendations of this report. The Council's Risk Registers serve to manage many risks with implications for the legal position and statutory responsibilities of the Council.

## 6. MANAGEMENT OF RISK

6.1 The Committee is provided with assurance that the risks presented within the Cluster Risk Register affecting the strategic priorities and service delivery for each Cluster are identified and that the risks are appropriately managed and are compliant with the Council's duties under the Equalities Act. There are no risks arising from the recommendations in the report.

<b>Category</b>	<b>Risk</b>	<b>Low (L) Medium (M) High (H)</b>	<b>Mitigation</b>
<b>Strategic Risk</b>	The council is required to have a management system in place to identify and mitigate its risks	L	The council's risk management system requires that risks are identified, listed and managed via risk registers
<b>Compliance</b>	As above	L	As above
<b>Operational</b>	As above	L	As above
<b>Financial</b>	As above	L	As above
<b>Reputational</b>	As above	L	As above
<b>Environment/Climate</b>	As above	L	As above

## 7. OUTCOMES

7.1 The recommendations within this report have no direct impact on the Council Delivery Plan however, the risks contained within the Council's risk registers could impact on the delivery of organisational objectives.

## 8. IMPACT ASSESSMENTS

Assessment	Outcome
Equality & Human Rights Impact Assessment	Full EHRIA not required
Data Protection Impact Assessment	Not required

## 9. BACKGROUND PAPERS

None.

## 10. APPENDICES (if applicable)

Appendix A – Cluster Risk Register - Governance  
Appendix B – Cluster Assurance Map – Governance  
Appendix C – Cluster Risk Register – Strategic Place Planning  
Appendix D – Cluster Assurance Map – Strategic Place Planning  
Appendix E – Cluster Risk Register – City Growth  
Appendix F – Cluster Assurance Map – City Growth  
Appendix G – Cluster Risk Register – Finance  
Appendix H – Cluster Assurance Map - Finance

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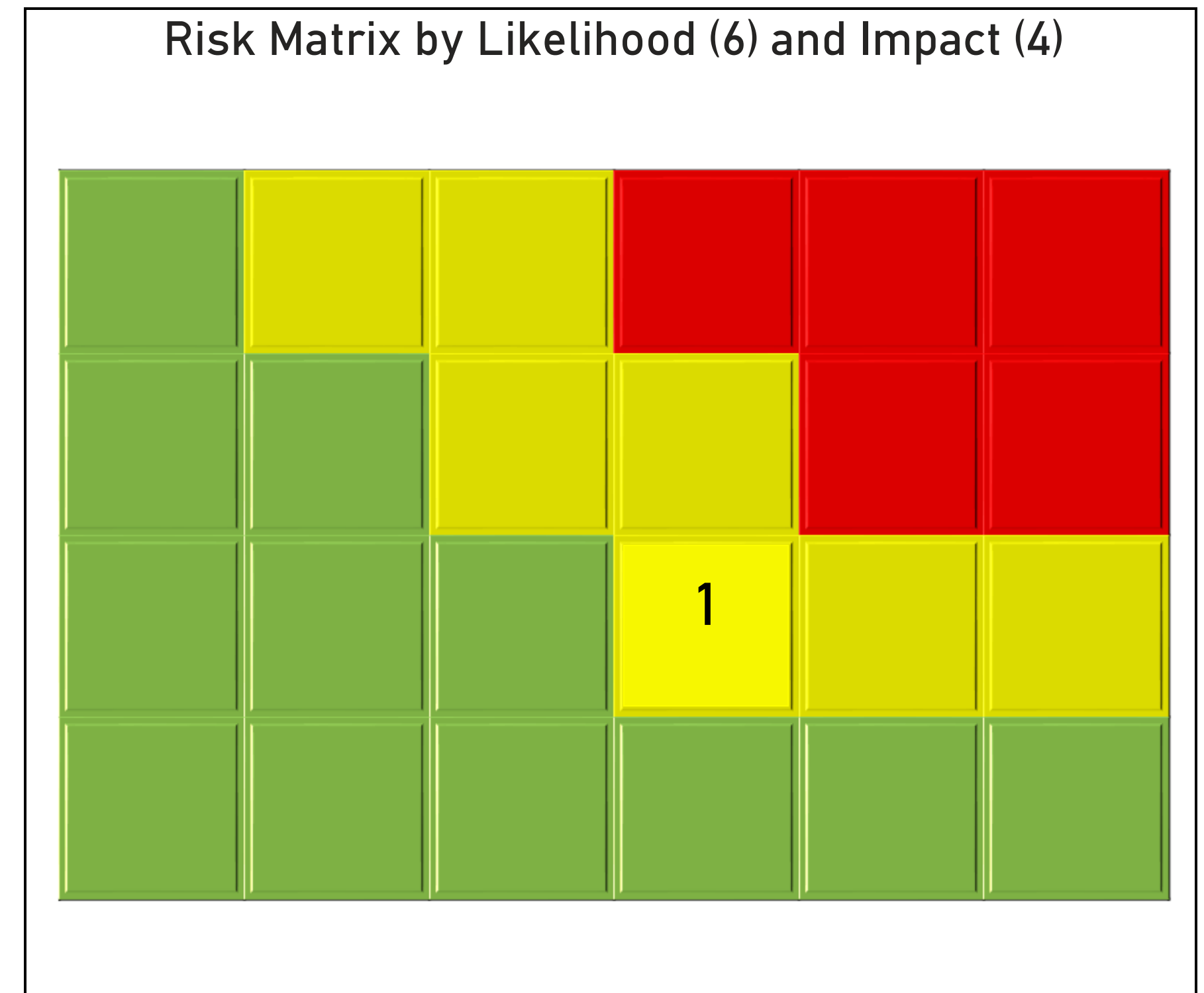


# Governance Risk Register

CURRENT CLUSTER RISKS ▼	CURRENT RISK SCORE
Concurrent Event	8

Number of Cluster Risks

**1**



FUNCTION	CLUSTER	RISK OWNER	RISK LEAD
Commissioning	Governance	Fraser Bell	Vikki Cuthbert

RISK TITLE	RISK DESCRIPTION	CONTROL ACTIONS	% COMPLETE	TARGET RISK SCORE	CURRENT RISK SCORE	CURRENT LIKELIHOOD	CURRENT IMPACT	TARGET COMPLETION DATE
Concurrent Event	Risk that the Council is unable to fully respond to a concurrent event during Covid response	<p>Assess and confirm locations and preparedness of Reception Centres, including risk assessments, training and exercising of Reception Centre Handbook and recruitment of additional Reception Centre Managers.</p> <p>Confirm operational preparedness for Winter Seasonal Events including People Displacement</p> <p>Review minimum staff levels for Critical Services for Loss of Staff scenarios through Business Continuity Plan testing</p> <p>Review and confirm preparedness of arrangements with Partner Organisations and 3rd Sector</p> <p>Participate in LARGS Concurrent Event Calls to identify likely events and liaise with relevant service leads</p> <p>Participate in GLRP "All Risks" to participate in multi-agency discussion on concurrent risks and their management</p> <p>Tactical Leads rota to support on-call DERC</p> <p>Resilience Hub hosting all response materials and handovers between DERCs</p> <p>Place Risk Register to capture all risks to the Place and our ability to respond to these.</p>	85	8	8	4	2	30 March 2021



<b>Assurance Map</b>		
<b>Governance</b>		
<b>First Line of Defence (Do-ers)</b>	<b>Second Line of Defence (Helpers)</b>	<b>Third Line of Defence (Checkers)</b>
<ul style="list-style-type: none"> <li>• Risk assessments</li> <li>• Staff Training</li> <li>• RIDDOR reporting (Reporting of Injuries, Diseases and Dangerous Occurrences Regulations)</li> <li>• Investigations into incidents and breaches of H&amp;S policy or legislation.</li> <li>• Policies, Plans &amp; Guidance to implement policies</li> <li>• Duty Emergency Response Coordinators (DERCs)</li> <li>• Tactical Leads to support DERCs with emergency response</li> <li>• Business Continuity Plans</li> <li>• Civil Contingency Incident De-Briefs</li> <li>• Corporate Procedure: CCTV</li> <li>• Bond Governance Protocol</li> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>• Corporate Management Team</li> <li>• Risk Board</li> <li>• Performance Board</li> <li>• Strategy Board</li> <li>• Scheme of Governance</li> <li>• Local Code of Corporate Governance</li> <li>• Annual Governance Statement</li> <li>• Risk Appetite Statement</li> <li>• Risk Registers</li> <li>• Generic Emergency Plan and Activation Packs</li> <li>• Resilience Hub including DERC Handbook and Materials</li> <li>• DERC and Tactical Lead Training Materials ALEO Assurance Hub</li> <li>• Committee Effectiveness Reports</li> <li>• Corporate Health and Safety Policy and associated procedures</li> <li>• Risk Assessment Guidance and templates (including COVID-19)</li> <li>• Compliance checks for COVID-19 risk assessments</li> <li>• Process for COVID-19 individual risk assessments</li> <li>• Guidance on homeworking during COVID-19</li> <li>• Process for review of Scottish Government guidance on COVID-19 to update internal guidance</li> <li>• Trades Union/Director Group</li> </ul>	<ul style="list-style-type: none"> <li>• Health and Safety Executive</li> <li>• Scottish Fire and Rescue Service Audits</li> <li>• Care Inspectorate inspections</li> <li>• Education Scotland inspections</li> <li>• Internal Audit</li> <li>• External Audit</li> <li>• North Regional Resilience Partnership</li> <li>• Grampian Local Resilience Partnership</li> <li>• Local Authority Resilience Group Scotland (LARGS)</li> <li>• North East CONTEST Multi-Agency Group</li> <li>• Information Commissioner's Office (regarding data protection)</li> <li>• Office of the Scottish Information Commissioner (regarding freedom of information)</li> <li>• Investigatory Powers Commissioner's Office</li> <li>• Credit Rating Agency</li> <li>• Accounts Commission</li> <li>• Audit Scotland</li> <li>• CIPFA</li> <li>• Standards Commission for Scotland</li> <li>• Commission for Ethical Standards in Public Life in Scotland</li> <li>• Law Society of Scotland</li> </ul>

	<ul style="list-style-type: none"> <li>• Commissioning, Customer, Resources and Trades Unions Health and Safety Group</li> <li>• Audit, Risk and Scrutiny Committee</li> <li>• Information Governance Group</li> <li>• Public Protection Committee</li> <li>• Risk Management Policy</li> <li>• Business Continuity Policy</li> <li>• International Twinning Grant Criteria Policy</li> <li>• Appointment of Elected Members to Outside Bodies Policy</li> <li>• Licensing Policies</li> <li>• Staff Governance Committee</li> <li>• City Growth and Resources Committee</li> <li>• Licensing Committee</li> <li>• Licensing Board</li> <li>• Full Council</li> <li>• Urgent Business Committee</li> <li>• Organisational Resilience Group</li> <li>• Business Continuity Sub-Group</li> <li>• Policy Group</li> </ul>	<ul style="list-style-type: none"> <li>• Office of the Scottish Charity Regulator (relevant where ACC itself is a charity trustee)</li> <li>• Financial Conduct Authority (regarding Stock Exchange bonds)</li> </ul>
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# Strategic Place Planning Risk Register

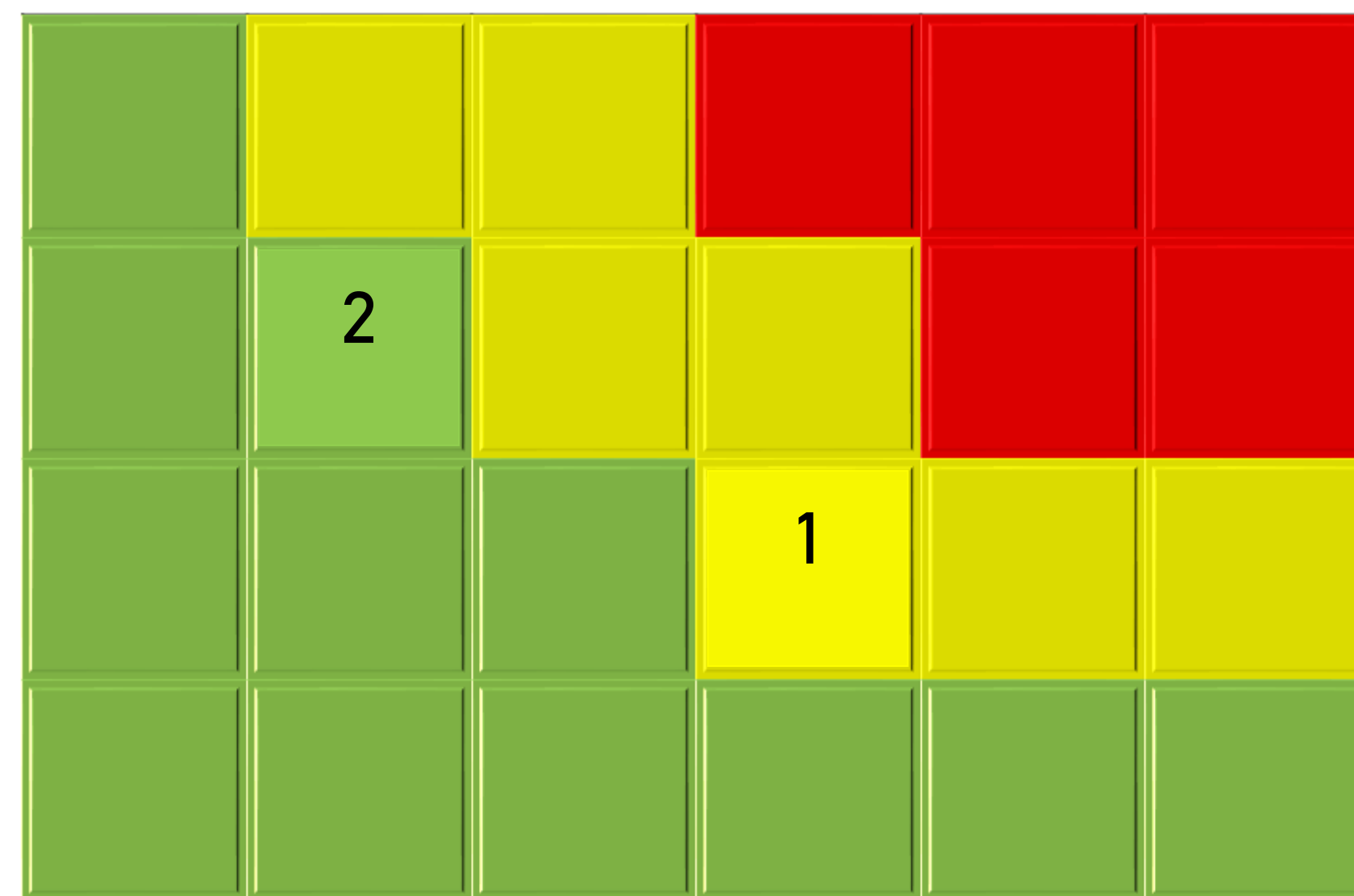
CURRENT CLUSTER RISKS	CURRENT RISK SCORE
Strategic Plan Delivery - SPP	6
Partner & Stakeholder Relations - SPP	6
Fee Income - SPP	8

Page 59

Number of Cluster Risks

3

Risk Matrix by Likelihood (6) and Impact (4)



FUNCTION	CLUSTER	RISK OWNER	RISK LEAD
Commissioning	Strategic Place Planning	Gale Beattie	Daniel Lewis/Gordon Spence/David Dunne

RISK TITLE	RISK DESCRIPTION	CONTROL ACTIONS	% COMPLETE	TARGET RISK SCORE	CURRENT RISK SCORE	CURRENT LIKELIHOOD	CURRENT IMPACT	TARGET COMPLETION DATE
Strategic Plan Delivery - SPP	Failure to deliver key strategic plans – staff and process restructuring risks	1.Review service plan/delivery plans against agreed budget and council priorities and seek approval where changes occur. 2.Identify further opportunity training and development through partners agencies and by setting up a service wide Continuous Professional Development (CPD) programme. Opportunities for secondment service wide to help smooth work pressures.	75	6	6	2	3	30 March 2021

FUNCTION	CLUSTER	RISK OWNER	RISK LEAD
Commissioning	Strategic Place Planning	Gale Beattie	Danel Lewis/Gordon Spence

RISK TITLE	RISK DESCRIPTION	CONTROL ACTIONS	% COMPLETE	TARGET RISK SCORE	CURRENT RISK SCORE	CURRENT LIKELIHOOD	CURRENT IMPACT	TARGET COMPLETION DATE
Fee Income - SPP	Failure to maximise funding opportunities and acheve projected fee income.	<p>1.Project planning in place for all projects with milestones, staffing levels and reporting mechanism including Committee approval</p> <p>2.Budget monitoring monthly, with KPI and workload monitoring underway with improvements anticipated over the coming months</p>	75	6	8	4	2	30 March 2021

FUNCTION	CLUSTER	RISK OWNER	RISK LEAD
Commissioning	Strategic Place Planning	Gale Beattie	Daniel Lewis/Gordon Spence/David Dunne

RISK TITLE	RISK DESCRIPTION	CONTROL ACTIONS	% COMPLETE	TARGET RISK SCORE	CURRENT RISK SCORE	CURRENT LIKELIHOOD	CURRENT IMPACT	TARGET COMPLETION DATE
Partner & Stakeholder Relations - SPP	Failure to manage relationships with partners and stakeholders.	1.Early engagement with external stakeholders – pre-application 2.Stakeholder engagement throughout the development process	75	6	6	2	3	30 March 2021

<b>Assurance Map</b>		
<b>Strategic Place Planning &amp; City Growth</b>		
<b>First Line of Defence (Do-ers)</b>	<b>Second Line of Defence (Helpers)</b>	<b>Third Line of Defence (Checkers)</b>
<ul style="list-style-type: none"> <li>• Trained and qualified staff</li> <li>• Team Managers oversight of finances for teams</li> <li>• Agreed health and safety procedures – all staff supported to familiarise as part of induction.</li> <li>• All staff involved in risk assessment process</li> <li>• Team Business Continuity Plans in place</li> <li>• Operational plans and guidance including surveys, monitoring, committee reporting</li> <li>• Contract Management Guidance, policies and Procurement Regulations</li> <li>• Environmental risks (including climate risks) incorporated in project plans, business cases, committee reporting and guidance</li> <li>• Emergency plans</li> <li>• Community involvement</li> <li>• Cross Service protocols and training events</li> <li>• Joint working with internal/external resources and services</li> <li>• Internal / external communication and networking</li> <li>• Committee reporting</li> <li>• LOIP objectives</li> <li>• Maintaining an awareness of current statutory requirements through receiving regular updates from Scottish Government and attending specific events</li> </ul>	<ul style="list-style-type: none"> <li>• Corporate Management Team Stewardship undertakes monthly review of financial, Contract and Risk management</li> <li>• Senior Management Team undertakes review of Cluster Operational Risk Register and monthly budget and contract management</li> <li>• Oversight on service KPIs</li> <li>• Health and Safety guidance for services, including Lone Working</li> <li>• Identified health and safety team link for all teams</li> <li>• Contract review by Demand Management Board</li> <li>• Audit, Risk and Scrutiny Committee oversight of risk management system</li> <li>• Strategic plans including North East Flood Risk Management Plan and Strategy; and development of Climate Adaptation Framework (Aberdeen Adapts)</li> <li>• Strategic Commissioning Committee</li> <li>• Inclusion in plans, programmes, strategies including those for planning, transport and housing</li> <li>• City Growth and Resources Committee oversight of climate change reporting</li> <li>• Local Outcome Improvement Plan (LOIP)</li> <li>• Aberdeen Open Space Strategy</li> <li>• Aberdeen Food Growing Strategy</li> <li>• Customer Service Excellence accreditation</li> <li>• KPI's management established</li> </ul>	<ul style="list-style-type: none"> <li>• Annual Climate Change report (Public Bodies Climate Change Duties) submitted to Scottish Government</li> <li>• Regional and National reports from Scottish Government, UK Government and SEPA</li> <li>• Annual Internal Audit Plan approved and overseen by Audit Risk and Scrutiny Committee</li> <li>• Scottish Government performance review and reports</li> <li>• Community Planning Aberdeen Board (CPA Board)</li> <li>• Local Outcome Improvement Plan (LOIP)</li> <li>• Participation in external quality system inspection programme Customer service Excellence</li> <li>• Annual reporting of Risk Registers to Committee</li> <li>• Economic Policy Panel</li> <li>• APSE benchmarking</li> <li>• Local Resilience Partnership undertaking resilience planning and preparedness across all partners</li> <li>• Net Zero Leadership Board</li> </ul>

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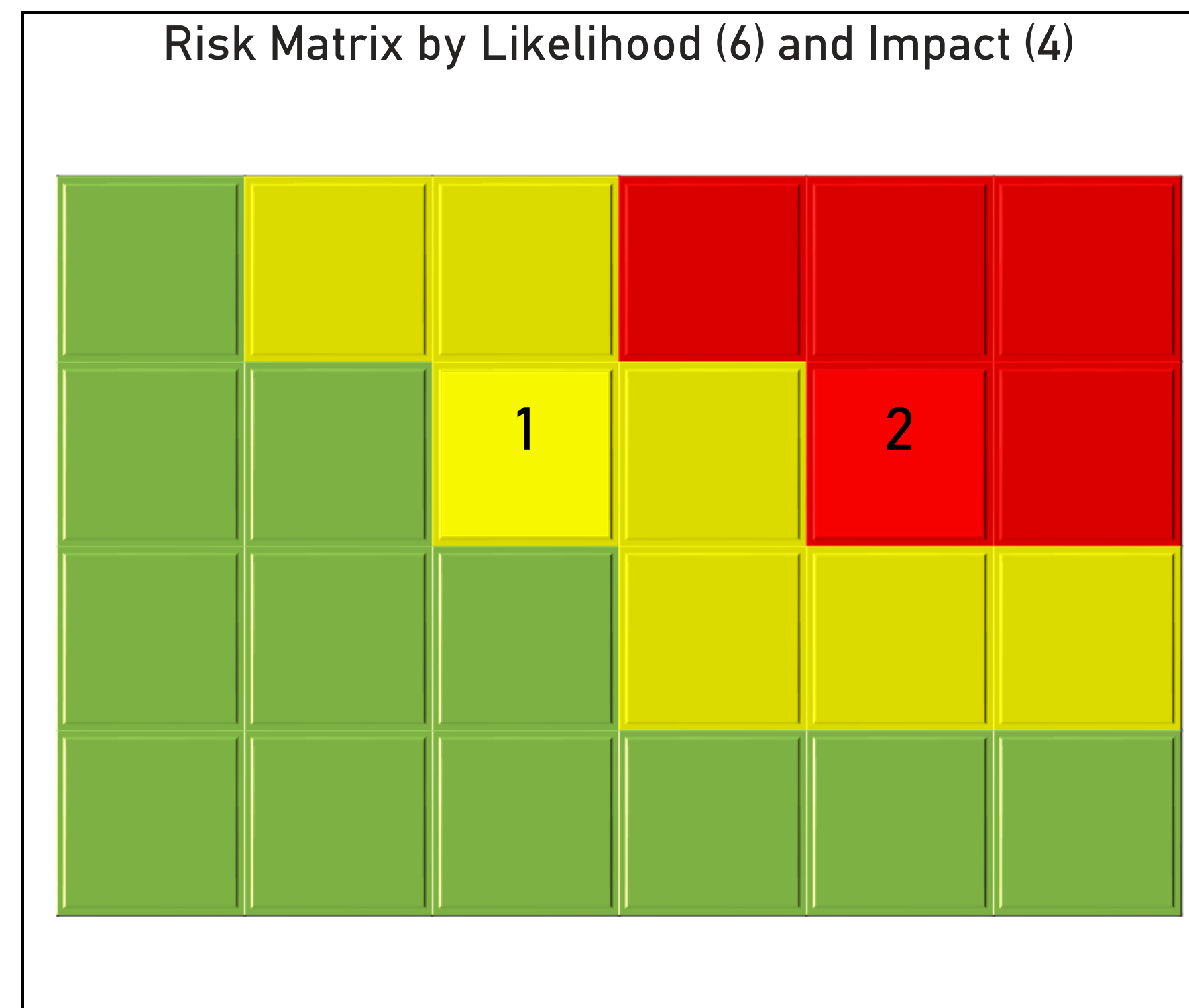


# City Growth Risk Register

CURRENT CLUSTER RISKS	CURRENT RISK SCORE
Oil Price Fluctuation	15
Funding Opportunities - City Growth	15
Business Resilience - COVID	9

Number of Cluster Risks

**3**



FUNCTION	CLUSTER	RISK OWNER	RISK LEAD
Commissioning	City Growth	Richard Sweetnam	Julie Richards-Wood

RISK TITLE	RISK DESCRIPTION	CONTROL ACTIONS	% COMPLETE	TARGET RISK SCORE	CURRENT RISK SCORE	CURRENT LIKELIHOOD	CURRENT IMPACT	TARGET COMPLETION DATE
Oil Price Fluctuation	Oil price fluctuation resulting in economic uncertainty and lower investor confidence	1.Economic fluctuations are tracked assisting in long term planning for the economic growth of Aberdeen. 2. Business Gateway and employability teams working with business start-ups to assist in diversifying the employment market 3.Deliver Regional Economic Strategy and City Region Deal ambitions to diversify the Aberdeen economy through investment in infrastructure and development.	75	12	15	5	3	30 March 2021

FUNCTION	CLUSTER	RISK OWNER	RISK LEAD
Commissioning	City Growth	Richard Sweetnam	Andrew Win Julie

RISK TITLE	RISK DESCRIPTION	CONTROL ACTIONS	% COMPLETE	TARGET RISK SCORE	CURRENT RISK SCORE	CURRENT LIKELIHOOD	CURRENT IMPACT	TARGET COMPLETION DATE
Funding Opportunities - City Growth	Failure to maximise funding opportunities resulting in the vision for the City of Aberdeen not being realised	1. Project planning and communications plans in place for all projects, with milestones, staffing levels and reporting mechanism including Committee approval and updates. 2. Programme of engagement in place to promote Aberdeen and maximise Aberdeen's profile with investors. 3. External Funding Plan agreed by Committee which sets out priorities going forward. 4. Early engagement with UK Govt on the future UK Shared Prosperity Growth Fund to ensure its priorities will be aligned to ours.	80	12	15	5	3	30 March 2021

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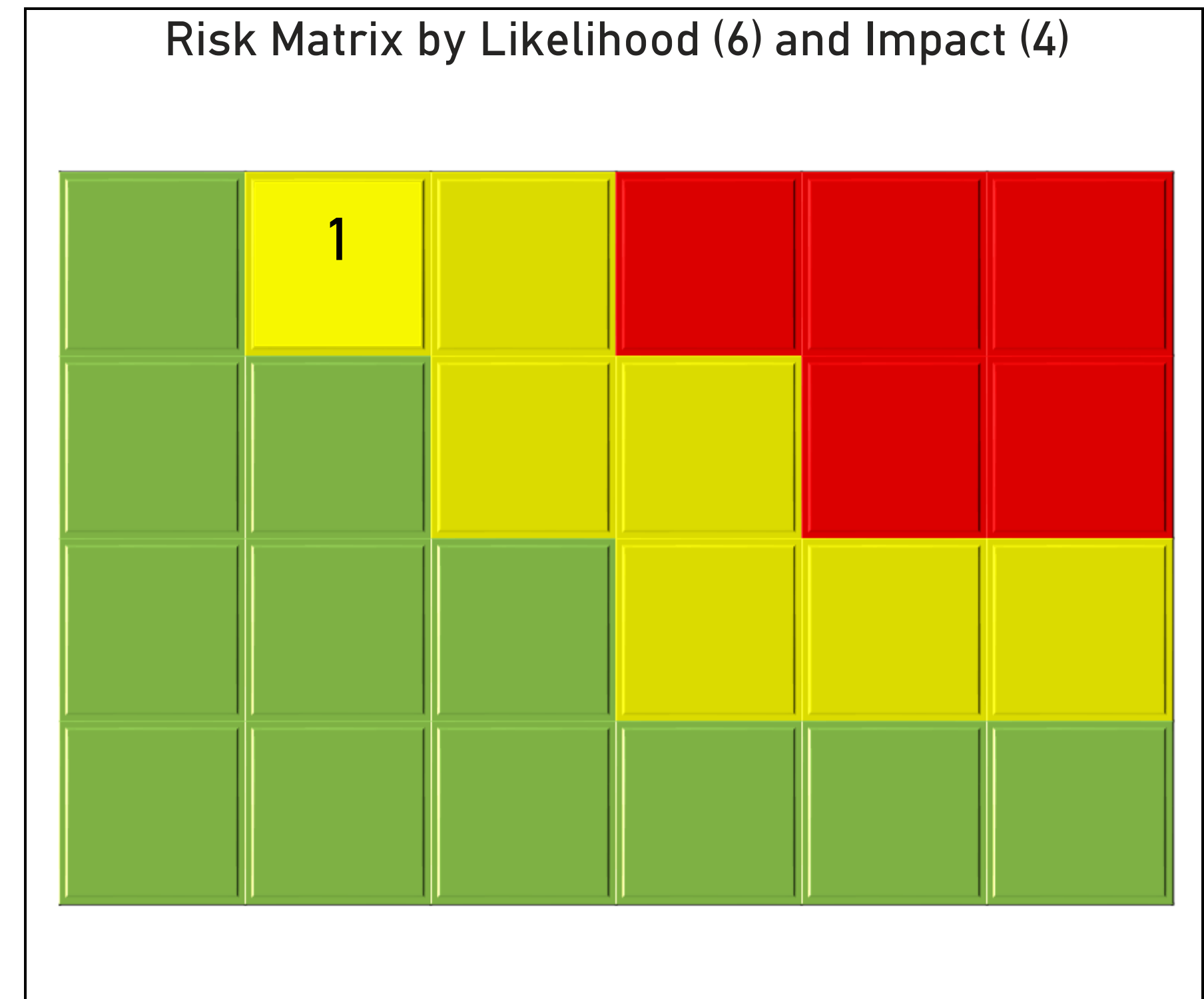


# Finance Risk Register

CURRENT CLUSTER RISKS	CURRENT RISK SCORE
Failure to deliver key financial services in the event of the failure of plans, capabilities, systems and processes	8

Number of Cluster Risks

1



FUNCTION	CLUSTER	RISK OWNER	RISK LEAD
Resources	Finance	Jonathan Belford	Carol Smith and Laura

RISK TITLE	RISK DESCRIPTION	CONTROL ACTIONS	% COMPLETE	TARGET RISK SCORE	CURRENT RISK SCORE	CURRENT LIKELIHOOD	CURRENT IMPACT	TARGET COMPLETION DATE
Failure to deliver key financial services in the event of the failure of plans, capabilities, systems and processes	Failure to deliver statutory monitoring Failure to administer NESPF Failure to provide business advice and financial implications of change Inability to deliver key service standards and customer service System failure Failure of financial policies and controls, loss of income, poor management of council finances Failure to make benefits of technology and best practice Reputational damage and poor relationship management	Finance redesigns and succession planning Finance coaching and training for finance staff and budget holders Digital improvements for systems with financial data Review system for financial controls	80	8	8	2	4	31 March 2021

<b>Assurance Map</b>		
<b>Finance</b>		
<b>First Line of Defence (Do-ers)</b>	<b>Second Line of Defence (Helpers)</b>	<b>Third Line of Defence (Checkers)</b>
<ul style="list-style-type: none"> <li>• Annual statements of accounts and quarterly reporting</li> <li>• Medium Term Financial Strategy and Budget setting</li> <li>• Monthly and Quarterly monitoring and reporting of budget including contingent liabilities</li> <li>• Financial protocols in Scheme of Governance, Financial Regulations and associated financial procedures and practices</li> <li>• Financial policies and procedures including Fraud Prevention and Money Laundering, Following the Public Pound and Service Income</li> <li>• Financial Implications review of all committee reports</li> <li>• Treasury Management reviews with our treasury consultants</li> <li>• Monitoring of Finance Cluster and Institutional risks</li> <li>• Pension fund management protocols and procedures</li> <li>• Task plans, CR&amp;D and Succession Plans</li> <li>• Horizon Scanning reviews</li> </ul>	<ul style="list-style-type: none"> <li>• City Growth and Resources Committee scrutiny of all financial decisions</li> <li>• Pensions Committee scrutiny of pensions decisions</li> <li>• Audit, Risk and Scrutiny Committee oversight of risk management system</li> <li>• Audit Risk and Scrutiny oversight of Internal and External Audit reports</li> <li>• Council and specific Charitable Trust Boards</li> <li>• Other Committees as applicable</li> <li>• CMT and ECMT</li> <li>• Risk Board</li> <li>• Strategy Board</li> <li>• Transformation Board</li> <li>• Performance Board</li> </ul>	<ul style="list-style-type: none"> <li>• Annual External Audit and report of ACC Accounts, Pension Funds and Group Accounts</li> <li>• Annual Internal Audit Plan based on risk and approved and overseen by Audit, Risk and Scrutiny Committee.</li> <li>• Annual credit rating review</li> <li>• London Stock Exchange compliance checks</li> <li>• National Audit reports and Best Value Audit</li> <li>• Her Majesty’s Revenue and Customs Inspections</li> <li>• Treasury, Director of Finance and other bodies reports and advice</li> <li>• Charities Commission reports and advice and reports on Trust Accounts</li> <li>• Scottish Government Returns e.g.budget and out-turn data, grant claim criteria</li> <li>• Data required by other grant funders and stakeholders of ACC</li> <li>• ICAS and CIPFA trainer accreditations</li> <li>• Benchmarking – LGBF and Directors of Finance</li> </ul>

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## ABERDEEN CITY COUNCIL

<b>COMMITTEE</b>	City Growth and Resources Committee
<b>DATE</b>	3 <sup>rd</sup> February 2021
<b>EXEMPT</b>	No
<b>CONFIDENTIAL</b>	No
<b>REPORT TITLE</b>	Performance Management Framework Report – City Growth and Resources Functions
<b>REPORT NUMBER</b>	CUS/21/014
<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)

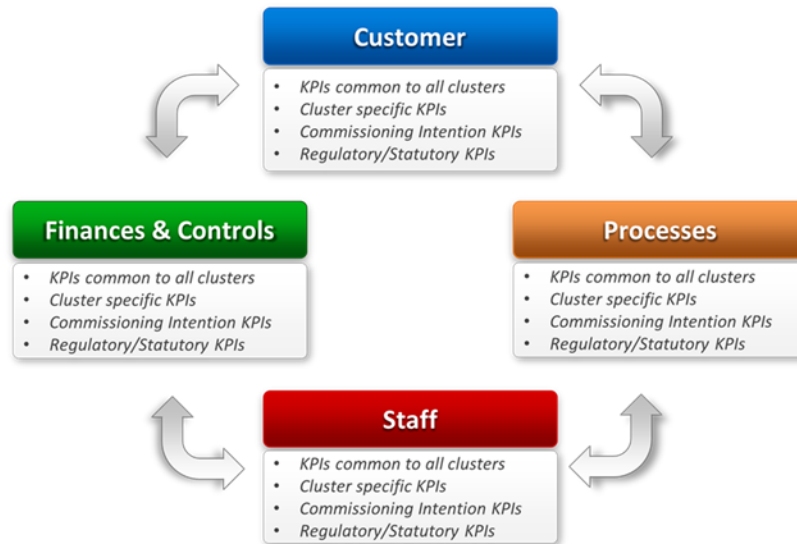
- 2.1 That the Committee note the report and provide comments and observations on the performance information contained in the report Appendix.

### 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, particularly where this is reliant on the availability of national data-sets to enable reporting and benchmarking.
- 3.7 Delays in national data publication particularly affects reporting, as would be expected within this cycle, of service specific benchmarked indicators derived from SLAED, the Planning Performance Framework and the wider range of City Growth and Resources measures captured within the Local Government Benchmarking Framework.
- 3.8 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 current fiscal year
- 3.9 Where exceptions in performance within these commentary are clearly and directly linked to the circumstances surrounding application of the Scottish Government’s COVID-19 legislation, these are highlighted through text narrative in the Appendix.

3.10 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.

3.11 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**

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

**5. LEGAL IMPLICATIONS**

5.1 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

<u><a href="#">COUNCIL DELIVERY PLAN</a></u>	
	<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>
<b>Aberdeen City Local Outcome Improvement Plan</b>	
<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</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>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>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 was initially open Wed-Mon with visitor numbers steady and building as customer confidence returned.</p> <p>The prestigious BP Portrait Award opened on 10 October which attracted additional 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. As of 26<sup>th</sup> December, all Visitor Attractions were required to close for an initial period of three weeks under the Level 4 guidance issued by the Scottish Government, the content of which, as of 5<sup>th</sup> January 2021 was extended and strengthened, A further extension of the Strategic Framework guidance at this level was announced on the 19<sup>th</sup> January, with a review date of 2<sup>nd</sup> February 2021.</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>		

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 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.

£30 million has been allocated to local authorities to deliver Young Person’s Guarantee activities. At the time of writing, an indicative figure of £960,00 has been provided to the City in connection with this activity stream. 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.

<b>We will provide a continuously updated investment prospectus of development opportunities in the City available through investaberdeen.co.uk</b>		
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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. This support has proved invaluable to business throughout the course of the latter part of 2020 as changes to local and national lockdown regulations have been applied.

<b>We will provide business start-up advice and guidance to businesses through the Business Gateway start up service</b>		
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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 285 new start-ups being recorded in Aberdeen since January, and 217 (352 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 generally well below 2019 levels for the City.

At the most recent monthly data point (October 2020) the City recorded 43 start-ups in comparison with a Scotland Average of 19 and noted some closing to the levels of activity recorded in October 2019. The standardised National SLAED Indicator (start-ups per 10,000 of population) as of 1<sup>st</sup> October saw Aberdeen at a rate of 1.88 compared to an Urban average of 1.04 and Scotland average of 1.22.

Source: COSLA Local Government COVID-19 Dashboard Week 33 - figures to 1<sup>st</sup> October 2020)

### Cluster Level Measures – Local Indicators

Performance Measure	Quarter 3 2019/20	Quarter 4 2019/20	Quarter 1 2020/21	Quarter 2 2020/21	Quarterly Status	Long Trend	2020/21 Target
	Value	Value	Value	Value			
Total No. complaints received (stage 1 and 2) – City Growth	1	2	0	2			
% of complaints resolved within timescale stage 1 and 2) – City Growth	0%	50%	N/A	100%			75%*
% of complaints with at least one point upheld (stage 1 and 2) – City Growth	0%	50%	N/A	0%			
Total No. of lessons learnt identified (stage 1 and 2) – City Growth **	0	0	0	0			

## 2. Processes

### Cluster Level Measures – 2020/21 Local Indicators

Performance Indicator	Quarter 3 2019/20	Quarter 4 2019/20	Quarter 1 2020/21	Quarter 2 2020/21
	Value	Value	Value	Value
Number of virtual visits/attendances at museums and galleries	253,937	247,352	230,383	247,320

## Cluster Level Measures – Annual 2019-20 National Strategic Indicators (SLAED)

Performance Measure	2017-18	2018-19	2019-20	Long Trend - Annual
	Value	Value	Value	
Number of unemployed people that have participated in Council operated / funded Employability Activities (including Fairer Aberdeen programmes)	1,120	1,063	1,041	↓
Number of unemployed people that have progressed to employment from participation in Council operated / funded Employability Activities (including Fairer Aberdeen)	330	349	356	↑
% of unemployed people assisted into work from council operated / funded employability programmes (based on LGBF model-based unemployment)	5.9%	5.5%	10.5%	↑
Number of businesses supported by Council Economic Development Activity	35	295	381	↑

**Service Analysis**

The data above represents sampling of provisional (unaudited) submissions to the national 2019-20 Scottish Local Authority Economic Development (SLAED) Indicator Report, publication of which has been delayed. The full suite of SLAED Indicators, with national share and benchmarking comparisons, will be reported to Committee on release of the final report.

Source: <http://www.slaed.org.uk/publications.html>

**3. Staff**

## Cluster Level Measures – Local Indicators

Performance Measure	Quarter 3 2019/20	Quarter 4 2019/20	Quarter 1 2020/21	Quarter 2 2020/21	Status	Long Trend - Quarterly
	Value	Value	Value	Value		
H&S Employee Reportable by Cluster – City Growth	0	0	0	0		
H&S Employee Non-Reportable by Cluster – City Growth	0	0	0	0		
Establishment actual FTE – City Growth (quarterly snapshot)	120.56	120.34	122.32	123.17		

Performance Measure	August 2020/21		September 2020/21		October 2020/21		November 2020/21		Corporate Monthly Value
	Value	Status	Value	Status	Value	Status	Value	Status	
Average number of total working days lost per FTE (12 month rolling figure) – City Growth	6.13		6.23		6.37		6.52		4.2

**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%		50.2%					



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 which has limited the extent/capacity of IT tools normally available to the Service. Whilst Quarter 1 2020/21 performance was maintained at 99%, similar to that throughout 2019/20, largely as a result of a significant drop in applications, during Quarter 2 the figure has fallen marginally to 96% against a background of recovering application numbers.		
<b>We will respond to building warrant approvals within 10 working days</b>		80%
Quarter 1 of 2020/21 saw performance increase to 96% where, again, a drop in application numbers helped maintain performance. The Quarter 2 outcome fell to 86%, which is similar to that recorded in the last pre-COVID period in 2019/20 and maintains the continuous 'above target' trend noted across the past 12-18 months.		





## Cluster Level Measures – Local Indicators

Performance Measure	Quarter 3 2019/20	Quarter 4 2019/20	Quarter 1 2020/21	Quarter 2 2020/21	2020/21 Target	Status	Long Trend - Quarterly
	Value	Value	Value	Value			
Total No. complaints received (stage 1 and 2) – Strategic Place Planning	2	6	6	6			↓
% of complaints resolved within timescale stage 1 and 2) – Strategic Place Planning	100%	86.3%	100%	100%	75%*		↑
% of complaints with at least one point upheld (stage 1 and 2) – Strategic Place Planning	50%	33.3%	33.3%	33.3%			↑
Total No. of lessons learnt identified (stage 1 and 2) – Strategic Place Planning	1	1	0	0			

Performance Measure	Quarter 3 2019-20		Quarter 4 2019-20		Quarter 1 2020-21		Quarter 2 2020-21	
	Value	Status	Value	Status	Value	Status	Value	Status
Percentage of first reports, (for building warrants and amendments) issued within 20 working days	100%		99.0%		99.0%		96.0%	

## 6. Processes

## Cluster Level Measures – Service Standards

Service Standards	Current Status	2020/21 Target
<p><b>We will ensure that the local authority area is covered by an up to date Local Development Plan</b></p>		
<p>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.</p>		
<p><b>We will determine householder applications within 2 months*</b></p>		<p><b>85%</b></p>
<p>Whilst Planning Management service delivery is being effectively maintained, with a temporarily reduced application management resource working remotely, this has had some impact on both matching the comparative figures from the previous year and fully meeting the Service Standards (agreed pre-COVID) against specific measures.</p> <p>There has been a dip in YTD performance with 82% of householder applications determined within 2 months in 2020-21 compared to 94% in the year 2019-20. This represents an improved position on the previously reported 2020-21 year-to-date figure of 78% noted in October 2020.</p>		
<p><b>We will determine local (non-householder) applications within 2 months*</b></p>		<p><b>70%</b></p>
<p>In common with the above position, 65% of local YTD Non-Householder applications were determined within 2 months in in 2020-21 ( just below the Amber traffic light trigger point) compared to almost 80% in 2019-20.This is a generally unchanged position from that reported to Committee in October 2020.</p>		
<p><b>We will determine Major Planning Applications within 25 weeks*</b></p>		



Of the 7 major application determined so far in 2020-21, 3 have been determined in the target period .It is understood that, contextually, this pattern of extended determination times for Major Planning Applications is likely to be similarly reflected in national Q3 and year-end Planning Performance Framework outcomes reported in July 2021.

\*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 late January 2021

**7. Staff**

**Cluster Level Measures – Local Indicators**

Page 89

Performance Measure	Quarter 3 2019/20	Quarter 4 2019/20	Quarter 1 2020/21	Quarter 2 2020/21	Status	Long Trend - Quarterly
	Value	Value	Value	Value		
H&S Employee Reportable by Cluster – Strategic Place Planning	0	0	0	0		
H&S Employee Non-Reportable by Cluster – Strategic Place Planning	1	0	0	0		
Establishment actual FTE – Strategic Place Planning (quarterly snapshots to Q1 included HRA funded posts)	130.42	134.01	132.48	88.92		

Performance Measure	August 2020/21		September 2020/21		October 2020/21		November 2020/21		Corporate Monthly Value
	Value	Status	Value	Status	Value	Status	Value	Status	
Average number of total working days lost per FTE (12 month rolling figure) – Strategic Planning **	2.71		2.82		2.92		3.10		4.2

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%		65.4%					

Performance Indicator	Quarter 1 2020/21		Quarter 2 2020/21		Quarter 3	
	Value	Status	Value	Status	Value	Status
YTD % of budgeted income received from Planning Application fees +	20.2%		50.9%		74.8%	
YTD % of budgeted income received from Building Warrant fees +	13.4%		27.3%		47.9%	

Strategic Place Planning Summary

+ Income flow from fees is traditionally affected by seasonality in the construction industry and the overall level of applications, with historical data evidencing that a closing of the 'income gap' is generated against each later quarter of the fiscal year. Levels of activity around both Planning Applications ( 158 fewer) and Building Warrant submissions (246 fewer) 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	Quarter 2 2020/21	2020/21 Target	Status	Long Trend - Quarterly
	Value	Value	Value	Value			
Total No. complaints received (stage 1 and 2) – Finance	4	14	3	13			

Performance Measure	Quarter 3 2019/20	Quarter 4 2019/20	Quarter 1 2020/21	Quarter 2 2020/21	2020/21 Target	Status	Long Trend - Quarterly
	Value	Value	Value	Value			
% of complaints resolved within timescale stage 1 and 2) – Finance	75%	50%	100%	100%	75%*		
% of complaints with at least one point upheld (stage 1 and 2) – Finance	50%	7.1%	100%	92.3%			
Total No. of lessons learnt identified (stage 1 and 2) – Finance	0	2	0	1			

10. Processes

Cluster Level Measures – Service Standards






Page 91





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		100%
Business advice delivery – We will provide budget holder meetings provided in accordance with risk schedule		100%
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		100%
We will ensure that business advice is provided for all Committee decisions with financial implications to comply with proper financial administration		100%
We will ensure that the treasury strategy is prepared and implemented annually to comply with statutory requirements: credit rating updated annually		100%

<p><b>Finance Summary</b></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 and is supporting the distribution of hardship grants to both individuals and businesses negatively affected by current COVID-19 legislation.</p>		

**11. Staff**





**Cluster Level Measures – Local Indicators**

Performance Measure	Quarter 3 2019/20	Quarter 4 2019/20	Quarter 1 2020/21	Quarter 2 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	80.79	78.30	78.69	80.09		

Performance Measure	August 2020/21		September 2020/21		October 2020/21		November 2020/21		Corporate Monthly Value
	Value	Status	Value	Status	Value	Status	Value	Status	
Average number of total working days lost per FTE (12 month rolling figure) – Finance **	0.8		0.92		0.98		1.06		4.2

## 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%		46.3%					

## 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	Quarter 2 2020/21	2020/21 Target	Status	Long Trend - Quarterly
	Value	Value	Value	Value			
Total No. complaints received (stage 1 and 2) – People and Organisation	1	0	0	0			
% of complaints resolved within timescale stage 1 and 2) – People and Organisation	0%	N/A	N/A	N/A	75%*		

Performance Measure	Quarter 3 2019/20	Quarter 4 2019/20	Quarter 1 2020/21	Quarter 2 2020/21	2020/21 Target	Status	Long Trend - Quarterly
	Value	Value	Value	Value			
% of complaints with at least one point upheld (stage 1 and 2) – People and Organisation	0%	N/A	N/A	N/A			
Total No. of lessons learnt identified (stage 1 and 2) – People and Organisation	0	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 Q1/2 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 and the Service continues to support Committee/CMT directions on policy guidance availability within timescale.		

**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		

**Cluster Level Measures – Local Indicators**

Performance Measure	Quarter 3 2019/20	Quarter 4 2019/20	Quarter 1 2020/21	Quarter 2 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	35.55	33.71	34.43	28.82		

Performance Measure	August 2020/21		September 2020/21		October 2020/21		November 2020/21		Corporate Monthly Value
	Value	Status	Value	Status	Value	Status	Value	Status	
Average number of total working days lost per FTE (12 month rolling figure) – P&O **	0.39		0.40		0.38		0.35		4.2

**Corporate Level Measures – Annual Local Indicators**

Performance Indicator	2017-18	2018-19	2019-20	Status	Long Trend - Annual
	Value	Value	Value		
Average number of days sickness absence per FTE (teaching employees) *	4.8	4.9	5.4		
Average number of days sickness absence per FTE (non-teaching teaching employees) *	11.6	11.9	11.3		
Average number of days sickness absence per FTE (all employees) *	9.9	10.1	9.8		

**Service Analysis**

In 2019/20, the average number of working days per employee lost through sickness absence for teachers was 5.4 days, compared to 4.9 in 2018/19,( which was among the lowest levels for this indicator over the lifetime of this national measure) Despite showing a year-on-year increase, this maintains the City’s outcome below the national outcome ( >6%) for the previous seven years.





The average number of working days per employee lost through sickness absence for the ‘local government employees’ category was 11.3 days which was a fall of 0.6 days from 2018/19 and reverses the upwards short- and long-term trends recorded last year. For the Council as a whole in 2019/20, the average number of working days per employee lost through sickness absence was 9.8 days, compared to 10.1 days in 2018/19, showing a slight decrease.

\* Pending publication of 2019/20 benchmarking data through the Local Government Benchmarking Framework, this is provisional unaudited data with status traffic-lighting based on alignment with the previous year national outcomes



## 16. Finance &amp; 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%		40.0%					

## CAPITAL CLUSTER

## 17. Customer \*

## Cluster Level Measures – Local Indicators

Performance Measure	Quarter 3 2019/20	Quarter 4 2019/20	Quarter 1 2020/21	Quarter 2 2020/21	2020/21 Target	Status	Long Trend - Quarterly
	Value	Value	Value	Value			
Total No. complaints received (stage 1 and 2) – Capital	1	0	0	1			
% of complaints resolved within timescale stage 1 and 2) – Capital	100%	N/A	N/A	0%	75%*		
% of complaints with at least one point upheld (stage 1 and 2) – Capital	0	N/A	N/A	0			
Total No. of lessons learnt identified (stage 1 and 2) – Capital	0	0	0	0			

## Service Narrative






Complaints Handling The Quarter 2 outcome reflects resolution rates against a single complaint





## 18. Processes

Development and inclusion of Cluster specific process indicators are being discussed with the Cluster management teams

## 19. Staff

## Cluster Level Measures – Local Indicators

Performance Measure	Quarter 3 2019/20	Quarter 4 2019/20	Quarter 1 2020/21	Quarter 2 2020/21	Status	Long Trend - Quarterly
	Value	Value	Value	Value		
H&S Employee Reportable by Cluster – Capital	0	0	0	0		
H&S Employee Non-Reportable by Cluster – Capital	0	0	0	0		
Establishment actual FTE – Capital	61.63	63.34	63.34	57.44		

Performance Measure	August 2020/21		September 2020/21		October 2020/21		November 2020/21		Corporate Monthly Value
	Value	Status	Value	Status	Value	Status	Value	Status	
Average number of total working days lost per FTE (12 month rolling figure) – Capital **	0.95		0.79		0.74		0.68		4.2

## 20. Finance &amp; 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%		34.9%					

**GOVERNANCE CLUSTER**

**21. Customer**








**Cluster Level Measures – Local Indicators**




Performance Measure	Quarter 3 2019/20	Quarter 4 2019/20	Quarter 1 2020/21	Quarter 2 2020/21	2020/21 Target	Status	Long Trend - Quarterly
	Value	Value	Value	Value			
Total No. complaints received (stage 1 and 2) – Governance	3	6	0	4			
% of complaints resolved within timescale stage 1 and 2) – Governance	66.7%	16.7%	N/A	75%	75%*		
% of complaints with at least one point upheld (stage 1 and 2) – Governance	0%	33.0%	N/A	25%			
Total No. of lessons learnt identified (stage 1 and 2) – Governance	0	1	0	0			

**22. Processes**

**Cluster Level Measures – Service Standards**

Service Standards	Current Status	2020/21 Target






<b>Council and Committee Administration</b>		100%
<p>The number of committee meetings that had taken place between March and August 2020 had reduced due to COVID-19, however the service standards remained 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. With the re-instatement of the full meetings cycle, significant use of remote participation and public broadcasting of meetings, the Council has been continuously enabled to fully meet both its targets and statutory obligations around Council and Committee administration.</p>		
<b>Local Review Body – number of requests for review acknowledged within 14 days</b>		100%
<p>Requests are generally acknowledged within 3 days, COVID-19 has had no impact in this area. This is an unchanged position from that reported to Committee in October 2020</p>		
<b>School Placing and Exclusion requests – Hearings</b>		100%
<p>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. This is an unchanged position from that reported to Committee in October 2020</p>		
<b>Civic Licence Applications determined within 6 months of a valid application</b>		100%
<p>Covid regulations allowed an additional 3 months to determine civic applications. These additional powers had been utilised in a small number of cases during the early stages of the COVID-19 restrictions but almost all applications are still being determined within 6 months of a valid application</p>		
<b>Hearing to determine a Premises Licence application or Variation application within 119 days of the last date for representations</b>		100%
<p>Target continues to be met in full</p>		
<b>Decision letters for alcohol applications issued within 7 days of Board meeting</b>		100%
<p>Target continues to be met in full</p>		
<b>Personal and Premises Licences issued within 28 days of date of grant</b>		100%





Although changes to working arrangements had caused difficulties in getting licences produced during the initial stages of COVID-19 restrictions, targets are currently being met		
<b>Civic Licensing Complaints acknowledged within 24 hours; and investigated within 14 days</b>		100%/95%
Target continues 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 had waived compulsory CPD for the previous practice year which ended on 31 October 2020. This requirement has now been re-instated and has being modelled for delivery across the new practice year.		
<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 distributed to customers and returns are awaited.		

Page 101





**23. Staff**

**Cluster Level Measures – Local Indicators**

Performance Measure	Quarter 3 2019/20	Quarter 4 2019/20	Quarter 1 2020/21	Quarter 2 2020/21	Status	Long Trend - Quarterly
	Value	Value	Value	Value		
H&S Employee Reportable by Cluster – Governance	0	0	0	0		
H&S Employee Non-Reportable by Cluster – Governance	0	0	0	0		
Establishment actual FTE – Governance	68.11	66.78	62.37	60.74		

Performance Measure	August 2020/21		September 2020/21		October 2020/21		November 2020/21		Corporate Monthly Value
	Value	Status	Value	Status	Value	Status	Value	Status	
Average number of total working days lost per FTE (12 month rolling figure) – Governance **	1.26		1.27		1.43		1.63		4.2





#### 24. Finance & 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%		47.8%					

#### CORPORATE LANDLORD CLUSTER

#### 25. Customer

##### Cluster Level Measures – Local Indicators

Performance Measure	Quarter 3 2019/20	Quarter 4 2019/20	Quarter 1 2020/21	Quarter 2 2020/21	2020/21 Target	Status	Long Trend - Quarterly
	Value	Value	Value	Value			
Total No. complaints received (stage 1 and 2) – Corporate Landlord	31	32	2	5			
% of complaints resolved within timescale stage 1 and 2) – Corporate Landlord	16.1%	34.4%	100%	60%	75%*		

Performance Measure	Quarter 3 2019/20	Quarter 4 2019/20	Quarter 1 2020/21	Quarter 2 2020/21	2020/21 Target	Status	Long Trend - Quarterly
	Value	Value	Value	Value			
% of complaints with at least one point upheld (stage 1 and 2) – Corporate Landlord	41.9%	25%	0%	40%			
Total No. of lessons learnt identified (stage 1 and 2) – Corporate Landlord	1	3	0	2			


**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>		<b>100%</b>
<p>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. The impact of the current Level 4 restrictions on maintenance works has yet to be evidenced in material changes to service provision although, if extended, this position may change.</p>		
<b>Cyclical maintenance works (statutory) on council houses are completed in accordance with agreed programmes</b>		<b>100%</b>
<p>In respect of the Gas Service &amp; 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 &amp; Gas Safe Guidance to ensure compliance under the circumstances.</p> <p>The arranged access process was re-instated in November and is now operating at full capacity. Since the last figures were formally reported, the number of outstanding inspections as of 30 November had reduced to 651. This is expected to be the final total lost certificate figure due to the reinstatement of the arranged access program.</p>		

Access Reminders have also been getting delivered to properties on the program which has assisted in bringing the total outstanding down. Within the list of properties where access has been denied a prioritisation list is in place, based on flue type which may carry slightly higher risk for early access. These have all been completed.






A record of all properties where access was denied and a programme for ensuring all properties have been inspected by March 2021 is in place and updated daily. An increase in available resource has been made by the contractor to increase capacity to catch up with outstanding inspections (an additional 5 full-time engineers have been made available). Resources will be monitored closely given the time of year and the likely increase in call outs.

<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. This is an unchanged position from that reported to Committee in October 2020.		

**27. Staff**

**Cluster Level Measures – Local Indicators**

Page 104

Performance Measure	Quarter 3 2019/20	Quarter 4 2019/20	Quarter 1 2020/21	Quarter 2 2020/21	Status	Long Trend - Quarterly
	Value	Value	Value	Value		
H&S Employee Reportable by Cluster – Corporate Landlord	0	0	0	0		
H&S Employee Non-Reportable by Cluster – Corporate Landlord	0	0	0	0		
Establishment actual FTE – Corporate Landlord	72.58	70.55	66.49	56.96		



Performance Measure	August 2020/21		September 2020/21		October 2020/21		November 2020/21		Corporate Monthly Value
	Value	Status	Value	Status	Value	Status	Value	Status	
Average number of total working days lost per FTE (12 month rolling figure) – Corporate Landlord **	2.01		2.15		2.32		2.62		4.2

**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%		53.93					

Page 105

**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.

**# Staff Costs:**  
 Staffing costs referred to throughout this Appendix exclude any adjustments for the corporate vacancy factor.

**^ 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.

**\*\* Absence Levels:**

All sickness absence data contained in this Appendix now reflects the revised 12-month rolling average of days lost per FTE which replaces the previously reported monthly measure. Discussions with Chief Officers around setting appropriate baseline targets are to be completed in advance of the commencement of the next fiscal period

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				

## ABERDEEN CITY COUNCIL

<b>COMMITTEE</b>	City Growth and Resources
<b>DATE</b>	3 February 2021
<b>EXEMPT</b>	No
<b>CONFIDENTIAL</b>	No
<b>REPORT TITLE</b>	Covid-19 Response Actions
<b>REPORT NUMBER</b>	COM/21/018
<b>CHIEF EXECUTIVE</b>	Angela Scott
<b>CHIEF OFFICER</b>	Fraser Bell
<b>REPORT AUTHOR</b>	Fraser Bell
<b>TERMS OF REFERENCE</b>	1.1

### 1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to bring before the committee the actions taken in response to the COVID-19 pandemic, as required under the approved General Delegation to Chief Officers acting as Duty Emergency Response Coordinator.

### 2. RECOMMENDATION(S)

That the Committee:

- 2.1 approves of the actions taken in response to the COVID-19 pandemic as set out in Appendix 1;
- 2.2 notes all actions taken by officers to ensure compliance with the law and relevant government guidance was taken in accordance with the Council's approved Scheme of Governance, approved Generic Emergency Plan and decisions of the Urgent Business Committee;
- 2.3 notes that the impact of Covid-19 on the Council, and the Council's response to the impact, is being reviewed as part of the Best Value Audit of Aberdeen City Council and that Audit Scotland has advised external auditors to continue to consider all councils' arrangements for financial sustainability in light of Covid-19;
- 2.4 notes that the financial implications in response to the COVID-19 pandemic remain uncertain as guidance, levels, restrictions, and obligations placed on the Council frequently change; and
- 2.5 notes that the Committee agenda today has the Q3 financial monitoring report that provides an update on the distribution of the Income Loss Scheme and the latest financial forecasts for the year.

### **3. BACKGROUND**

#### **Context**

- 3.1 On 4 December 2019, the Public Protection Committee approved a Generic Emergency Plan, establishing a three-tier emergency response structure to support the Council in meeting its obligations. This Plan provided the Council with the tools necessary to respond to the needs of any incident or emergency, regardless of the level of escalation required or disruption caused. It also facilitated the delivery of critical services, as well as compliance with statutory requirements, during an incident.
- 3.2 The Council has been responding to the global COVID-19 pandemic since early March 2020. On 16 March 2020, the Chief Executive established strategic and tactical structures to respond to the development of the Covid-19 pandemic and to manage its impact on the Council's resources. The structures followed the principles of the Council's approved Generic Emergency Plan.
- 3.3 The Urgent Business Committee met on 20 March 2020 and received an update from the Chief Executive on the arrangements put in place both within the Council and across the Grampian Local Resilience Partnership (LRP) to manage the implications of the pandemic.
- 3.4 The Urgent Business Committee on that date also considered a report by the Chief Officer - Governance. The Committee agreed several measures to facilitate decision making in the context of the COVID-19 pandemic and the UK and Scottish Government advice for people to restrict social contact. The changes included cancelling, with exceptions, Full Council, Committee and Sub-Committee meetings between 23 March 2020 and 21 August 2020. The UBC also agreed to update Standing Orders and update the emergency powers of the Chief Executive and Duty Emergency Response Coordinators (DERCs). This better enabled the Council to comply with UK and Scottish Government guidance and legislation. It also helped to support the efficient operational response to the impacts of the pandemic ensuring the safety and wellbeing of staff and customers.

#### **Committee Meetings**

- 3.5 The reduced number of committee meetings provided the organisation with the necessary capacity to take the action required to prioritise the health and wellbeing of the public. Required actions of an urgent nature relating to the council's response to Covid-19 were made by the DERC through the council's Incident Management Team. The Team initially met several times a day, then daily until settling to a rhythm of two meetings per week. Where officers did not have the necessary delegations for other business that required urgent attention, reports were brought to meetings of the Urgent Business Committee.
- 3.6 In place of ordinary committee meetings, the Urgent Business Committee met three times between March and June. During this period, the Urgent Business

Committee monitored the impact of the pandemic and made decisions to mitigate any detriment caused by the virus on the organisation and the city.

- 3.7 Ordinary committee meetings resumed in August following the summer recess. With the response moving into the Recovery Stage, the emergency response structures established in March were stood down to coincide with the resumption of the ordinary committees of the Council. Business is now routinely reported to committees as per the Council's Terms of Reference. This includes the Public Protection Committee which on 7 October 2020 considered multiple reports on how the Council responded and continues to respond to the impact of COVID-19. These included updates on the Council's approach to the protection of vulnerable children, the work of protective services and the application of civil contingencies legislation.

### **National Picture – Committee Meetings**

- 3.8 The Improvement Service carried out an analysis of the political governance arrangements put in place in Scottish Councils in response to the Coronavirus pandemic. The analysis included the following findings:
- 3.8.1 All 32 local authorities in Scotland had put in place provision for remote meetings of committees and council, with 5 of the 32 making provision for a hybrid' of physical and remote meetings.
- 3.8.2 All Scottish local authorities relied on delegation to officers and emergency committee meetings, particularly in the earlier stage of the pandemic.
- 3.8.3 There is a national desire to keep governance arrangements flexible to deal with spikes in the pandemic and the need to respond quickly.
- 3.8.4 The majority of Scottish local authorities cancelled some or all committee meetings during the initial phase of the pandemic response. This included Aberdeen City Council, City of Edinburgh Council, Dundee City Council and Glasgow City Council.
- 3.9 The Improvement Service concluded that Councils are best placed to determine themselves what political governance arrangements to put in place based on their particular needs, culture, political composition, available technology, skill base and resource.

### **Actions Taken during the Pandemic**

- 3.10 The Council's Powers Delegated to Officers authorises the Chief Officer acting as Duty Emergency Response Coordinator (DERC) to take or arrange for the taking of any action on behalf of the Council which they consider necessary in the event of an emergency. General Delegation 37 states:
- 3.10.1 "When acting as Duty Emergency Response Coordinator (DERC):

to take, or arrange for the taking of, any action on behalf of the Council which s/he considers necessary in the event of:

- an emergency (as “emergency” is defined in the Civil Contingencies Act 2004); and/or
- any incident or situation that requires the implementation of special arrangements in order to:
  - a. maintain statutory services at an appropriate level;
  - b. support the emergency services and other organisations involved in the immediate response;
  - c. provide support services for the community and others affected by the incident;
  - d. Enable the community to recover and return to normality as quickly as possible; and/or
  - e. provide aid to other local authorities,
- with any such action being reported to a future meeting of the Council or relevant committee or sub committee as an item on the agenda; and
- to implement, or arrange for the implementation of, the provisions of the Civil Contingencies Act 2004 and the Civil Contingencies Act 2004 (Contingency Planning) (Scotland) Regulations 2005.”

3.11 The COVID-19 DERC role was shared by the Chief Officers for Strategic Place Planning, Data & Insights and Governance. This ensured consistency and continuity of response. The COVID-19 DERC chaired meetings of the Incident Management Team (IMT) and, once a week, reported into the COVID-19 Corporate Management Team (CMT). The IMT included representatives from the Council’s ALEO’s. A separate DERC rota was established, to ensure that any concurrent incidents or emergencies were managed by a separate pool of Directors and Chief Officers. This proved invaluable.

3.12 The Aberdeen Health & Social Care Partnership (ASHCP) also participated within the Council’s IMT. The ASHCP is also part of NHS Grampian’s (NHSG) civil contingency structures. This has included the IJB Chief Officer participating within the silver and gold command structures. The ASHCP has participated in NHSG’s Operation Snowdrop. This operation aims to concentrate the whole organisational effort on a discrete number of activities to ensure that its finite workforce capacity is directed to the most urgent issues. The operation consists of the following workstreams:

1. Staff Health & Wellbeing;
2. Critical & Protected Services;
3. Test & Protect;
4. Vaccination; and
5. Surge & Flow.

- 3.13 AHSCP continues to work closely with the Council to continue to support vulnerable persons in the community including those who require to shield. The AHSCP is working with NHSG and the Council to support community testing and vaccinations input.
- 3.14 The Chief Executive, the COVID-19-DERC's and officers within the IMT and CMT participated in regional multi-agency partnerships including through the North of Scotland Regional Resilience Partnership (North RRP) and through the Grampian Local Resilience Partnership (LRP). The North RRP provides a strategic forum for the co-ordination of emergency planning and response. This includes Grampian, Tayside, Highlands and Islands. Within Grampian the local level of planning and response is co-ordinated by the Grampian LRP.
- 3.15 All COVID-19 related guidance and legislation issued by the UK and Scottish Governments was tracked by the IMT which helped to ensure a clear audit trail of compliance was developed. Often new guidance and legislation was issued with little notice and required a swift response from the Council. This included the issuing of appropriate internal and external comms to ensure customers and staff were clear on revised requirements and the implications of these. The Council's Protective Services were required to enforce some parts of legislation and worked closely with Police Scotland to manage this.
- 3.16 The rapidly changing and evolving situation faced by the Council required equally rapid decision-making to ensure that the Council was able to ensure service continuity through the pandemic. The IMT established which services were critical to the delivery of statutory functions as well as those which would be required to support the emergency response. Business continuity plans were reviewed to reflect the additional pressure on these services and to ensure that the required capacity was available from other areas. IMT agreed several temporary staff movements between clusters, drawing on significant numbers of staff volunteers, to ensure that critical services were adequately resourced.
- 3.17 Regular engagement with Trade Unions ensured that where rapid decisions were required that impacted on staff, Trade Union colleagues were able to provide input for consideration where possible. Papers put to IMT were shared with Trade Union colleagues for comment and open dialogue and collaboration has been encouraged throughout. Weekly meetings with Trade Union colleagues were set up, in addition to the Directors weekly Trade Union meeting, to discuss Health and Safety matters and, later, of the reinstatement of services in particular. Services were required to engage with Trades Unions as part of the reinstatement process. Reinstatement paperwork and risk assessment templates were amended and updated based on Trade Union feedback.
- 3.18 The actions taken by the Council throughout the response to the pandemic were taken in accordance with the Council's approved Scheme of Governance, the approved Generic Emergency Plan and the decisions of the Urgent Business Committee. The Council sought to pursue compliance with the Council's duties under the Civil Contingencies Act 2004 and UK and Scottish government guidance all within its strategic and policy frameworks so far as possible. Account was also taken of the LRP's Covid-19 strategic objectives which

remained dynamic throughout the pandemic. At all the times, the health, safety and wellbeing of the Council's staff and customers were paramount. The actions are attached as Appendix 1 to this report.

- 3.19 With committee meetings now re-embedded with the opportunity for remote and hybrid meetings, it is not anticipated that the DERC's decision making powers will be required to the same extent for Covid-19 related matters. Instead, where action is required and the authority falls outwith existing delegations to Chief Officers, a report will be submitted to the relevant committee (including an Urgent Business Committee, where necessary), where practicable.

#### **4. AUDIT ACTIVITY**

- 4.1 During the pandemic when committee meetings were partially stood down, the Council sought management assurance from the Chief Finance Officer on the impact of the pandemic to the Council's financial sustainability. This is demonstrated through meetings of the Urgent Business Committee on 20 March, 6 May and 30 June 2020; the latter of which reset budgets and resource allocations for financial year 2020/21.
- 4.2 This report to committee today provides a note of the action taken by the Covid-19 DERCs during the pandemic to secure the health, safety and wellbeing of the Council's staff and customers. This report builds on previous reports submitted to meetings of the Public Protection Committee on 7 October 2020 and 2 December 2020.
- 4.3 The Council is currently undergoing its Best Value Audit. This will be reported to a meeting of the Audit, Risk and Scrutiny Committee later in 2021. Within the scope of the audit, best value auditors are considering the impact of the pandemic on the Council. It is also noted that Audit Scotland anticipates the current and future external financial audit activity to include consideration of the council's arrangements for financial sustainability in light of Covid-19.
- 4.4 At its meeting on 8 October 2020, the Audit, Risk and Scrutiny Committee requested the Interim Chief Internal Auditor to provide details on what a review in relation to the Council's response to the Covid-19 pandemic would look like. A proposed scope was presented to the committee at its meeting on 9 December 2020. It was noted at that meeting that the proposed scope would be consulted on before that committee determines its internal audit plan for 2021/2022 on 24 February 2021. Given the above external audit activity that has since been confirmed on top of the Council's own management assurance, the Audit, Risk and Scrutiny Committee at its meeting on 24 February 2021 will consider the extent to which it wishes to apply internal audit resource to this area.

#### **5. FINANCIAL IMPLICATIONS**

- 5.1 There are no financial implications arising from the recommendations of this report. The impact of the pandemic on the Council has been regularly reported



to the Council, including through meetings of the Urgent Business Committee on 20 March, 6 May and 30 June 2020. The latter of which reset budgets and resource allocations for financial year 2020/21, in order to mitigate the financial implications that had been identified at that time. There remains significant uncertainty and risk to the Council despite this. Financial monitoring activities and business advice has been maintained throughout to ensure the Committee receives the latest position.

- 5.2 The last report on the financial implications (RES/20/166 - Quarter 2 financial performance 2020/21) was presented to the City Growth and Resources Committee on 28 October 2020, where the forecast financial impact on the Council's General Fund was a deficit of c.£5m for the year. This excluded additional funding from an Income Loss Scheme that had been announced but not yet distributed. The Committee agenda today has the Q3 financial monitoring that provides an update on that distribution and the latest financial forecasts for the year.
- 5.3 The Council has received more specific grant funding as a direct result of the COVID-19 pandemic, predominantly distributed directly by the Scottish Government. Grants have been accepted in line with Powers Delegated to Officers, where agreement must be given by the Head of Commercial and Procurement Services and Chief Officer – Finance and following consultation with the Convener of City Growth and Resources Committee and the decisions of the Urgent Business Committee. The receipt of grant funding is complex and inconsistent, some paid in advance, others being paid at the end of the year and others being claimed in arrears. Each is being tracked individually to ensure a comprehensive recovery of funding due. The requirement to process and distribute grants is an example of where the Council has experienced a significant increase in demand on its resource.

## **6. LEGAL IMPLICATIONS**

- 6.1 Section 56 of the Local Government (Scotland) Act 1973 permits Local Authorities to delegate decision-making powers to committees, sub-committees and to officers. Aberdeen City council, in common with other Scottish Local authorities, has a Scheme of Governance which sets out how these powers are delegated and the circumstances in which they can be used.
- 6.2 During the response to the pandemic, the Council has been operating under an unprecedented legislative framework. The fast-changing nature of the pandemic resulted in the Scottish and UK Governments using secondary legislation to update the law on an almost daily basis. This secondary legislation is given effect by a smaller number of pieces of primary legislation – particularly the Coronavirus Act 2020 and the Coronavirus (Scotland) Act 2020. The nature of secondary legislation meant that there was a limited period between the legislation being published and it taking effect.
- 6.3 The Scottish and UK governments have also issued a great deal of guidance in relation to their legislative response to the pandemic. This guidance provides detail and insight into the many legislative changes made by these

governments. This guidance is also often statutory guidance, which means that the Council must have regard to it in decision making and must interpret it as directed by the Scottish Government. Throughout the pandemic, the Council has also had regard to its strategic and policy frameworks.

- 6.4 The Council has processes in place to monitor new and proposed legislation and guidance. These processes were updated to ensure that the Council continued to be able to track and implement the new legislation. This tracking formed part of IMT’s decision-making process and ensured that the DERC was aware of the latest position and what actions were required as a result.

## 7. MANAGEMENT OF RISK

- 7.1 Aberdeen City Council has been managing the risks presented by COVID-19 through a rigorous risk management system as set out in a report to the Public Protection Committee on 7 October 2020.

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
<b>Strategic Risk</b>	None identified.	N/A	N/A
<b>Compliance</b>	Failure to consider a report of action taken using emergency powers would not be compliant with the Scheme of Governance.	L	Consideration of the actions taken in accordance with the Scheme of Governance.
<b>Operational</b>	None identified.	N/A	N/A
<b>Financial</b>	Financial risks presented by the pandemic have been documented in reports to members previously.	L	As already outlined in reports to meetings of the Urgent Business Committee on 20 March 2020, 6 May 2020 and 30 June 2020; and to the City Growth & Resources Committee on 28 October 2020
<b>Reputational</b>	Failure to provide the elected members and members of the	L	Consideration of the actions taken in accordance with the

	public with a note of actions taken during the pandemic in line with the Scheme of Governance could result in criticism of the Council.		Scheme of Governance.
<b>Environment / Climate</b>	None	N/A	N/A

## 8. OUTCOMES

- 8.1 The recommendations in this report will have no direct impact on the Local Outcome Improvement Plan.

<b><u>COUNCIL DELIVERY PLAN</u></b>	
	<b>Impact of Report</b>
<b>Aberdeen City Council Policy Statement</b>	The recommendations in the report have no direct impact on the Policy Statement.
<b>Aberdeen City Local Outcome Improvement Plan</b>	
<b>Regional and City Strategies</b>	This report highlights the co-operation between Aberdeen City Council and other public bodies throughout the pandemic.
<b>UK and Scottish Legislative and Policy Programmes</b>	This report highlights the work undertaken by Aberdeen City Council Members and Officers throughout the pandemic to ensure that the Council followed, implemented and enforced Coronavirus legislation.

## 9. IMPACT ASSESSMENTS

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

## 10. BACKGROUND PAPERS

- 10.1 Covid-19 Pandemic - Governance Arrangements GOV/10/076 (UBC 20 March 2020)
- 10.2 Covid-19 – Governance Arrangements Update COM/20/094 (UBC 30 June 2020)
- 10.3 [An Update for SOLACE on Transitioning to the New Normal – Political Governance \(November 2020\)](#)

## 11. APPENDICES

Appendix 1: Log of Action Taken

## 12. REPORT AUTHOR CONTACT DETAILS

<b>Name</b>	Fraser Bell
<b>Title</b>	Chief Officer - Governance
<b>Email Address</b>	fbell@aberdeencity.gov.uk
<b>Tel</b>	2084

Agenda item	Action	Basis for Action
Public Facing Buildings Closure	Agreed to closure of the following, as at close of business on 18th March. - Art Gallery and Maritime Museums - Beach Ballroom - Winter Gardens - Pets' Corner - Area Housing Offices - Libraries (10) - Community Learning Centres - Customer Access Points (Kincorth, Mastrick, Woodside) - Corporate Reception - Catering at MC and TH	Health Protection (Coronavirus) (Restrictions) (Scotland) Regulations 2020 enforced the closure of galleries, museums, workplace canteens (in most circumstances) and indoor leisure centres/facilities.  Community learning centres subject to government advice to close along with other educational establishments.
Waste	Agreed to stop bulky uplift to free up 3 Refuse Collection Vehicles for priority service	Free-up staff and vehicles for priority services and responsibilities to be imposed on Council by legislation - Coronavirus Act 2020 and Coronavirus (Scotland) Act 2020.
Roads	To approve that officers can stop the resurfacing programme from Monday 23rd March 2020. Instruct officers to shift the programme of works from capital carriageway re-surfacing to capital footpaths.	Ensure that staff not required to work except where necessary, in line with Health Protection (Coronavirus) (Restrictions) (Scotland) Regulations 2020
Building Services	Agreed to implement emergency works and statutory maintenance works only subject to ensuring consistency with Capital works and a safe entry checklist being implemented.	Ensure that staff not required to work except where necessary, in line with Health Protection (Coronavirus) (Restrictions) (Scotland) Regulations 2020
Library Closures	Agreed to close remaining libraries from 5pm 20 March 2020.	Taken in line with requirements for social distancing in Health Protection (Coronavirus) (Restrictions) (Scotland) Regulations 2020
Crematorium	Agree to support closure of chapels for future bookings and honour existing bookings, but ask Funeral Directors to request families to keep numbers to a minimum and observe the national guidance on social distancing and self isolation, to put in measures that protect ACC Crematorium staff.	Health Protection (Coronavirus) (Restrictions) (Scotland) Regulations 2020 enforced closure of chapels except for limited burials or funerals.

Internal Events	Agree to cancel Armed Forces Day and Highland Games	Health Protection (Coronavirus) (Restrictions) (Scotland) Regulations 2020 restricted all public gatherings.
Free School Meals	<ol style="list-style-type: none"> <li>1. Agreed to move to provision of supermarket vouchers for Free School Meal entitled young people.</li> <li>2. Agreed to set the value at £2.50 per entitled young person, regardless of education setting (current meal price is £2.25 at Primary and £2.45 at Secondary), which will offer better value for parents and ease of administration (vouchers are in £5 denominations) for Council</li> <li>3. Agreed that payments would continue over what would have been the school Easter holiday period, where FSM would not ordinarily have been provided</li> </ol>	Guidance on free school meals issued by Scottish government, with precise method of providing FSM left to each local authority.
Public Toilets	Agreed to closure of all public toilets.	Closed to ensure social distancing maintained in line with Health Protection (Coronavirus) (Restrictions) (Scotland) Regulations 2020.
Childcare	<p>Agreed to percentage allocation to category 1 key workers;</p> <p>Agreed to hand decision-making around allocation of places over to key leads in partner agencies and send a clear communication to ensure consistency;</p> <p>Agree to review percentage allocations on a weekly basis so that additional allocations can be made based on whole system pressures;</p> <p>Agree to request line manager confirmation that childcare is appropriate.</p>	Guidance produced by Scottish Government on childcare for key workers
Waste Service Reduction	Decision taken to agree to reduced services at this time. Mixed recycling and brown bin service temporarily suspended.	Ensure service continuity while also protecting officers from close contact with others - in line with Health Protection (Coronavirus) (Restrictions) (Scotland) Regulations 2020.
Customer Service Centre	Decision taken to agree to reduction in opening hours of the CSC (10.30am - 1.00pm Mon-Fri)	Ensure safety of officers re. social distancing in line with Health Protection (Coronavirus) (Restrictions) (Scotland) Regulations 2020.

Northern Hotel	Decision taken to accept the offer from Aberdeen Northern Hotel for use of the hotel. Northern hotel is to close to public. ACC to take over the whole hotel, 29 rooms, as of Sunday, for next two weeks. Increase in contract as a block purchase. 0.5 member of staff allocated to the hotel to help with queries.	Hotel used for temporary accommodation for people presenting as homeless.  Reg4(5)(d) of Health Protection (Coronavirus) (Restrictions) (Scotland) Regulations 2020 specifically permitted hotels to remain open for any purpose requested by a local authority.
CFINE	Decision made to delegate decision to Chief Officer - Finance on additional funding provision to CFINE. Chief Officer - Finance to inform IMT once decision has been made. Ask was for £40k more. £20k for food & supplies and £20k for running costs. Subsequently agreed by Chief Officer - Finance.	Ensure wellbeing and needs of people of Aberdeen in line with LOIP.
Emergency Childcare	Decision made to increase paid leave for this from current 7 days to 14 days. Agreed, subject to staff being reminded of the need to continue with annual leave if booked.	In line with Scottish Government guidance on childcare.
NHSG Staff Transport	Decision taken to approve the following, given that this incurs no extra costs and are using current resources. 1). Approve use of PTU Staff members to support coordination of NHS transport. 2). Approve use of ACC Drivers/Vehicles to deliver this transport, with amended working hours. Staff are agreeable to this. 3). Approve use of ACC school transport service providers, where contract payments continue, transport for NHS will be provided in lieu of contract payments.	Assist NHS Grampian partners with service delivery, following community planning obligations  Civil Contingencies Act 2004 places duty on Council as first responder to cooperate fully with other first responders, including NHS Grampian.
Temporary Movement of Staff	Decision taken to agree to the following 2 requests, for movement of staff. 1) · LGV drivers and Loaders / Waste Operatives. 2) · Admin support for Waste team due to trades customers suspending waste services due to reduced service requirements due to covid impact). This is approx 2 weeks for 1 FTE	Ensure service provision in line with restrictions imposed by Health Protection (Coronavirus) (Restrictions) (Scotland) Regulations 2020.
Public holiday working arrangements	Decision made to agree to points 1&2, and that Chief officers to inform IMT of service requirements within their clusters, in view of points 1 & 2. ☐  1) IMT is requested to authorise the issue of a communication to services advising that: · where service delivery is required over the public holidays, existing contractual arrangements in relation to payment and time off in lieu will apply. Chief Officers to make determination within their services. 2) Managers will advise Facilities Management of the buildings that will be operational on the public holidays so that arrangements for appropriate cleaning can be put in place	Ensure service provision in line with restrictions imposed by Health Protection (Coronavirus) (Restrictions) (Scotland) Regulations 2020.

Temporary Movement of Staff	Decision taken to agree to the two requests below, for movement of staff. ☒  - Delivery of PPE to carers at various locations across the city. 3 people required for 1 day per week (7.5 hours). Critical response service that has increased demand - - Resource Allocators (3 FTE) – Details to be confirmed (Critical response service GHAC)	Ensure safety of carers - in line with Scottish government guidance on PPE for front-line workers.
People with no recourse to public funds	Decision taken to agree, subject to the relaxation of the legality of doing so, that ACC response would be to offer hotel or hostel accommodation to people in these circumstances. IMT acknowledge that there could be financial, legal & reputational risks associated with this - mainly due to restrictions on availability of funding for people in this category. Scottish Government subsequently made funding available to various groups to mitigate the impact of this issue.	Done in furtherance of COSLA guidance and later Scottish government position.
Temporary closure of switchboard	Decision taken to approve the temporary closure of the ACC switchboard.	Ensure safety of officers re. social distancing in line with Health Protection (Coronavirus) (Restrictions) (Scotland) Regulations 2020.
Complaints	Agreed to the revised screening process and prioritisation of complaints. Agree to approve the immediate application of extensions to non-essential complaints and comments, and retrospectively apply this application to cases received from the week commencing 23 March 2020. Agree to Review the approach for performance reporting for Q4 2019/20 and Q1 2020/21 for complaints as they will be impacted by the revised proposals due to there being a delay in non essential complaints being assigned to services.	Ensure service provision in line with restrictions imposed by Health Protection (Coronavirus) (Restrictions) (Scotland) Regulations 2020.
Temporary Movement of Staff	Decision taken to agree to the following request.  Bon Accord Care: kitchen support work and general support work for tenants in very-sheltered housing across multiple locations. As tenants are in isolation, more support is required as meals can no longer be taken in just one room in complexes, instead delivering to tenants in individual flats. (2.84 FTE. Ideally looking for people to undertake 3-5, 2.5 hour shifts per week).	Ensure service provision in line with restrictions imposed by Health Protection (Coronavirus) (Restrictions) (Scotland) Regulations 2020.
Hotels for HAS - Northern Hotel	Decision taken to agree to continue the existing arrangement, as proposed below, until end of June 2020. · We are seeking approval to continue the arrangement with Aberdeen Northern Hotel for use of the hotel. If this is accepted and we fully utilise the available accommodation 0.5 FTE staff to help manage the customers in the building is also recommended, as well as he 0.5 FTE offered by Aberdeenshire Council.	Reg4(5)(d) of Health Protection (Coronavirus) (Restrictions) (Scotland) Regulations 2020 specifically permitted hotels to remain open for any purpose requested by a local authority.



Relief & Supply Staff	IMT agreed that the following recommendation should be adopted: A calculation is undertaken to determine the average monthly earnings of SJC relief workers, based on their earnings over the period January – March 2020. This average will be compared on a monthly basis with actual earnings for that period, and where the worker is currently earning less than the monthly average (or is not earning at all), the total payment made for the month will equal the monthly average.	Ensure service provision in line with restrictions imposed by Health Protection (Coronavirus) (Restrictions) (Scotland) Regulations 2020.
Workforce - Scottish Negotiating Committee for Teachers & Agency Pay	Decision = IMT agreed to implement the proposals put forward. Specifically the proposal to introduce an application process for supply teachers who could face financial detriment as a result of the school closures.	Based on national proposals from Scottish Negotiating Committee for Teacher
Workforce - temporary movement of staff - Telephone line for business support grants	Decision = IMT agreed to the temporary movement of staff for the Telephone Support Line for business support grants in City Growth (4 - 5 people, Mon - Fri (9 - 1 or 1 – 5). This is to answer calls re: business grants, self-employed applications and other business queries. Seeking cover for a critical response service that has increased demand.	Ensure service provision in line with restrictions imposed by Health Protection (Coronavirus) (Restrictions) (Scotland) Regulations 2020.
Crematorium	Limit number of attendees at 20 people. This would be in line with SG guidance and appropriate to the size of the chapels at the crematorium.	In line with Scottish Government guidance on attendance at crematoria.
Unsuitable accommodation order	IMT agreed the Aberdeen City Council approach to this order relating to homeless accommodation - - Cease use of B&B accommodation, except in emergency situations, and for no longer than 7 days - Cease use of Hotel accommodation, except in emergency situations, and for no longer than 7 days - Cease use of HMO accommodation entirely, no later than 30 September 2020  IMT also agreed that they acknowledge legal and reputational risks associated post COVID-19 where Breach of Order may be unavoidable	Decision taken in line with the Homeless Persons (Unsuitable Accommodation) (Scotland) Order 2020
Minto Drive	IMT agreed to the following proposal. It is proposed to authorise the grant of a Licence to Occupy for a period of 12 months (at a peppercorn rent) to CFINE with effect from 11 May 2020.	Ensure wellbeing of people of Aberdeen in line with LOIP by promoting work of CFINE.
Decisions using emergency powers - Chapel Numbers	IMT approved for Chief Officer - Operations and Protective Services to go to funeral directors and give a guidance number of 20, for numbers of mourners at funerals. With flexibility around members of same household etc in attendance.	In line with Scottish Government guidance on attendance at crematoria and funerals.
Decisions using emergency powers - Training of CCTV operators	IMT agreed to allow training for operators in CCTV room, as social distancing will be in place.	Maintain service provision, balancing training needs and social distancing as set out in The Health Protection (Coronavirus) (Restrictions) (Scotland) Regulations 2020

Social Distancing, Spaces for People - Sustrans bid	<p>IMT approved the proposal, in principal, to bid for £1.76 million in funding from Sustrans to implement the spaces for people program in Aberdeen. This bid was prepared with support from NHS Grampian, NESTRANS and Aberdeen Inspired.</p> <p>IMT also approved the phased implementation of the bid for funding from Sustrans if successful - to include measures in city centre, retail centres and leisure destinations, with detailed delivery groups in place.</p>	In line with Scottish government funding availability and guidance from Sustrans.
Naloxone	<p>IMT approved the following.</p> <ul style="list-style-type: none"> <li>· Register an interest in supplying Naloxone</li> <li>· Work with Care Inspectorate regards Registration alteration requirements</li> <li>· Participate in required training</li> <li>· Work with the ADP, NHS Grampian and Aberdeen Health and Social Care Partnership to supply Naloxone and provide appropriate harm reduction advice to people potentially affected by fatal overdoses</li> </ul>	Scottish government encourages health boards, integration joint boards and local authorities to embed naloxone provision.
Voluntary reduction in hours	<p>IMT approved the following. IMT are asked to determine whether a communication, agreed with the unions, should be cascaded to all staff reminding them of the option to request a temporary reduction in hours.</p>	Ensure service provision in line with restrictions imposed by The Health Protection (Coronavirus) (Restrictions) (Scotland) Regulations 2020
Numbers attending burials	<p>IMT approved the decision to Support the service's recommendation that no limiting number should currently be placed on the number of mourners attending graveside burials and that the service should continue to manage burials safely based on current government guidance and the requirement of social distancing measures. This will be subject to regular review</p>	In line with The Health Protection (Coronavirus) (Restrictions) (Scotland) Regulations 2020, as amended at the time, where no limits placed on attendees at burials, provided social distancing maintained.
Physical Distancing in city centre	<p>IMT approved the measures and agree the phased implementation of these interventions with the caveat that operational issues may require amendments to allow the safe use of the public realm.</p>	Done to help ensure social distancing possible in Aberdeen city centre, with intention of enabling safe return.
Temporary movement of staff	<p>IMT approved the following requests for temporary movement of staff -</p> <ul style="list-style-type: none"> <li>· 1 x employee to support the Scottish Child Abuse Inquiry (approx. 21 hours per week for 6 weeks).</li> <li>· Approx 50 employees (1 or 2 days per week over a 7 day week) to support officers from Protective Services and NHS Grampian on the Test and Protect scheme with the initial contact tracing arrangement.</li> </ul>	Ensure service provision in line with restrictions imposed by The Health Protection (Coronavirus) (Restrictions) (Scotland) Regulations 2020
Employee Scenarios	<p>IMT approved the extension to 14 days' paid special leave for caring purposes in exceptional cases subject to Chief Officer (a) reviewing time period and tie this in line with route map, (b) adding in CO escalation if 14 day reached; and (c) adding in narrative about management conversation and using OD and applying process fairly.</p>	Ensure service provision in line with restrictions imposed by The Health Protection (Coronavirus) (Restrictions) (Scotland) Regulations 2020

Local Delivery Phasing Plan	<p>IMT agreed:</p> <ul style="list-style-type: none"> <li>a. to approve Version 1 of the Local Delivery Phasing Plan.</li> <li>b. to approve the National Improvement Framework Plan (Appendix 1 of the Plan)</li> <li>c. to allow the DERC and the Chief Education Officer to monitor the publication of guidance received over today and tomorrow morning and make minor edits to allow for publication on Friday 12th June (pm).</li> <li>d. that any proposed changes to the LDPP be taken through IMT for approval.</li> </ul> <p>That IMT note that Education Continuity (No. 2) Direction comes into force today (11 June) and the guidance is available and being taken forward by Chief Education Officer.</p>	Prepared in accordance with guidance and Educational Continuity Directions from Scottish Government.
Hotels for HAS Update	IMT approval to continue the arrangement with Aberdeen Northern Hotel for use of the hotel until 15/7/2020	Continuation of earlier decision
Temporary Movement of Staff	<p>IMT agreed to proceed with the following movement of staff:</p> <ul style="list-style-type: none"> <li>• 4 FTE drivers required to transport children who have been assessed by Education and Children's Services as vulnerable and at risk. Required for the duration of the summer school holidays. In addition, Passenger Escorts are required though the number of these will vary depending on needs of the service. Critical response service that has reduced capacity.</li> </ul>	Ensure service provision in line with restrictions imposed by The Health Protection (Coronavirus) (Restrictions) (Scotland) Regulations 2020
Temporary Movement of Staff	<p>IMT agreed to proceed with the following movement of staff:</p> <p>approval to proceed with the movement of the following staff:</p> <p>Minibus drivers (3-5 FTE) for waste collection services. These drivers will transport environmental operatives to set locations in the morning, move them around the vicinity and drop them back off at the depots at the end of the day. Looking to start within next 4-6 weeks and the plan is they will be required for 4-6 months. Needs people with D1 licences (pre 1997) or LGV licence. Service with reduced capacity.</p>	Ensure service provision in line with restrictions imposed by The Health Protection (Coronavirus) (Restrictions) (Scotland) Regulations 2020

Travel and Quarantine	<p>IMT approved the following approach:</p> <p>a. The impact of any self-isolation period should be factored into any agreement to approve leave where a period of overseas travel is planned.</p> <p>b. Where a period of overseas travel is planned and working from home is possible or can be accommodated to cover any required self-isolation period, this can be agreed between the employee and manager, taking into consideration any impact on service delivery.</p> <p>c. Where a period of overseas travel is planned and working from home is not possible to cover any required self-isolation period, the employee and manager should agree either the use of annual leave/flexi leave/TOIL/working back hours or approved unpaid leave (or a combination of these) to cover the period of self-isolation, taking into consideration any impact on service delivery.</p> <p>d. The above options apply irrespective of when any overseas travel has been booked. Where leave was already approved prior to self-isolation arrangements being implicated, the above arrangements should be accommodated wherever possible, to cover the 14 day period of self-isolation.</p> <p>e. Where leave was booked for overseas travel prior to self-isolation arrangements being put in place and the employee has been unable to cancel or rebook their travel arrangements, paid special leave will only be considered where it is not possible to work at home or work back hours, a proportionate amount of annual leave has been used, and other leave (such as TOIL, unpaid leave, etc) cannot be accommodated. This is expected to apply only in very limited circumstances and will be considered on a case by case basis.</p> <p>f. Paid Special leave should only be considered in very limited emergency situations, for example in agreeing additional compassionate or bereavement leave under the normal Special Leave arrangements, where this would be considered essential travel and travelling overseas is unavoidable.</p>	Decision taken to ensure service continuity, in line with The Health Protection (Coronavirus) (International Travel) (Scotland) Regulations 2020 made by the Scottish Government.
Grants to Support Food Related Activity	IMT agreed the continued provision of vouchers for Free School Meals through to 14 August 2010 using the £302k free school meals grant and £50k from the support for people at risk grants.	<p>Support vulnerable people in Aberdeen - in line with LOIP and community planning objectives.</p> <p>Scottish Government directed that free school meals should continue to be provided through the summer period and provided funding to local authorities to facilitate this.</p>
Temporary Movement of Staff	<p>IMT agreed to proceed with the following movement of staff:</p> <p>2 to 3 telephone call handlers required for calls regarding waste collections and annual charges for a duration of 2 to 3 months. Garden Waste permits for 2021/2022 are going live on the 14th July 2020 and this seasonal increased demand usually results in call volume spikes in the initial 2 months after advertising and sending out reminders (temporary staff are usually taken on to deal with this). The temporary employees would require to work on their laptops and arrangements would be made for software to be installed. Employees are required to start in advance of the 14th July so that training, and a headset for taking calls, can be provided.</p>	Ensure service provision in line with restrictions imposed by The Health Protection (Coronavirus) (Restrictions) (Scotland) Regulations 2020

<p>Sheltered and Very Sheltered Housing</p>	<p>IMT agreed to following on the basis that there is no easing of restrictions until a risk assessment complete and any corrective action taken</p> <ol style="list-style-type: none"> <li>1. Bon Accord Care to draft a risk assessment for very sheltered housing complexes (Denmore and Kingswood Court) which will be passed to Public Health Protection to seek advice and guidance, in the meantime a letter will be sent to tenants living in these complexes to advise of our action.</li> <li>2. Sheltered Housing Complexes – joint letter to be sent by ACC &amp; BAC to advise tenants of the current route map regarding visiting and reminder regarding on-going social distancing guidance. Letter will also seek feedback from tenants regarding activities they would like to have in the common room/areas within their building.</li> <li>3. Agree the proposed actions listed in the report -             <ul style="list-style-type: none"> <li>- Allowing non-essential visits to take place ensuring that the government guidance is complied with.</li> <li>- Looking at only opening the common rooms when there are staff available to support social distancing guidelines</li> <li>- Limiting the numbers using common room at any one time</li> <li>- Supporting service users and tenants to create their own household ‘bubbles’ or ‘hubs’ within the complexes and providing advice and guidance around socialising within these limited bubbles in line with government guidelines</li> <li>- Increasing cleaning of high touch point areas to include communal areas</li> <li>- Ensuring that handwashing facilities and products are available</li> <li>- Discussing with tenants the creation of ‘timetables’ for use of the communal areas</li> <li>- Consider use of PPE (e.g. face coverings) in line with guidance</li> <li>- Promote use of outside areas</li> <li>- Recommence our letting activities ensuring that guidance around applicants who may be shielding is complied with</li> </ul> </li> </ol>	<p>Scottish Government guidance at this time supported the phased re-opening of sheltered and very-sheltered housing complexes to external visits. Guidance also set out stringent protocols to be followed to ensure safety of residents and staff.</p>
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Opening crematorium building and numbers attending funeral services	<p>IMT agreed to:</p> <ol style="list-style-type: none"> <li>1. support the service's recommendation to cease current restrictions in place for public access and to open up the crematorium building to allow for wider access e.g. to view the book of remembrance.</li> <li>2. support the service's recommendation to follow Scottish Government guidance to cap numbers at crematorium funeral services to no more than 20 people. This in effect sees Aberdeen Crematorium chapel services remain as is.</li> <li>3. support the service's recommendation to follow Scottish Government guidance to cap numbers at funeral services at graveside burials to no more than 20 people.</li> <li>4. support the service's recommendation to follow Scottish Government guidance with regards to test and protect. This will see the service collecting the contact details of individuals or a 'lead member' of a household attending funeral services in Aberdeen. This includes for funerals at Aberdeen Crematorium and graveside funerals at all of Aberdeen's cemeteries.</li> <li>5. note that the guidance includes that people have the right to refuse to give details.</li> <li>6. note that this will be subject to regular review.</li> <li>7. request draft comms re Test and Protect as it impacts a number of Services and following SG guidance.</li> </ol>	Taken in line with scottish government guidance relating to funerals and crematoria.
Northern Hotel	IMT agreed the extension of the use of the Northern Hotel for 3 weeks.	Continuation of earlier decision.
Food Fund	IMT approved £127k spend on Food Fund - to support vulnerable people in Aberdeen.	Done in line with Scottish Government guidance on food fund for local authorities. Assisting people of Aberdeen in need in line with the LOIP.
Cancellation of Events	IMT agreed to cancel Fireworks Display, Christmas Light switch on parade and Christmas Tree Switch on event - these events could not take place with adequate social distancing and other mitigations.	In line with restrictions on gatherings in The Health Protection (Coronavirus) (Restrictions and Requirements) (Scotland) Regulations 2020

## ABERDEEN CITY COUNCIL

<b>COMMITTEE</b>	City Growth and Resources
<b>DATE</b>	3 <sup>rd</sup> February 2021
<b>EXEMPT</b>	No
<b>CONFIDENTIAL</b>	No
<b>REPORT TITLE</b>	Economic Policy Panel Annual Report 2020
<b>REPORT NUMBER</b>	COM/21/026
<b>DIRECTOR</b>	N/A
<b>CHIEF OFFICER</b>	Richard Sweetnam
<b>REPORT AUTHOR</b>	Jamie Coventry
<b>TERMS OF REFERENCE</b>	2.1.1; 2.1.2; 2.1.5; 2.1.6; 2.2.

### 1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to inform Committee on the main findings of the third annual report by the Economic Policy Panel, an independent panel formed to advise on the city region's economic performance in order to support the annual credit reassessment by Moody's Investment Services of the Council.

### 2. RECOMMENDATION(S)

That the Committee:-

- 2.1 Notes the Policy Panel's third annual report; and
- 2.2 Approves the proposed officer responses to each recommendation as detailed in paragraph 3.6 (Table 1) below.

### 3. BACKGROUND

- 3.1 In November 2016, the Council became the first Scottish local authority to issue index-linked bonds through the debt capital markets, raising £370 million to drive forward an ambitious capital programme supporting vital infrastructure throughout the city. Each year an independent analysis of the Aberdeen City Region economy has been provided by an Economic Policy Panel to support the Council's annual credit rating assessment by Moody's Investor Services.
- 3.2 The annual assessment involves an analysis of the Council's financial and institutional framework, as well as a detailed assessment of the current and future economic performance of Aberdeen and the North East of Scotland. As well as supporting the Moody's review, this analysis and commentary also provides assurance on the medium-to-long-term economic outlook of Aberdeen and the region to existing and future investors.
- 3.3 In its second report, published in 2019, the Panel found that the Aberdeen City Region's economy remained resilient in the context of global political and economic instability and continued the recovery signalled in the first year's

report. In this report, the Panel noted that prior to the Covid-19 pandemic, the North East economy was continuing its recovery. However, the impact from Covid-19 has had an even greater effect coinciding as it has with a fall in April 2020 of the oil price. The Panel notes however that while the pandemic is a key challenge for the region, the long-term drivers of success, such as diversification, infrastructure, investment and skills, the transition to net zero, highlighted in previous reports will continue to secure the prosperity and resilience of the region in the medium and longer term.

- 3.4 In producing this report and in making its recommendations, the Panel has monitored and considered developments in the Aberdeen City Region, Scottish, UK and international economies. The Panel undertook its own analysis and considered any other relevant research. It also provided a forum for discussion of emerging issues in relation to the future wellbeing of the city region economy.
- 3.5 The Panel consulted with city and regional stakeholders including: Aberdeen and Grampian Chamber of Commerce (AGCC); Aberdeen City Council, Aberdeenshire Council; Federation of Small Businesses (FSB); Aberdeen City and Shire Hotels Association; Aberdeen Harbour Board; Aberdeen International Airport; Bon Accord Centre; Burness Paull; CBRE; Deloitte; Internet for Business; Knight Frank; KPMG; Offshore Renewable Energy Catapult; Oil and Gas Authority; OGTC; Oil and Gas UK; Opportunity North East (ONE); P&J Live; Pinsent Masons; Ryden; Scottish Development International (SDI); Scottish Government officials; Shell; Skills Development Scotland (SDS); Union Square; University of Aberdeen; VisitAberdeenshire and VisitScotland. These consultations informed the data analysis by providing qualitative evidence on the current state of the local economy, outlook and future opportunities and challenges. A copy of the 2020 report can be found at [here](#).
- 3.6 The Panel's recommendations are shown in Table 1 below. This includes an update and response to each recommendation by officers.



**Table 1: 2020 Economic Policy Panel Recommendations and Officer Response**

Panel Recommendation	Officer Response
<p><b>1</b> <b>Setting out a new Route Map for the Transformation of Aberdeen the Place. It will need to adapt and be flexible to changing economic conditions and have a clear focus on implementation. It requires that the Panel's recommendations from previous reports are adhered to and that it has the key ingredients set out below;</b></p>	<p>See further detail provided below in response to recommendations 6. and 7.</p> <p>Since its 2019 report, and in response to certain recommendations, the Council has approved a number of strategic frameworks that will be used to set out a route map for place transformation.</p> <ul style="list-style-type: none"> <li>• Net Zero Vision for Aberdeen</li> <li>• Strategic Infrastructure Plan – Energy Transition</li> <li>• Socio Economic Rescue Plan</li> <li>• The proposed Local Development Plan to replace the 2017 Plan</li> </ul> <p>It is also anticipated that the Local Outcome Improvement Plan (LOIP) will be refreshed to reflect the recent challenges and impact from Covid-19.</p>
<p><b>2</b> <b>A new and enhanced approach to diversification which builds on the sectoral approach already identified and looks to go further and faster in establishing a wider range of economic activities in the region;</b></p>	<p>The Aberdeen City Region Deal focuses on diversification of the economy into new areas of activity and markets. At the recent annual review of the Deal, the UK Government and the Scottish Government noted the progress made by the OGTC, Bio Hub, SeedPod, Digital, Transport and Aberdeen South Harbour; and noted the catalytic impact the investment was having on enabling opportunities, investment and growth within the Life Sciences, Food and Drink, Digital Connectivity, Energy Transition and the ambitions for the energy transition to net zero.</p> <p>The Panel recognised the progress made and endorses the overall approach to reduce the reliance on oil and gas production and improve overall resilience to external shocks.</p> <p>In response to the immediate challenge of Covid-19, the Regional Economic Strategy Group, has reviewed the existing approach reflecting new ambitions around supporting key sectors of energy, life sciences, food, drink and agriculture and leisure tourism. There is also recognition that there is likely to be greater demand in the care, health, retail and distribution sectors.</p>

Panel Recommendation	Officer Response
<p><b>3 Building on the digital strand of the City Region Deal and strengthening the technology ecosystem to support the establishment of new businesses and improve the digital infrastructure;</b></p>	<p>The Aberdeen City Region Deal investment, has leveraged private investment over £40 million and will give Aberdeen City residents, access to gigabit internet speeds, being one of the first cities in Scotland to have this.</p> <p>In Aberdeenshire, SSE are delivering gigabit capacity to corporate sites across the region and are encouraged to offer gigabit internet to residents and businesses.</p> <p>This infrastructure has provided the base layer on which other technology can build upon including Internet of Things (IOT) and 5G.</p> <p>A full business case addressing the gaps in digital infrastructure in the region is being progressed which considers the governments roll out programme and voucher schemes.</p> <p>Within the digital programme, and supporting work by the Council on deployment of 'smart city' applications, officers will continue to explore Aberdeen's potential to develop a 5G test bed hub, and, building on the Civitas Portis project, explore digital opportunities for Aberdeen Harbour.</p> <p>The Logan Review on technology focuses on digital challenges, and the impacts on the wider technology ecosystem. OGTC has established TechX as a key to scale up capability in the region. Dedicated grant funding for start-ups remains a challenge in high technology sectors and is potentially an area of focus for the Scottish National Investment Bank. OGTC and its continuing leadership in technology transfer, is a conduit for the city region being a 'best practice' deliverer of elements of Logan, along with the two universities.</p> <p>Work continues through the Regional Digital Working Group, which includes, ONE CodeBase, Censis, DataLab, Chamber of Commerce, NHS and both Universities and Councils.</p>

Panel Recommendation	Officer Response
<p><b>4</b> <b>Ensuring that the transition to net zero continues at pace and addresses all three essential components of:</b></p> <ul style="list-style-type: none"> <li><b>i. the transition within the energy sector into renewable energy sources;</b></li> <li><b>ii. the transition of the wider city economy to low carbon economic sectors (and businesses within existing sectors to low carbon activities);</b></li> <li><b>iii. the transformation of the city itself to net zero through greener travel, enhanced energy efficiency, and provision of accessible and connected green space;</b></li> </ul>	<ul style="list-style-type: none"> <li>i. Being led by industry for example through the OGTC and OGUK development of a a North Sea Transition ('sector') Deal supported by both the UK Government and the Scottish Government. This is a key outcome of the Aberdeen City Region Deal and OGTC continues to deliver technology solutions for the offshore energy sector and across existing and emerging supply chains.</li> <li>ii. The Net Zero Vision and supporting Strategic Infrastructure Plan – Energy Transition set out the overall ambition and framework for progress. Its governance has seen the creation of a Leadership Board supported by a Delivery Unit to progress net zero priorities including hydrogen. Following the approval of the Council's Net Zero Vision, the Scottish Government announced a £62m Energy Transition Fund. Officers have been focussed on development of two projects with ear marked funding. First, the Energy Transition Zone to maximise the opportunities at Aberdeen Harbour South from Crown Estate Scotland Scotwind seabed leasing round. This project is being led by Opportunity North East on behalf of a range of stakeholders. The second priority, being led by the Council is the development of the next phase of the Aberdeen Hydrogen Hub.</li> <li>iii. The Net Zero Leadership Board has prioritised progress in transport/ mobility, energy efficiency (buildings) and circular economy (including waste), and this work is being delivered through the supporting Delivery Unit. A route map for the city's transformation to net zero by 2045 is currently being developed and will require the development of appropriate place based strategies in order to deliver the route map.</li> </ul> <p>In December 2020 the Scottish Government launched its Hydrogen Policy Statement that aims for Scotland to become a leading Hydrogen nation, highlighting the scale of the economic opportunity in terms of potential GVA and jobs and the ambition of generating 5GW of renewable and low-carbon hydrogen by 2030. It highlights a number of opportunities to deliver this ambitious target and refers to a vision for a 'hydrogen coast' to St Fergus, recognising the progress and investments made to date in Aberdeen in developing this important sector for the Scottish economy.</p>

Panel Recommendation		Officer Response
		<p>There is a commitment of £100 million funding for hydrogen to help accelerate the hydrogen economy in Scotland, and officers are continuing to work with government, industry and investors to ensure continued support to the next phases of the hydrogen hub – for heating and ultimately production of green hydrogen and maximising export opportunities. This work is supported by Invest Aberdeen showcasing of the city region’s energy transition projects to international investors.</p> <p>Officers are also working with SE and ONE to develop a vision/ ambition statement for the Aberdeen City Region that will support both the Scottish Government’s policy statement and the UK Government’s Ten Point Plan for a Green Industrial Revolution.</p>
5	<p><b>An updated skills strategy that takes account of the existing skills gaps, the labour market implications of the Covid-19 economic crisis (particularly for the young, those people who will lose their jobs and those who may wish to work from home in the future) and how the longer-term skills challenges change as we emerge from the crisis;</b></p>	<p>The Net Zero Vision approved by the Council is very clear on the objective to retain and attract energy skills in the city region. As the effects of Covid-19 became apparent, the short-term response was to focus on employability support and interventions. For example, the Council is now supporting delivery of No One Left Behind – an all-age, all-stage employability support programme; Young Person Guarantee – an employability intervention for 16-24-year-olds not in employment, education or training; Parental Employability Support Fund – providing employability support to parents, including young parents still in school, who are experiencing in-work poverty or unemployment; PACE Plus – redundancy support activity providing intensive keyworker support; and a number of locally developed initiatives as part of these programmes in line with the Socio-Economic Rescue Plan and LOIP objectives.</p> <p>The Council has also been approved as a gateway organisation for Kickstart – an employer recruitment incentive scheme which will provide young people on Universal Credit at risk of long-term unemployment with six month paid work placements, and as a Kickstart employer, with 155 Kickstart placements within the Council already secured.</p> <p>In March 2020, in approving the proposed Local Development Plan, the Council instructed that a jobs plan was provided that would ensure that local people in the immediate vicinity of Aberdeen Harbour South Expansion would benefit from any new</p>

Panel Recommendation		Officer Response
		<p>employment opportunities that would arise if the ScotWind offshore wind licenses were constructed/ operated/ serviced from Aberdeen.</p> <p>This work is being developed within a wider city region energy transition jobs/ skills plan being led by Skills Development Scotland (SDS), supported by NESCoI, the universities, officers from the Council's City Growth, Education and Locality teams and ONE.</p> <p>The Plan will focus on immediate opportunities in the sector, and, ultimately, ensuring that the city region is responding to new areas of demand in the next phase of offshore/ subsea engineering around offshore renewables; supply chain skills to support manufacture, operations, assembly and maintenance; and development of hydrogen power to produce, store and distribute at scale.</p> <p>Each of these areas provide opportunities for new inward investment into the city region, and the supply of skills in future will be an important element of securing such investment. The Plan will also look at the wider demand and therefore skills to deliver the scaling up of new construction methods, or, with trades, plumbing/ heating engineering to support energy transition in buildings and housing sectors, for example boiler replacement or retrofitting.</p> <p>The work will align to work being done at the UK and Scottish levels including the UK Government Green Jobs Taskforce and the Scottish Government's Youth Guarantee, National Transition Training Fund, Individual Training Accounts and Green Jobs Fund. In December 2020, SDS published a Climate Emergency Skills Action Plan that aims to capitalise on the employment opportunities arising from Climate Change targets, and specifically highlights new and emerging jobs in hydrogen and the work on the Energy Transition Zone.</p>
6	<b>Reassessing infrastructure plans at the local level and ensuring that sufficient priority is given to investing in the fundamental assets (economic, social, human and natural) that will</b>	In previous years the Panel highlighted the importance of infrastructure planning, and ensuring that plans adapted in response to new opportunities, and to the delivery of the Council's previous Strategic Infrastructure Plan (SIP).

Panel Recommendation	Officer Response
<p><b>improve the attractiveness of Aberdeen the place. This needs to be complemented by a more ambitious approach to infrastructure investment from the Scottish and UK Governments which accelerates the transition to net zero and improves connectivity for Aberdeen;</b></p>	<p>In response, a new SIP, focused on energy transition infrastructure has been approved by the Council. Referred above in recommendation 4, this will provide an overview of the infrastructure required to support the transition toward net zero. The infrastructure needs in the following strategies are being refreshed: Local Transport Strategy, Waste Strategy, Open Space Strategy and an Energy Strategy.</p> <p>In the short term, the following will be progressed: the implementation of the electric vehicle framework subject to committee approval, the implementation of the projects included within the bid to the Bus Partnership Fund subject to approval and the implementation of the active travel plan, subject to committee approval and the delivery of the approved hydrogen hub and subsequent phases. In particular the ambition of Scottish Government to deliver hydrogen powered ferries and rolling stock present opportunities for the city, given it is a strategic transport hub for the north east and the islands.</p> <p>Aberdeen city region has a key role to play in delivering its contribution to UK Government and Scottish Government climate change targets. Physical connectivity remains crucial to continue to attract globally mobile investment, including availability of direct air access (or international hub access). This investment in turn generate the wealth and the associated taxation revenues.</p> <p>The pandemic will also likely increase the proportion of people working at home on a more permanent basis. For many people rail and road journey times from Aberdeen to the Scottish central belt and to London will influence where they choose to locate as it will businesses on their choice of location of investment decisions in the UK. In this sense efficient road and rail access to the central belt and London remain important.</p> <p>The connectivity of the region is a focus within the regional transport strategy and the current and refreshed local transport strategy and officers will monitor the recommendations of the Union Connectivity Review. (see also Recommendation 9. below).</p>

Panel Recommendation	Officer Response
<p><b>7 Strategic thinking and a future plan for Aberdeen city centre in a post-Covid-19 world, including a review of the City Centre Masterplan. The creation of new uses for the empty office, hotel and retail property that will likely result from the crisis and changes in commuting, shopping, and working patterns that it will generate. This will need to be backed by a new approach to planning policy that is sufficiently flexible and nimble to facilitate change of use. The local authority should also review its own asset base within the city and how this could be used to maximise future opportunities;</b></p>	<p>Work on the development and delivery of the Socio Economic Rescue Plan has focussed on immediate responses under themes of business, people and place. This work has considered the effect of Covid-19 on how the city is operating and in particular the impact on ‘city centre supply chains’ – retail, office space, hotel, leisure and hospitality, conventions/ events and cultural assets. That plan focused on ‘rescue’ responses in the short term (2020/21), working closely with the Aberdeen Business Resilience Group set up to coordinate the response by the Council and industry.</p> <p>However,, as we enter the second year of a global pandemic we will hopefully see a stepping down from pandemic status to epidemic and the associated slow exit from the current public health measures . The city will then move into recovery phase. Indications are that it will be some time before consumer, business and visitor confidence returns, even to pre Covid levels. Cities, and particularly retailers, were already facing challenges and in response to the report it is worth reviewing the CCMP to ensure it remains on track to deliver a longer term response to covid-19 effects, and in particular the challenge of population change and the effect on commuting, property, rents and yields. Investments in projects such as the Aberdeen Art Gallery or Union Terrace Gardens will provide safe environments to attract footfall as lockdown measures reduce. But the review may also need to explore what the CCMP vision and objectives need to be in response to the challenges and opportunities arising from economic, social and environmental legacy of Covid-19. Examples include</p> <ul style="list-style-type: none"> <li>- Finance – levers, non domestic rates – local levies to reflect specific sectoral challenges, and a single system does not ‘fit’ all cities</li> <li>- Repurposed cities - focus on housing/ family-based accommodation</li> <li>- Agglomeration – small office/ home office working impacts; impact of commuting flows as a result in changing work patterns;</li> <li>- Rents/ Yields – will result in new uses and demand from traditional office investment</li> <li>- Shift towards social and cultural capital in response to work-life balance, as the costs of doing business in cities has changed</li> </ul>

Panel Recommendation	Officer Response
	<ul style="list-style-type: none"> <li>- City Centre Planning Guidance – living, retail, active travel, tourism/ leisure/ recreation and hospitality, culture, public realm</li> <li>- Governance – to extend the scope of the short run Business Resilience Group and respond to Council decision to set up a Task Force to support the city’s plan to mitigate the medium to longer term effects from Covid-19. This could include representatives from relevant place-based teams in national agencies eg Scottish Enterprise or Transport Scotland.</li> </ul> <p>Officers have been discussing approaches by cities to the current challenges with officers from other cities within the Scottish Cities Alliance and officials from the Scottish Government’s Regeneration Unit and it is clear that all cities are reviewing their thinking and planning for the future of their city centres.</p>
<p><b>8</b> <b>Prioritising and investing in quality of life as a means to attract people to live and work in the city and to secure new business opportunities. This should centre on the key elements that attract families and businesses to an area: attractive affordable housing; sustainable effective transport (including safe and clean public transport); access to green spaces; a healthy environment; quality education; and cultural/ recreational offerings;</b></p>	<p>Aberdeen has a number of workstreams in train around the quality of life elements to attract families to live in the city. These include:</p> <p><b>Attractive Affordable Housing</b></p> <ul style="list-style-type: none"> <li>- ACC’s current programme of building 2,000 houses</li> <li>- RSL sectors</li> <li>- Private sector housing development within the LDP</li> <li>- As part of the review of the city centre masterplan, officers propose to review the current city centre living strategy</li> </ul> <p><b>Transport</b></p> <ul style="list-style-type: none"> <li>- Officers will continue to implement the current local transport strategy and will revise the strategy following the approval of the new regional transport strategy</li> <li>- Officers will prepare plans for the expansion of the concessionary travel for free travel to under 19 year olds.</li> </ul> <p><b>Access to Green Space and a healthy environment</b></p> <ul style="list-style-type: none"> <li>- Work continues in readiness for the introduction of the LEZ</li> <li>- Subject to committee approval, officers will implement the next 5 year active travel plan</li> </ul>



Panel Recommendation		Officer Response
		<p><b>Quality Education</b></p> <ul style="list-style-type: none"> <li>- Officers will continue to progress the implementation of the statutory duty to expand the provision of early learning and child care to 1,140 hours a year</li> <li>- Subject to the approval by the Scottish Government/COSLA Local Governance Board, officers will progress opportunities to improve the senior phase of schools in partnership with NESCOL and the two universities</li> </ul> <p><b>Cultural/Recreational Offerings</b></p> <ul style="list-style-type: none"> <li>- Capitalise on the re-opening of Aberdeen Art Gallery and museums, and the delivery of internationally recognised exhibitions;</li> <li>- Maximise the opening of Provost Skene's House in 2021.</li> <li>- Maximise opportunities from the year-long accreditation of winner of the Museum of the Year;</li> <li>- Supporting Events 365 activity and the re-opening of P&amp;J Live for conferences, exhibitions and entertainment events;</li> <li>- Maximise opportunities from one-off events – eg Tour of Britain</li> <li>- Raising the profile of the city centre as a vibrant safe and welcoming place to visit and work</li> </ul>
9	<p><b>Improved connectivity between Aberdeen and key economic centres around the UK so that the city can respond to the likely changes in mobility as people reevaluate the relationship between where they live and work;</b></p>	<p>The average rail journey time from London to Edinburgh is 5 hours and 2 minutes, yet to travel on to Aberdeen from Edinburgh takes an average of 2hours and 37minutes - taking more than half the time to travel less than a third the distance. Furthermore, services by LNER from London to Aberdeen often stop at only four stations between London and Edinburgh yet stop at eight stations between Edinburgh and Aberdeen, adding to delays.</p> <p>Road freight remains an intrinsic part of the North East economy. Whether moving fish and fish products from North Sea fishing ports or moving infrastructure to support growth in offshore renewables, road infrastructure remains a vital link. Of particular importance to the economy is the A(M)90 from Aberdeen to Edinburgh and the A(M)1 from Edinburgh south to London.</p>

Panel Recommendation	Officer Response
	<p>An officer response to the Union Connectivity Review was submitted in December 2020, highlighting the case for improving the road, and rail links between Aberdeen and economic centres around the UK. Through the City Region Deal Joint Committee, progress and value for money in journey times to the central belt will continue to be monitored.</p> <p>For air, flights from Inverness airport are exempt from the payment of Air Passenger Duty (APD) related to essential services from Orkney and Shetland to Inverness that has seen APD removed from the whole airport. This means it can offer significantly cheaper flights to flights around the world that connect via London. Similarly, Dundee airport also benefits from a separate public service obligation through the UK Government for its London route.</p> <p>In responding to this recommendation, Aberdeen International Airport is unfairly disadvantaged compared to its two neighbouring airports. Therefore a priority for Aberdeen International Airport is to operate on a 'level playing field' to the airports within the immediate north east of Scotland catchment.</p>
<p><b>10 In time, a refreshed Regional Economic Strategy which: builds on the progress made in recent years; continues to concentrate on the long-term focus and priorities set out in the last strategy; and puts Aberdeen the place at its heart, with a focus on the region's approach to sustainable, inclusive economic growth and improved wellbeing. This should be underpinned by a clear implementation plan with detailed SMART objectives</b></p>	<p>Refer also to Recommendation 2. above. As the city region emerges from the immediate effects of lockdown, and into recovery phase, this refresh will be considered by the Regional Economic Strategy Group as part of its remit.</p> <p>In order to help secure inward investment, and maximise opportunities from new trading regimes, officers have been working with counterparts in Aberdeenshire Council, Aberdeen Harbour Board and Peterhead Port on the feasibility of a free port/ enterprise area model for the city region. Officers have responded to both the UK Government and Scottish Government consultations on freeports/ place-based economic zones. On 21 January 2021, the Minister for International Trade, Innovation and Public Finance reported in response to the Scottish Government consultation:</p> <ul style="list-style-type: none"> <li>- Place-based economic policies have a role to play in inclusive and sustainable recovery from COVID-19 and that there was support for a 'Scottish approach' to</li> </ul>

Panel Recommendation	Officer Response
	<p>the Freeport model - using them to support renewable energy and net-zero transition, as well as high-skilled jobs;</p> <ul style="list-style-type: none"> <li>- The Scottish Government has opted to adapt the UK Government's Freeports proposals to target their own objectives - instead naming them 'Greenports', with the intention that they will encourage the adoption of best practice for businesses and will be attached to commitments to net-zero, and measures to avoid economic displacement;</li> <li>- Officers will use the feasibility study to clarify the divergence, if any, to the UK Government's model and its 'levelling up'/ regeneration agenda;</li> <li>- The application prospectus, which will include further detail on the criteria of the Scottish greenport model will be published in March and it is anticipated that the bidding process will then run for three months to the summer 2021, and that Greenports could be launched in the later stages of 2021, similar to UK Freeports.</li> </ul> <p>At this point it is not clear what mechanisms Greenports will include (eg reserved or devolved matters) or how many Greenports will be established.</p> <p>Work continues on an assessment of the economic viability of a freeport and this work will now consider the implications of the Scottish Government's Greenports proposals. The findings from the assessment will be reported to committee.</p>
<p><b>11 Using the Council's new longer-term financial analysis, which highlights the ongoing structural financial pressures faced by the authority, to encourage discussion and planning at the local and national level about how they will be addressed. This conversation must extend to include how new mechanisms can give the Council the financial flexibility required to address the multiple challenges the regional economy faces;</b></p>	<p>Officers will support political leaders in their engagement with the cosla and Scottish Parliament processes which determine the funding settlement for all councils.</p> <p>The Scottish Government's recently refreshed Climate Change Action Plan indicates the intention of government to consult on proposals to develop guidance to support the implementation of the Workplace Levy which was introduced as a result of the Transport Bill. Officers will engage in this proposed consultation.</p> <p>Council officers will engage in any bidding process, subject to committee approval, which is associated with the Shared Prosperity Fund, the successor to EU funding being administered by the UK Government.</p>

Panel Recommendation		Officer Response
12	<p><b>Co-creation (previously highlighted by the Panel as a strength in the region) should be the foundation of policy development so that all stakeholders are engaged and can contribute to the strategic direction. This is particularly important given the unequal impacts of the Covid-19 pandemic on different elements of society. Aberdeen cannot achieve its ambitions alone and close working with the UK and Scottish Government continues to be crucial.</b></p>	<p>Throughout the Covid-19 pandemic, the local response has been characterised by significant collaboration, particularly with the business sector. As the LOIP is refreshed this year, officers will explore how the collaboration and co-design experienced throughout Covid-19, can be embedded further as we prepare to respond to the long-term impact of Covid-19.</p> <p>Officers will engage with the consultation processes of both the UK and Scottish Governments, as they adapt the regulatory and tax systems to support the energy transition agenda being progressed by both governments, with a particular focus on achieving the principles from the Just Transition Commission.</p>

#### 4. FINANCIAL IMPLICATIONS

- 4.1 In March 2017, the Council approved estimated costs of £60,000-£80,000 per annum to deliver the Economic Policy Panel report. This includes the work of the three panel members, reporting and any additional data requirement. Actual expenditure for 2020/1 is in the region of £51,000.

#### 5. LEGAL IMPLICATIONS

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

#### 6. MANAGEMENT OF RISK

	Risk	Low (L), Medium (M), High (H)	Mitigation
<b>Financial</b>	Implementing the recommendations could require additional cost (for example any purchasing of new regional data for data monitoring).	L	Close monitoring of spending commitments against project budget, and within existing City Growth budgets
<b>Legal</b>	None, any legal risks identified as a result of implementing the recommendations will be dealt with in future reports	n/a	
<b>Employee</b>	Implementing the recommendations requires a significant increase in human resources.	M	Monitor the demands on staff throughout the year. Ensure flexible deployment of human resources across ACC is available to help assist with work demands across the year.
<b>Reputational</b>	Not adequately responding to the recommendations	M	Develop a plan to respond to the recommendations

	Risk	Low (L), Medium (M), High (H)	Mitigation
	of the Economic Policy Panel could damage the reputation of Aberdeen City Council.		with named individuals and timescales.

## 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 unleashing the non-oil and gas economic potential of the city programme in the Policy Statement.</p> <p>The successful implementation of the North East Economy Performs framework will assist ACC in becoming a data and intelligence led organisation better able to predict and understand the economy of the North East as well as indicate solutions to any underlying economic problems.</p>
<b>Aberdeen City Local Outcome Improvement Plan</b>	
Prosperous Economy Stretch Outcomes	Successful implementation of the recommendations will impact on all 4 primary drivers of Prosperous Economy, Investment in Infrastructure, Inclusive Economic Growth, Innovation and Internationalisation.
<b>Regional and City Strategies</b>	The proposals within this report support the Regional Economic Strategy by recommending closer working with partners and the strengthening of existing relationships should support the delivery of a Prosperous North East Economy. The proposed officer response includes a number of instances of partnership working across organisations to deliver these recommendations.

## 8. IMPACT ASSESSMENTS

<b>Assessment</b>	<b>Outcome</b>
<b>Equality &amp; Human Rights Impact Assessment</b>	The recommendations arising from this report do not require that a full Equality and Human Rights Impact Assessment is completed.

<b>Data Protection Impact Assessment</b>	Not required.
<b>Duty of Due Regard / Fairer Scotland Duty</b>	This report meets the Fairer Scotland Duty.

## **9. BACKGROUND PAPERS**

- 9.1 Report CHI/17/052 Bond Financing Strategy – Economic Policy Panel
- 9.2 Aberdeen Economic Policy Panel Report 2 November 2018
- 9.3. Aberdeen Economic Policy Panel Report 5 November 2019
- 9.4 Aberdeen Economic Policy Panel Report 11 November 2020

## **10. REPORT AUTHOR CONTACT DETAILS**

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## ABERDEEN CITY COUNCIL

<b>COMMITTEE</b>	City Growth and Resources
<b>DATE</b>	3 February 2021
<b>EXEMPT</b>	No
<b>CONFIDENTIAL</b>	No
<b>REPORT TITLE</b>	Council Financial Performance – Quarter 3, 2020/21
<b>REPORT NUMBER</b>	RES/21/037
<b>DIRECTOR</b>	Steven Whyte
<b>CHIEF OFFICER</b>	Jonathan Belford
<b>REPORT AUTHOR</b>	Lesley Fullerton
<b>TERMS OF REFERENCE</b>	1.2

### 1. PURPOSE OF REPORT

- 1.1 To provide the financial position of the Council as at Quarter 3 (31 December 2020) and the full year forecast position for the financial year 2020/21, including:
- General Fund and Housing Revenue Account (HRA) and capital accounts; and associated Balance Sheet; and
  - Common Good revenue account and Balance Sheet.

### 2. RECOMMENDATION(S)

That the Committee: -

- 2.1 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;
- 2.2 Note the Common Good financial performance to the end of Quarter 3 as detailed in Appendix 3;
- 2.3 Consider the General Fund position, as detailed in Appendix 2, and agree the actions recommended by the Chief Officer – Finance, in advice detailed at paragraph 3.20 of the report;
- 2.4 Note that the revenue budget for the HRA is on target to achieve the approved budget, making a contribution to HRA reserves for 2020/21 as detailed in Appendix 2;
- 2.5 Note that the budget for the Common Good will be exceeded following additional contributions approved by the Urgent Business Committees on 6 May and 30 June 2020. Noting that cash balances forecast for the year remain in line with recommended levels, detailed in Appendix 2; and
- 2.6 Note that the capital expenditure (General Fund and Housing) for the year is going to be significantly lower than budget, for the reasons described in

Appendix 2; and that project budgets will have to be carried forward into 2021/22.

### **3. BACKGROUND**

- 3.1 The Local Government Finance Act 1992 provides that the Council must set its Council Tax amount by 11 March each year for the next financial year. The amount set must be sufficient to meet total estimated expenditures. This means that having taken account of expenditure, agreed savings and income from other sources, the level of Council Tax must ensure that a balanced budget is set by the Council. Aberdeen City Council set the Council Tax for 2020/21 on 3 March 2020 to ensure a balanced budget for year ahead, in accordance with its statutory duty.
- 3.2 It was identified early in the financial year that due to the Covid-19 pandemic a significant deficit was emerging. A report, to maintain a balanced budget based on the known information at that time, was considered by the Urgent Business Committee on 30 June 2020.
- 3.3 This report builds on that report, highlighting the emerging forecasts for expenditure and changes from those that were predicted at quarter 2. In that report I noted that as the council's Chief Financial Officer, I had attempted to ensure as much reliability and rigour to the financial data presented but stressed that those numbers were only as good as the information I had at the time and given the huge uncertainty that remained could change, this remains the position with restrictions reintroduced at the start of quarter 4.
- 3.4 This report focuses on both the financial performance for the year to 31 December 2020 and the forecast financial position for the full year for the Council's General Fund, Housing Revenue Account and Common Good.
- 3.5 Across the General Fund the impact of the ever-changing Covid-19 environment continues to change our understanding of the financial position, and the need to address ongoing costs pressures remains a feature as I report our quarter 3 position and forecasts.
- 3.6 In June a deficit of c.£26m was rebalanced taking account of the known information on grant funding and a range of decisions being taken by the Urgent Business Committee.
- Scottish Government Funding £8.3m from consequentials to support local government expenditure and was distributed on the basis of local government financial settlement indicators;
  - Flexibility agreed by the Scottish Government to enable councils to access uncommitted specific grant funding, that would normally be set aside for education and early year's expansion commitments, £8m;
  - Flexible use of capital receipts, £0.5m to fund transformation expenditure, permitted since December 2018 and available until the end of 2020/21;
  - one-off use of reserves £0.1m by releasing earmarked reserves for general use;

- one-off monies available from the Common Good, from in-year underspend projected and available cash balances to a value of £0.7m;
- reducing the financial resilience within the annual budget, by reducing contingencies by £1.0m; and finally
- balanced by a range of service based savings across the council, that were agreed, with service levels changed to take account of the expected progress through the Scottish Government's Route Map to easing Covid-19 restrictions.

3.7 At quarter 2, the forecast for the year was a deficit on the General Fund of £5m. Further funding has been clarified in respect of the Income Loss Scheme and through the analysis of financial data and forecasting based on a greater volume of financial transactions through our systems the position is different as I now forecast a General Fund deficit of £2.6m.

3.8 Key aspects that have changed since quarter 2:

- Government grant funding has increased by £3.62m, our share of the £90m Loss of Income scheme to be distributed by the Scottish Government at the end of March, based on income losses in the first half of the year only. This funding can be used to support Council expenditure generally
- Confirmation of funding under the Teachers Induction Scheme has resulted in a lower-than-expected allocation and this has reduced the overall level of General Revenue Grant
- With new restrictions in place from the end of quarter 3 and national restrictions coming into effect from January 2021 there is further impact on income streams, such as event spaces and galleries, where income had been forecast in the final quarter. These forecasts have been updated to take account of the continued closure. The restrictions also impact on car parking income and there remains risk in respect of planning and building fees.
- This has been included as part of the ongoing review of income budgets and refinement based on improved data to forecast full year values and updated calculations in relation to uncollected debts.
- Grant funding for specific purposes, support to schools, to businesses, for free school meals has been treated as ring-fenced and applicable to covering specific costs incurred. Details of the latest information on grants is included in Appendix 1.
- Further detail on the variances is provided in Appendix 2.

3.9 The appendices show that the IJB is forecasting a balanced position as at Quarter 3, with additional funding received in October. The Board continue to rely on the Ministerial commitment to fund all of the identified mobilisation costs and therefore expect further funding announced to meet any shortfall towards the end of the year. The Council continues to rely on this.

3.10 The Council should not ignore the risk that the demand pressures from the Covid-19 pandemic could yet adversely affect the position in the final quarter of the year. The Urgent Business Committee report, 30 June, included details of those risks.

- 3.11 Further financial risks continue to emerge as the pandemic and the consequences develop.
- 3.12 The Council retains a contingency budget to address unexpected and unplanned expenditure which could arise as a result of the identified contingent liabilities coming to fruition or from risks included on the corporate and operational risks registers. The current winter maintenance programme in response to the weather is expected to drawdown a proportion of this budget. The Risk Board routinely reviews the risk registers, and the Chief Officer - Finance tracks the contingent liabilities.
- 3.13 I have issued the annual accounts year end instructions and final ordering should now have been substantially closed, with focus now on critical and essential items and perishable goods in the final quarter, so expenditure will be managed to the lowest values as we move on from the quarter 3 position.
- 3.14 As referenced above, a deficit of £2.6m is currently forecast based on this latest data.
- 3.15 Solutions may come from several sources, with contingencies providing the fallback position provided they remain uncommitted.
- 3.16 I referenced in my Quarter 2 report that financial flexibilities had been confirmed by the Scottish Government, to provide additional levers for local authorities over the course of this and next year. Further detail was required to understand the potential opportunities for the Council and where possible this has been updated below to reflect the latest position. No financial benefit has been included in the Quarter 3 forecasts in relation to these flexibilities.
- 3.17 There are three:
1. Capital receipts received in 2020/21 and 2021/22 can be used to meet revenue funding pressures caused by Covid-19 impact, recognising that the value and likelihood of capital receipts may be affected by the pandemic too. The Council has current commitments in relation to voluntary severance and early retirement and transformation costs that are to be met first from any capital receipt received.
  2. Credit arrangements, for example PPP/PFI service contracts, applying revised accounting standards that are due to be implemented in 2021/22 could provide scope to make debt repayments included in these contracts over an extended period. The flexibility allows early implementation, in 2020/21 to help mitigate the costs of Covid-19. This is a flexibility that the council should explore as it would bring parity with current capital repayment policy. The preparation of the, required, statutory guidance remains in progress with dialogue taking place between Cosla, Directors of Finance and Scottish Government to clarify the details of how this would be implemented. I have obtained advice on the draft guidance and this has raised questions that need to be clarified, so until this guidance is issued it is not possible to determine the implications for the Council. I will continue to follow developments and assess the implications in due course.

3. Loans fund repayment holiday, deferring the planned repayment of debt principal for 2020/21 or 2021/22 (not both years), creating a saving. This is not a cancellation of the money owed, and the council will then face higher payments in future years to repay the missed payment over a period of not more than 20 years. While the council should aim to avoid this flexibility as it will add revenue pressure to the medium to long-term financial scenarios, the statutory guidance that was consulted on in December 2020 provides the mechanism to undertake this transaction.
- 3.18 The Cabinet Secretary for Finance, in granting the flexibilities, was clear that this must not be seen as an opportunity to maintain or grow reserves. Local authorities must consider these in order, first consider the additional resources available from capital receipts and the change in accounting arrangements for service concession arrangements before taking advantage of a loans fund repayment holiday.
- 3.19 In relation to applying these in 2020/21 I would update my advice with the following:
1. Capital receipts are not available, they have been already committed to VS/ER scheme payments and transformation costs.
  2. Credit arrangements, the council has these type of contracts and once the statutory guidance is clear the implications should be established and where applicable implement the guidance at the appropriate time.
  3. Loans Fund repayment holiday, I do not recommend this at this juncture in the financial year but may yet have to be utilised going forward due to the risks of increasing cost pressures and lost income streams.
- 3.20 The Council forecast in this report for the General Fund requires us to remain active in closing the deficit and I would advise:
1. That the value of £2.6m can, in my opinion, be addressed in the final quarter through naturally reducing expenditure in the final quarter based on ordering of goods and services falling, as required by the year-end instructions. This, alongside the prioritisation of critical and essential supplies will target spend where specific grant funding is provided to cover the cost. And the full value of in-year contingencies, around £3m, has not been committed providing a degree of flexibility should other costs emerge or providing assurance that the known deficit can be covered if they are not needed.
  2. That notwithstanding the potential to balance the budget, that I write to Cosla officers to update them on the continuing forecast deficit and requesting further engagement with the Scottish Government to increase funding, to meet the cost implications of the Covid-19 pandemic on the Council.
  3. That once the statutory guidance on the credit agreements flexibility option has been finalised by the Scottish Government that I determine the impact and implement, at the appropriate time, beneficial changes to our accounting practices available under this option; and if this is not practical to consider the third flexibility (debt principal repayment holiday) and where necessary implement this to manage the year end position.

- 3.21 Turning to the General Fund Capital Programme, all capital works have been affected by the March 2020 lockdown and very little progress was made in the first quarter of the year. Work is ongoing to reprofile the budgets, as the continuing impact of the pandemic manifests itself, with the realisation of further restrictions again changing the operating environment. Construction remains open at the time of writing but progress on all projects will continue to be affected on a site by site basis through the final quarter.
- 3.22 The Capital Programme spend is lower than budget, primarily due to the timing of expenditure, which has reduced the requirement for borrowing during the financial year. Project progress is monitored through the Capital Programme Committee.
- 3.23 The Housing Revenue Account is forecasting to be on budget and the associated Housing Capital Programme has also been delayed due to the constraints around the pandemic with expenditure forecast lower than budget.
- 3.24 The Common Good cash balances are forecast to be in line with recommended levels at the year-end having taken into account the decisions agreed by Urgent Business Committee in May and June 2020. Additional expenditure was approved at both meetings amounting to a total of £0.8m. During the quarter the Chief Officer – Finance, used delegated powers to approve the addition of a new investment instrument to the Council’s List of Permitted Investments, that of Multi-Asset Funds. This was for the purposes of exploring the options to revise the investment of the cash balances held by the Common Good. No investment decision has been made as this will be for Council to determine when the Chief Officer – Finance reports back as instructed.
- 3.25 Summary of Appendices

1. The financial statements reflect the income and expenditure of the General Fund and Housing accounts for the period to 31 December 2020 and, where the impact of statutory accounting adjustments can be calculated, these have been reflected in the financial statements as required by International Financial Reporting Standards (IFRS). The position at 31 December 2020 is positive as the profile of income from Scottish Government and Council Tax collection levels support expenditure levels.

The Balance Sheet figures at 31 December 2020 overall increase in net worth of the Council to £1.3 billion. The figures shown include statutory adjustments where these have been made, and where this is not possible the figure as at 31 March 2020 has been used.

2. This provides an overview of the forecast outturns for revenue and capital across the General Fund, Housing Revenue Account and Common Good. These financial statements provide a comprehensive summary of where the Council expects to be at the end of the financial year. These forecasts indicate that the General Fund will overspend by £2.6m and will continue to manage cost pressures across the whole portfolio of services, whilst all other revenue accounts are expected to be on budget. Capital investment

is forecast to be approximately £196 million for the year, which will be funded by a mixture of Scottish Government Capital Grants, contributions from other partners and borrowing, as well as a substantial contribution from revenue to support the Housing Capital programme.

3. This presents the Common Good position as at 31 December 2020 and provides an overview of performance.
4. This provides information on the Group Entities. The forecast for the year indicates that there continue to be areas of concern in relation to a number of these entities for 2020/21, as detailed in the Financial Resilience reports to Urgent Business Committee, May and June 2020 and ALEO Assurance Hub report to Strategic Commissioning Committee, November 2020.

#### 4. FINANCIAL IMPLICATIONS

- 4.1 The full year financial position is provided in Appendix 2 to this report and the revenue positions are summarised below:

<b>Revenue</b>	<b>2020/21 Budget £'000</b>	<b>2020/21 Forecast (Surplus) / Deficit exc. Group £'000</b>	<b>Variance (Under) / Over Budget £'000</b>
General Fund	0	2,578	2,578
HRA	(500)	(500)	0
Common Good	(439)	357	796

- 4.2 The capital position can be summarised as follows:

<b>Capital</b>	<b>2020/21 Budget £'000</b>	<b>2020/21 Forecast Expenditure £'000</b>	<b>Variance (Under) / Over Budget £'000</b>
General Fund	195,759	103,634	(92,125)
HRA	62,149	46,102	(16,047)

- 4.3 Details of key variances for the capital budgets can be found in Appendix 2.
- 4.4 Appendix 1 includes a Management Commentary providing information on the 2020/21 financial position, including details of the movement between Reserves.
- 4.5 The usable reserves have moved as follows:

<b>Usable Reserves</b>	<b>Balance at 31 March 2020 £'000</b>	<b>Balance at 31 December 2020 £'000</b>	<b>Movement £'000</b>
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General Fund	(35,294)	(91,166)	(55,872)
HRA	(12,808)	(12,808)	0
Statutory & Other	(11,860)	(14,037)	(2,177)
<b>Total</b>	<b>(59,962)</b>	<b>(118,011)</b>	<b>(58,049)</b>

## 5. LEGAL IMPLICATIONS

- 5.1 While there are no direct legal implications arising from the recommendations of this report, there are additional reporting requirements due to the London Stock Exchange listing, for example the requirement to notify them ahead of publication of the report.

## 6. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
<b>Strategic Risk</b>		L	
<b>Compliance</b>	There is the risk that the accounts do not comply with legal and accounting legislation.	L	Annual external audits are undertaken to review the financial transactions and controls. Ongoing internal audits also review specific financial and service data.
<b>Operational</b>	There is the risk that there may be an IT system failure.	L	Daily backups taken and held offsite for security purposes. Constant review and update of security systems for IT.
<b>Financial</b>	The main financial risk the Council is managing is the increased demand on services and ongoing Covid-19 implications.  In relation to capital projects there is a risk that following the procurement process tendered costs will vary from that assumed at the time of project approval.	M  M	Reviewing all areas of expenditure with a view to only incurring essential expenditure. Regular reporting and action taken where appropriate.  Quantification and review of indicative projects costs by suitable qualified staff or external body, where appropriate.
<b>Reputational</b>	There is a risk that through the reduction	M	The Council has continued to address priority spending



	of expenditure the Council may be criticised that spending isn't in line with public expectation of service delivery.		areas, and to protect people. It is equally accountable for the use of public funds and to ensure that they are managed robustly. There are a wide range of unknown external factors that require to be balanced to deal with the current operating environment. Regular reporting during the year provides an ongoing description of the position the Council is in and the situations it faces.
<b>Environment / Climate</b>	None identified		

## 7. OUTCOMES

<b><u>COUNCIL DELIVERY PLAN</u></b>	
<b>Impact of Report</b>	
<b>Aberdeen City Council Policy Statement</b>	<i>Financial planning, budget setting and resource allocation are all enablers for the delivery of the outcomes and regular performance reviews ensure that the Council's stewardship and financial management are robust.</i>
<b>Aberdeen City Local Outcome Improvement Plan</b>	
Prosperous Economy Stretch Outcomes	The Council continues to invest in front-line services across its statutory responsibilities as well as capital infrastructure. Investment in the city will have a positive impact on the economy.
Prosperous People Stretch Outcomes	Robust and effective management of the Council's finances will ensure that services can continue to be provided.
Prosperous Place Stretch Outcomes	Investment will enhance the place by creating a better and more vibrant city in which to live.

## 8. IMPACT ASSESSMENTS

<b>Assessment</b>	<b>Outcome</b>
<b>Impact Assessment</b>	not required
<b>Data Protection Impact Assessment</b>	not required

## 9. BACKGROUND PAPERS

None.

## 10. APPENDICES

Appendix 1 – Financial Statement for the period ending 31 December 2020  
2020

Appendix 2 – Forecast Financial Position for the year 2020/21

Appendix 3 – Common Good Financial Statement for the period ending 31  
December 2020

Appendix 4 – Group Entities Forecast Financial Position for the year 2020/21

## 11. REPORT AUTHOR CONTACT DETAILS

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**FINANCIAL STATEMENT  
FOR THE PERIOD ENDING  
31 DECEMBER 2020**

## Contents

Management Commentary	2
Movement in Reserves Statement	6
Expenditure & Funding Analysis	7
Comprehensive Income and Expenditure Statement	9
Balance Sheet	10
Cash Flow Statement	13
Contingent Liabilities	14
Coronavirus Related Funding Update	17

## Management Commentary

The purpose of the Management Commentary is to inform readers, helping them to assess how the Council is performing and understand our financial performance for the quarter to 31 December 2020.

It also provides an insight into the expected financial performance for the remainder of the financial year 2020/21, the challenges we face and how we will address these challenges to provide stability, financially, thus allowing our citizens to have confidence that we can continue to provide the diverse portfolio of services on which they rely.

## Background

The Council must comply with a wide range of legislation and regulation in the course of its work. Since 2016/17 the issue of bonds on the London Stock Exchange (LSE) has placed an increased level of regulation around council finances in particular. Maintaining a credit rating, annually assessed and compliance with the reporting and disclosure requirements of the LSE means an extra level of scrutiny is placed on the Council.

Moody's (the credit rating agency) published their latest credit rating assessment of the Council in December 2019, maintaining a rating of 'Aa3', and reflecting the UK Outlook as 'negative'. This was updated in October when Moody's reconsidered the UK Sovereign rating, downgrading it again to Aa3, with a 'stable' outlook. This had the consequence of changing the Aberdeen City Council rating (because it is so closely aligned to the UK Sovereign rating). This meant that the rating for Aberdeen City Council was A1, with a 'stable' outlook.

The annual reassessment meeting was held with Moody's in November 2020 and at time of writing they have not published their reassessment although it is expected imminently.

The Council has received an unqualified audit opinion for 2019/20 from KPMG, independent external auditor and the outturn position achieved as at 31 March 2020 was in line with forecasts. This placed the Council in a strong place to move into 2020/21 and tackle the financial pressures that it faces.

As at 1 April 2020 the Council held Usable Reserves of £59.9 million and had a Net Asset Value of £1.2 billion.

The Council set its 2020/21 budgets on 3 March 2020, approving for the General Fund a range of budget savings options and increasing Council Tax rates by 4% to set a balanced budget for the year.

The General Fund budget took account of a range of pay and price inflation pressures, in particular the pay award of 3% that had been agreed as the final part of a three-year deal. A net increase in the cost of debt reflected the significant investment there has been in recent years in city infrastructure. There were conditions attached to the Scottish Government financial settlement in relation to funding for Community Health and Social Care and to support maintaining teacher numbers across Scotland. Demand and emerging pressures from out of authority placements and fostering and kinship care were also incorporated.

Since the budget was approved there have continued to be changes to the financial environment. The impact of Covid-19 has significantly impacted on the outlook for the Council and the United Kingdom as a whole. An immediate loss of income due to lockdown conditions resulted in increased financial pressures on the Council's budget which increased the funding gap from the value anticipated in the 2020/21 budget. This resulted in a revised budget being presented to Urgent Business Committee on 30 June 2020 and rebalancing options agreed.

The Housing Revenue Account budget was based on a 4% increase in rents from 29 April 2020, which was in line with the Council rent policy. The Council has now implemented a fixed term rent policy which applies from April 2020.

## **Our Financial Performance : General Fund**

### **• Performance in Quarter 3**

On 3 March 2020 the Council implemented a new operational structure in its financial systems for reporting purposes, the format of the financial statements in Appendices 1 and 2 reflect this new structure.

In March 2020, the Council set its General Fund and Housing Revenue Account (HRA) revenue and capital budgets for the financial year 2020/21, these were subsequently revised, and the revised budgets presented to Urgent Business Committee on 30 June 2020. Performance for the year is measured against these budgets with the projected full year position considered in Appendix 2 of this report. This section focuses on the actual financial results for the period from 1 April to 31 December 2020, presented in the format of our Annual Accounts on pages 7 to 14.

The Expenditure and Funding Analysis, below, provides details of the net expenditure or income position for each service based on actual transactions for the period and the statutory accounting adjustments processed to date.

#### 1. Operations

At 75% against the full year budget, although the services net expenditure for the year to date is on budget there are a number of significant over and under spends. The main under achievement of income relates to Building Services resulting from the reduced level of work following from the impact of Covid-19 on workload however this will balance by year end to reflect the guidance issued by Audit Scotland to ensure consistency across Scotland.

#### 2. Customer

At 81% against the full year budget, the function's net expenditure for the year to date is ahead of budget. This is due to two aspects of Digital and Technology, the timing of renewing annual contracts and licences isn't even throughout the year and anticipated savings on contracts have not been achieved, this is reflected in the forecast for the year. In addition, Revenue and Benefits have paid out more Housing Benefit than income received this will be balanced by year end.

#### 3. Commissioning

At 88% against the full year budget, the function's net expenditure for the year is ahead of budget. This relates to the costs of the hydrogen bus project and development costs which means that expenditure to date is greater than the net budget available, this will be addressed at year end with income receivable to cover the costs.

#### 4. Resources

The function has a budget where a significant proportion of costs are recharged to other accounts of the Council and to external customers. The recharges are directly related to the progress of specific projects in the capital programme and in the normal course of the year recharging tends to be done later in the year, therefore spend is running ahead of budget.

## 5. Integration Joint Board (IJB) / Adult Social Care.

The function's net expenditure is ahead of budget. This relates to £7m of Covid-19 related costs which include the sustainability payments, bed blocking, PPE & budget savings not achieved at this stage it is assumed these costs will fully funded by the Scottish Government.

## 6. Corporate

Includes the cost of councillors, contingencies, funding to Grampian Valuation Joint Board and the repayment of capital debt. Expenditure is generally in line with budget where expenditure is being incurred, but contingency budgets are held for the purpose of being used if needed and capital debt repayments are lower than had been budgeted following the implementation of the new accounting policy.

## 7. Other Income and Expenditure

Includes interest payable and receivable, income and expenditure from trading operations (car parking, investment property and building services) and income received through council tax, non-domestic rates and government grants.

Income from Non-Domestic Rates (NDR) is less than budget by 9%. There continues to be challenges in collection as businesses continue to be impacted by fallout from COVID-19. Recovery action is continuing and expect the position to improve as we approach the final months of the financial year, although it is recognised that the economic implications of current restrictions are likely to affect this. The Council is protected from the risk of non-collection by the National pooling of NDR and shortfalls being topped up by General Revenue Grant.

Income from Council Tax is on budget for the time of year although collection levels are 2% below the level experienced last year. The Council expects to receive an increased value of Council Tax Reduction income, which is indicative of the increased numbers of applications and awards being made.

Income from Scottish Government is above budget, which is due to the profiling of Grant and NDR across the year. The Scottish Government front loaded General Revenue Grant payments and following the completion of the NDR billing for 2020/21 adjustments have been made to the payment profile. Further adjustments will be made following the submission of the mid-year NDR estimates and redetermination adjustments to the General Revenue Grant will be made in the final two weeks of March 2021.

The Council receives a substantial income from the commercial tenanted non-residential property (TNRP) portfolio. The income to the TNRP portfolio is invoiced regularly but it is not in even quarters as timing depends on each individual leases.

## **Our Financial Performance: Housing Revenue Account**

### **• Performance in Quarter 3**

8. Housing Revenue Account (HRA) is responsible for the provision of council housing to over 20,000 households with the most significant areas of expenditure being on repairs and maintenance and the servicing of debt incurred to fund capital investment in the housing stock. This is a ring-fenced account such that its costs must be met by rental income which at this stage in the year exceeds expenditure incurred. Rental income remains a regular source of funding. The HRA is ahead of budget at Quarter 3 because the capital financing charges have yet to be charged through the account this will be updated for year end, assumptions have been made to reflect the adjustments required for Repairs and Maintenance.

## Our Financial Performance: Full Year Forecasts

A comprehensive forecast of revenue and capital budget performance for the General Fund, Housing Revenue Account and the Common Good is provided in Appendix 2 to this report.

### Conclusion

This is the second quarterly financial performance report being presented to the City Growth & Resources committee for consideration of the financial year 2020/21. This follows early consideration of the financial position by the Urgent Business Committee on 30 June 2020. In setting the original 2020/21 budget, £37.9m of savings options were approved by the Council.

However, the COVID-19 pandemic has led to increased pressures on the Council budget. A considerable amount of work has been undertaken during the first half of the year to take account of all the Covid-19 implications identified. This included rebalancing the budget for 2020/21 based on what was known in the first quarter of the year. The Urgent Business Committee approved a number of measures that will improve the financial position over the course of the year.

The impact of the Coronavirus pandemic has been unprecedented in nature and the changing environment as restrictions ease and are reapplied will continue to make the full year position uncertain.

The second lockdown for Aberdeen City on 5 August 2020 had an impact on the Council in areas such as car parking income, where it fell again having begun to increase since the opening of shops in July 2020; and on the demand for environmental health services, which meant that agreements with Aberdeenshire had to be quickly established to add capacity to the system.

Tiered restrictions were introduced in Scotland during the third quarter which kept restrictions in place but for Council services, there was a move towards more regular service provision. There was tightening of the restrictions towards the end of the quarter and like all mainland local authority areas ended the year in the highest tier, four, where services had closed again, such as the Aberdeen Art Gallery. The effect on Council finances has been taken account of where this has emerged during the quarter, but the expectation is that greater effect will be seen in quarter 4.

In that respect it is unclear at this stage what the impact of the third lockdown will have on Aberdeen City this will depend on the length of the lockdown however it is likely to impact the income received from school lunches, car parking, our venues, planning fees and building applications. Much has been learnt from first half of the year and the Council continues to monitor the situation.

It is clear that as restrictions and guidance change the Council is experiencing emerging demands to deliver support in the areas such as additional grants schemes and for track and trace response and most recently vaccination roll-out that are placing additional pressure on the staff and financial resources that the Council has.

During the remainder of the year the Council will continue to review and assess the changes that the pandemic has brought about and will re-evaluate the position to ensure that expenditure and income is being monitored and managed as required.



## Movement in Reserves Statement

*This statement shows the movement on the different reserves held by the Council analysed into usable reserves (those that can be applied to fund expenditure or reduce local taxation) and other reserves.*

	General Fund	Housing Revenue Account	Statutory and Other Reserves	Capital Grants Unapplied	Total Usable Reserves	Total Unusable Reserves	Total Council Reserves
	£'000	£'000	£'000		£'000	£'000	£'000
<b>Balance at 31 March 2020 brought forward</b>	<b>(35,294)</b>	<b>(12,808)</b>	<b>(11,377)</b>	<b>(482)</b>	<b>(59,962)</b>	<b>(1,156,004)</b>	<b>(1,215,966)</b>
<b>Movement in Reserves during 2020/21</b>							
Total Comprehensive Income & Expenditure	(155,605)	(52,724)	0	0	<b>(208,330)</b>	98,743	<b>(109,587)</b>
Adjustments between accounting basis & funding basis under regulations	33,547	17,990	0	0	<b>51,537</b>	(51,537)	<b>0</b>
<b>Net (Increase)/Decrease before Transfers to Earmarked Reserves</b>	<b>(122,058)</b>	<b>(34,734)</b>	<b>0</b>		<b>(156,793)</b>	<b>47,206</b>	<b>(109,587)</b>
Transfers to/from Earmarked Reserves	66,187	34,734	(2,178)	0	<b>98,743</b>	(98,743)	<b>(0)</b>
<b>(Increase)/Decrease in Year</b>	<b>(55,872)</b>	<b>0</b>	<b>(2,178)</b>	<b>0</b>	<b>(58,050)</b>	<b>(51,537)</b>	<b>(109,587)</b>
<b>Balance at 31 December 2020</b>	<b>(91,166)</b>	<b>(12,808)</b>	<b>(13,555)</b>	<b>(482)</b>	<b>(118,011)</b>	<b>(1,207,541)</b>	<b>(1,325,552)</b>

## Expenditure and Funding Analysis

*The Expenditure and Funding Analysis shows how the net expenditure or income is allocated for decision making purposes between the Council's services. Income and expenditure accounted for under generally accepted accounting practices is presented more fully in the Comprehensive Income and Expenditure Statement.*

Quarter 3 2020/21				
Services	Net Expenditure chargeable to General Fund & Housing Revenue Account	Adjustments between funding & Accounting basis	Net Expenditure in the CIES	Notes
	£'000	£'000	£'000	
Operations	194,659	(11,294)	183,365	1
Customer	30,070	0	30,070	2
Commissioning	19,245	0	19,245	3
Resources	(11,365)	0	(11,365)	4
Integration Joint Board	72,969	0	72,969	5
Corporate	(11,468)	(20)	(11,488)	6
<b>Net Cost of General Fund Services</b>	<b>294,110</b>	<b>(11,315)</b>	<b>282,795</b>	
Housing Revenue Account	(34,734)	(17,990)	(52,724)	7
<b>Net Cost of Services</b>	<b>259,376</b>	<b>(29,305)</b>	<b>230,071</b>	
Other Income and Expenditure	(416,168)	(22,232)	(438,401)	8
<b>(Surplus) or Deficit on Provision of Services</b>	<b>(156,793)</b>	<b>(51,537)</b>	<b>(208,330)</b>	
Opening General Fund and HRA Balance at 31 March 2020	(48,102)			
(Surplus) or Deficit on General Fund and HRA Balance in Year	(156,793)			
To/From Other Statutory Reserves	100,921			
<b>Closing General Fund and HRA Balance at 31 December 2020</b>	<b>(103,974)</b>			

## Notes

- See page 3 for information relating to Net Expenditure chargeable to the General Fund. The £11.294 m accounting adjustment relates to the removal of Annual Service Payments for the 3R's schools and Lochside Academy which for accounting purposes are required to be split into its component parts, payment for services; repayment of capital; and financing costs.
- See page 3 for information relating to Net Expenditure chargeable to the General Fund. There are no accounting adjustments relating to this service in this quarter.
- See page 3 for information relating to Net Expenditure chargeable to the General Fund. There are no accounting adjustments relating to this service in this quarter.
- See page 3 for information relating to Net Expenditure chargeable to the General Fund. There are no accounting adjustments relating to this service in this quarter.
- See page 3 for information relating to Net Expenditure chargeable to the General Fund. There are no accounting adjustments relating to this service in this quarter.
- See page 3 for information relating to Net Expenditure chargeable to the General Fund. The £0.020m accounting adjustment relates to contributions to Capital from Current Revenue (CFCR).

7. See page 3 for information relating to Net Expenditure chargeable to the Housing Revenue Account. The £17.990m accounting adjustment relates to CFCR.
8. See page 4 for information relating to Net Expenditure chargeable to the General Fund. The £22.232m adjustment comprises the following three elements, which realign costs from other parts of the budget:
  - £8.817m is the element of the 3R's and Lochside Annual Service Payments which is reallocated as per note 1 above to bring together financing costs which flow into the Financing and Investment Income and Expenditure line in the CIES below.
  - (£0.427)m that is the allocation of the Marischal Square finance lease payment.
  - (£30.622)m that is the allocation of capital grant income which flows into the Taxation and Non Specific Grant Income line in the CIES below

## Comprehensive Income and Expenditure Statement

*This statement shows the accounting cost in the year of providing services in accordance with International Financial Reporting Standards (IFRS).*

Services	Quarter 3, 2020/21			Notes
	Gross Expenditure	Gross Income	Net Expenditure	
	£'000	£'000	£'000	
Operations	244,783	(61,417)	183,365	
Customer	74,696	(44,627)	30,070	
Commissioning	24,773	(5,529)	19,245	
Resources	57,717	(69,083)	(11,365)	
Integration Joint Board	113,903	(40,934)	72,969	
Corporate	21,924	(33,412)	(11,488)	
<b>Cost of General Fund Services</b>	<b>537,797</b>	<b>(255,002)</b>	<b>282,795</b>	
Housing Revenue Account	22,150	(74,874)	(52,724)	
<b>Cost of Services</b>	<b>559,947</b>	<b>(329,876)</b>	<b>230,071</b>	
Other Operating Expenditure			0	1
Financing and Investment Income and Expenditure	40,274	(22,059)	18,214	2
Taxation and Non Specific Grant Income	0	(456,615)	(456,615)	3
<b>(Surplus) or Deficit on Provision of Services</b>	<b>600,221</b>	<b>(808,551)</b>	<b>(208,330)</b>	
(Surplus)/deficit on revaluation of Property, Plant and Equipment assets			0	4
Impairment losses on non current assets charged to the Revaluation Reserve			0	4
(Surplus)/deficit on revaluation of available for sale financial assets			0	4
Actuarial (gains)/losses on pension losses/liabilities			0	4
Other (gains)/losses			98,743	4
<b>Other Comprehensive Income and Expenditure</b>			<b>98,743</b>	
<b>Total Comprehensive Income and Expenditure</b>			<b>(109,586)</b>	

### Notes

1. This line will be used to reflect gains or losses on the disposal of assets which take place during the year.
2. This largely reflects trading income and interest payable and receivable.
3. Income in relation to Council Tax, Non-Domestic Rates collection and Scottish Government General Revenue and Capital Grant.
4. These lines are predominantly used for statutory accounting adjustments.

## Balance Sheet

*The Balance Sheet shows the value of the assets and liabilities recognised by the Council.  
The net assets of the Council are matched by the reserves held by the Council.*

31 March 2020 £'000		31 December 2020 £'000	Note
2,405,949	Property, Plant & Equipment	2,490,044	1
197,819	Heritage Assets	197,819	1
210,745	Investment Property	210,745	1
0	Loans Fund	(35,462)	1
17,090	Long Term Investments	17,090	2
7,540	Long Term Debtors	7,501	3
<b>2,839,143</b>	<b>Long Term Assets</b>	<b>2,887,737</b>	
101,542	Cash and Cash Equivalents	80,741	4
50,454	Short Term Investments	34,853	5
96,981	Short Term Debtors	99,157	6
2,017	Inventories	5,117	7
0	Assets Held for Sale	0	8
<b>250,994</b>	<b>Current Assets</b>	<b>219,869</b>	
(208,162)	Short Term Borrowing	(164,036)	9
(99,261)	Short Term Creditors	891,680	10
(2,253)	Short Term Provisions	(1,664)	11
(3,020)	PPP Short Term Liabilities	(3,674)	12
(6,129)	Accumulated Absences Account	(6,129)	13
(712)	Grants Receipts in Advance - Revenue	1,566	14
(25,104)	Grants Receipts in Advance - Capital	(37,117)	14
<b>(344,641)</b>	<b>Current Liabilities</b>	<b>680,625</b>	
(1,026,809)	Long Term Borrowing	(1,963,550)	15
(57,602)	Finance Lease	(57,141)	16
0	Long Term Creditors	0	17
(613)	Long Term Provisions	(613)	11
(135,202)	PPP Long Term Liabilities	(132,072)	12
(309,303)	Pension Liabilities	(309,303)	18
<b>(1,529,530)</b>	<b>Long Term Liabilities</b>	<b>(2,462,679)</b>	
<b>1,215,966</b>	<b>Net Assets</b>	<b>1,325,552</b>	
	Usable Reserves:		
(35,294)	General Fund Balance	(91,166)	19
(12,808)	Housing Revenue Account	(12,808)	19
(11,377)	Statutory and Other Reserves	(13,555)	19
(1,156,486)	Unusable Reserves	(1,208,023)	20
<b>(1,215,966)</b>	<b>Total Reserves</b>	<b>(1,325,552)</b>	

## Balance Sheet Notes

1. Depreciation is calculated annually and therefore no depreciation has been applied in Quarter 3. Capital expenditure to the end of Quarter 3 totalling £54.095m has been applied to Property, Plant & Equipment (this includes £51.439m of general fund expenditure and £32.656m of HRA expenditure). Disposals, revaluations and transfers have not been accounted for in Quarter 3.
2. Long Term Investments comprises the council's interest in Aberdeen Sports Village.
3. Long term debtors reflects the movement based on transactions for the period.
4. Cash and cash equivalents include short term investments of £56.497m (because they can be called up at short notice i.e. 0 to 30 days) and developer's contributions of £25.949m. See the cash flow statement for an analysis of how this is used.
5. Short term investments have been adjusted as described in Note 4.
6. Short term debtors reflects the movement based on transactions for the period.
7. Inventories are adjusted at year end for inter-related account balances.
8. As at Q1, there are no assets held for sale. This will be reviewed in Q4
9. Short term borrowing reflects the current position based on transactions for the period.
10. Short term creditors reflects the current position based on transactions for the period.
11. Short term provisions reflects the current position with an adjustment to split this total into long and short term provisions based on year-end figures. This split will be updated in future quarters.
12. PPP short and long term liabilities has been adjusted to reflect the projected position at March 2021.
13. The accumulated absences account is reviewed annually and will therefore be updated in Quarter 4.
14. The grants received in advance totals reflect the position at the end of Quarter 3.
15. Long term borrowing reflects the current position based on transactions for the period.
16. Finance Lease reflects the closing position as at March 2021.
17. Long term creditors reflect the current position based on transactions for the period.
18. Pension liabilities are only reviewed annually and will therefore be updated in Quarter 4.
19. Usable Reserves reflects the current position based on transactions for the period. Usable Reserves includes uncommitted reserves and earmarked reserves, and due to the positive cashflow have increased to a level that is higher than forecast for the end of

the year, the cashflow being used to fund expenditure that will be incurred in the second half of the year.

20. Unusable reserves have been adjusted for statutory accounting adjustments as detailed above.

## Cash Flow

*The statement shows how the Council generates and uses cash and cash equivalents by classifying cash flows as operating, investing and financing activities.*

	<b>Quarter 3 2020/21</b>
	<b>£'000</b>
Net Surplus or (Deficit) on the provision of services	(208,330)
Adjust net surplus or deficit on the provision of services for non cash movements	336,589
Adjust for items included in the net surplus or deficit on the provision of services that are investing and financing activities	(30,622)
Net cash flows from Operating Activities	97,637
Net cash flows from Investing Activities	(69,074)
Net cash flows from Financing Activities	(49,364)
Net increase or decrease in cash and cash equivalents	(20,801)
Cash and cash equivalents at the beginning of the reporting period	101,542
<b>Cash and cash equivalents at the end of the reporting period</b>	<b>80,741</b>
Cash held by the Authority	39
Bank current accounts	80,702
	<b>80,741</b>



## **Contingent Liabilities**

In addition to amounts recognised on the Balance Sheet, the Council is aware of the following contingent liabilities at 31 December 2020:

### **Guarantees**

#### **Aberdeen Science Centre (formerly Satrosphere)**

The Council has agreed to provide a guarantee to the Bank of Scotland for the sum of £127,654 in support of an overdraft facility and card guarantee facility until 31 March 2021. A report on the subject is included elsewhere on the Committee agenda.

#### **Transition Extreme Sports Ltd**

The Council has agreed to provide a guarantee to the Bank of Scotland in respect of a maximum overdraft facility of £250,000, as approved at City Growth and Resources Committee on 5 December 2019. Exercising the delegated authority provided by the Committee, the Chief Officer put in place a guarantee that ends on 31 March 2021. A report on the subject is included elsewhere on the Committee agenda.

#### **Sport Aberdeen**

The Council agreed to provide a bank guarantee to Sport Aberdeen to a maximum of £5 million over a 5-year period for investment in Council leisure facilities, as approved at the 7 June 2016 Finance, Policy and Resources Committee. A guarantee for a revolving credit facility for £1.4m is also in place.

#### **External Organisations - Guarantor in relation to North East Scotland Pension Fund (NESPF)**

As the administering authority, the Council may admit a body to the Pension Fund as an 'admitted body' provided (i) the organisation can confirm they have sufficient links with a Scheme employer for the body and the Scheme employer to be regarded as having a community of interest; and (ii) the Scheme employer is prepared to act as guarantor in the event the admitted body should cease to exist. If this situation was to occur and staff made redundant the staff over 50 years old would become entitled to immediate payment of their pension benefits. The Council has agreed a number of such guarantees to organisations that include Aberdeen Sports Village, Sport Aberdeen, Aberdeen Performing Arts, Aberdeen International Youth Festival, Aberdeen Heat and Power, Bon Accord Support Services and Bon Accord Care Ltd. The potential values guaranteed are subject to a range of actuarial assumptions.

#### **SEEMIS Group LLP**

The Council has agreed to fund any additional pension liability payments arising from its membership of the SEEMIS organisation (the provider of our schools' Management Information System). To date there has been no call on the guarantee.

#### **Integration Joint Board (IJB)**

The IJB is responsible for the strategic planning of the functions delegated to it by Aberdeen City Council and NHS Grampian. The Aberdeen City IJB Integration Scheme provides the framework in which the IJB operates including information on funding and what should happen if the IJB is projecting to overspend its budget at the year-end. Whilst steps will be taken to address this (through a Recovery Plan),

ultimately the parties to the arrangement may be potentially liable should the IJB overspend.

### **Contractual**

#### **Waste Disposal**

The Council has a long-term contract with an external contractor for the disposal of all relevant waste arising in the City and the operation and maintenance of waste transfer stations, recycling facilities and landfill sites. The contract commenced in September 2000 and is due to run for 25 years.

The Council is lead partner in a three-authority project with Aberdeenshire and Moray Councils to procure an energy from waste facility which will deal with all residual waste from the three authorities. The contract commenced on 8 August 2019 with the facility expected to come online in summer 2022 and will run for 20 years.

#### **Landfill Allowance Scheme (LAS)**

The Scottish Government had previously introduced a scheme under which Local Authorities were to be penalised for exceeding landfill tonnage targets. The Landfill Allowance Scheme in Scotland is currently suspended, and it is expected that the Waste (Scotland) Regulations 2012 will take over the requirement for the control of landfilling biodegradable municipal waste. However, until such a repeal is formalised there remains a potential liability on the Council.

#### **Section 75 agreements**

Section 75 agreements (developer obligations) are frequently sought by the Council in relation to the award of planning permission. The Supreme Court's judgement in relation to the Strategic Transport Fund (STF), which was funded through developer obligations, has significant implications for the Council, as there are several large scale projects in development which had expected to rely on STF funding. Delivery of these projects is now at risk unless an alternative funding solution can be identified.

#### **Our Generation – Solar Panels**

A contractual dispute exists in relation to this contract which may give rise to a future financial liability. On 23 July 2019 the Council successfully defended an appeal by Our Generation to the Court of Session on the findings of the original judgement. The matter remains outstanding and is subject to further legal proceedings.

#### **Aberdeen Art Gallery**

A contractual dispute exists in relation to who bears the cost of the delays in respect of the refurbishment of the Art Gallery. A Court of Session action was raised against the Council by McLaughlin & Harvey, the main contractor, following adjudication in favour of the Council.

A new adjudication was raised by the main contractor for a specified time period within the works period. The adjudication decision led to an extended time award for the main contractor. Notwithstanding this, and prior to the adjudication decision the Council raised a new Court of Session action to determine the cost of delays encompassing the whole contract period. Part of this court action will reconsider the recent adjudication decision. This may give rise to a future financial liability.

## **Scottish Child Abuse Enquiry**

The Scottish Parliament is introducing a redress Bill (April 2021) for survivors of abuse in care in Scotland. The stage 1 debate took place on 17 December 2020 where members considered the general principles of the Bill. Survivors as an alternative to civil litigation may choose to apply for redress. Financial contributions may be requested from Local Authorities to support the redress scheme. Ongoing discussions will take place to assess any proposed level of contribution from the Council and the mechanism by which this is met.

The Council will continue to receive civil claims relating to periods of time in care. These have the potential for significant costs to be incurred and alongside the contribution to the scheme will give rise to future financial liability, although unquantifiable at this time.

## **Multi Storey Blocks**

In response to the Grenfell Tower incident, Building Regulation Fire Safety has been reviewed by the Scottish Government, and an updated Technical Handbook published. The provision of automatic fire suppression systems has been deferred until 2021 to align with a government commitment to introduce this within new build social housing. Retrofitting suppression in existing dwellings is not a requirement. The cost impact of these changes for new dwellings is not quantified at this time.

## **Pension Fund costs – McCloud Judgement**

The decisions of the Court of Appeal in the Sargeant/McCloud cases (now generally known as McCloud for Local Government Pension Schemes) have ruled that the transitional protections afforded to older members when the Public Service Pension Schemes were amended constituted unlawful age discrimination. Going forward remedies relating to the McCloud judgement will need to be made in relation to all public sector pension schemes including the LGPS.

As the exact timing and costs to the Council are unknown at this time estimates have been built into the 2018/19 and 2019/20 pension service costs. There remains the possibility that these costs may be higher. The triennial valuation, dated 31 March 2020, that affect employer contributions from 1 April 2021 has taken account of assumptions to incorporate the estimated impact on pension liabilities.

## **COVID-19 Impact**

Statute and government guidance around the ongoing lockdown situation continues to restrict the movement of people and leaves the Council in a position of uncertainty on a number of fronts. Closure of facilities and construction sites being shut down for a period of time increases the likelihood of the Council and contractors referring to contractual documents and for disputes to arise. The Council continues to monitor the situation closely, although a vaccine programme is being rolled out in 2021, a level of uncertainty continues and there remains the possibility that costs may be higher.

## Coronavirus Related Funding Update

### What this means for Aberdeen City Council as at 22 January 2021

Ref No	Title	Description	Implemented?	2020 All Scotland Funding Pot	Funding for ACC	Spend to Date
1	Business Grants & Expansion	This grant is routed through Local Government (LG) but is not additional funding for LG.	Yes, scheme now closed.	£1.2bn	Est. £35m Rec'd Initial allocation £26.9m ; plus further drawdown of £2.3m. Total £29.2m	£27.955m
2	Business Grants – Phase 3 Non-NDR ratepaying tenants/occupiers	Routed through LG but no additional funding.	Yes, scheme now closed.	£1.120m	See above	£0.910m
3	Business Relief Scheme		Yes, legislation received, billing completed, and reliefs applied, subject to ongoing queries being addressed.	£1.0bn	General Revenue Grant increased by £86m – paid through year	N/A
4	Newly/Self-employed and SME'S	Routed through LG but not additional as above.	Announced 15/4/2020, guidance, received, implementation complete.	£34m has been allocated, 60% was distributed (£20.4m)	Rec'd £1.125m ; Returned unspent money of £0.759m	£1.125m
5	Hardship Fund		Assessing costs to be applied	£50m	Allocated £1.758m	

Ref No	Title	Description	Implemented?	2020 All Scotland Funding Pot	Funding for ACC	Spend to Date
					Rec'd £1m	
6	Scottish Welfare Fund		Yes, in progress.	£45m + £23m top up	Top up of £0.6m allocated	
7	FSM/Vulnerable Persons Meals Fund	Distribution basis of funding to be agreed with Cosla	Yes	£27.6m	Approx £0.700m To be confirmed	
8	Council Tax Reduction	Additional Funding released to offset increased costs.	Yes, in progress	£25.0m	£0.63m	£0.83m
9	Food Fund		Yes, in progress	£70m, only £30m distributed	Allocated £0.802m	£0.876m
10	Local Government	Consequentials for use flexibly	Not Applicable	£155m	£5.448m	n/a
11	Additional Registrar Funding	To offset additional costs arising from Covid	Yes	£0.6m	£0.025m	£0.007m
12	Community Justice Co-ordinators	Awaiting Cosla distribution agreement.	No	£0.4m		
13	Digital Inclusion Specific Grant	to assist with digital inclusion for children and young people	Yes	The total funding is confirmed as £25m, split between c.£20m for devices and c.£5m for connectivity solutions.	Capital grant funding will be made available to purchase the devices. £0.500m	£0.500m committed

Ref No	Title	Description	Implemented?	2020 All Scotland Funding Pot	Funding for ACC	Spend to Date
14	Additional DHP Monies	Proposed distribution as per SDG Paper 14/2020		£5m	£0.196m To be confirmed	In process
15	Additional Teachers and Support Staff (School Year funding – crosses two financial years)	Proposed distribution as per SDG paper 17-2020	As per SDG Distribution formula	£50m.(part of Scottish Govt general announcement in June of £100m over two years)	£1.029m 2020/21 and £0.514m 2021/22	In process
16	Funding to support the reopening of schools announced 23-7-20 (Logistics Funding)	Distribution based on GAE and Rurality (90/10 split)	In progress, costs ongoing.	£20m	£0.605m	In process
17	Funding to support the reopening of schools announced 30-07-20	Ring fenced Funding	Details awaited, but based on 'evidence of need'	£30m	Bid process to be put in place	
18	Tranche 2 teaching monies	Assume same distribution as first tranche of teaching money (3%)	Announced by Scottish Govt 30/7/20	£30m	£0.926 over two school years.	In process
19	Bus Priority Rapid Redevelopment Fund	Subject to a bid process through Transport Scotland.	General principles agreed through COSLA July 2020 SDG Paper 19-2020	£10m	TBC	No bid submitted
20	No One Left Behind	Ring fenced for	Distribution formula principles agreed	£2.35m	£0.070m TBC	

Ref No	Title	Description	Implemented?	2020 All Scotland Funding Pot	Funding for ACC	Spend to Date
		Employability Support	through COSLA June 2020			
21	Transitional Support Fund for Childcare providers	Grant scheme for non- LA ELC Settings administered by LA's	Being Set Up – info being received from Scottish Govt	£10.8m	£0.507m	£0.481m
22	School Transport – Capital Grant	Distribution of Covid Mitigation Funding for School Transport	Waiting for distribution confirmation from Cosla	£1.5m	£0.038m	
23	Additional Capital for Placed Based Regeneration	Proposed £12m Regeneration Capital Grant Fund (Bid Process) and £18m Town Centre Fund - LA Allocation		£30M	£0.480m	Report to CGR Ctee 28 October 2020
24	Rapid Rehousing Transition Plan			£8m	£0.358m	
25	Business Grants for local Covid Outbreak	Awaiting details		£1m	£1m	£0.336m
26	Local Government	Consequential for use flexibly	Not Applicable	£49m	£1.722m	
27	Local Government	Income Loss Scheme	Guidance and criteria being prepared by Cosla/Directors of Finance; Cabinet Secretary approval in principal.	c.£90m	£3.6m confirmed as allocation	£23.96m income loss figures submitted to Cosla

Ref No	Title	Description	Implemented?	2020 All Scotland Funding Pot	Funding for ACC	Spend to Date
28	Young Persons Guarantee - Grant Funding	Additional grant to help mitigate the significant impact in the labour market of COVID	No	£30m	£0.975m	
29	Further DHP Funding		No	£3m	TBC	
30	Support for Environmental Health & Trading standards during COVID		Yes, in progress.	£2.9m	£0.44m	
31	Free School Meals for Oct, Christmas and February holidays		Yes, in progress.	£6.95m	£0.166m	
32	Addressing Future Need To Support Individuals At Financial Risk	Further tranche of funding for financially disadvantaged (From SWF Fund)	No	£20m	£0.542m (TBC)	
33	Partnership Action for Continuous Employment (PACE)			£3.5m	£0.80m (TBC)	
34	Tier 4 Covid funding			£15m	TBC	



Ref No	Title	Description	Implemented?	2020 All Scotland Funding Pot	Funding for ACC	Spend to Date
35	Emotional Wellbeing Services For Children Young People And Their Families Impacted By The Covid – 19 Pandemic Grant.		Yes, in progress.		£0.432 m	
36	Community Mental Health & Wellbeing Supports & Services Grant		Yes, in progress.		£0.144 m	
37	Discretionary Support Grant	17 November SG announcement		£30m	£1.3m	
38	Covid FSM Support Grant	£100 payments to FSM recipients	Yes, in progress.			
39	Self Isolation Support Grant - £500 to workers on low income who have to self isolate due to COVID	This grant is routed through Local Government (LG) but is not additional funding for LG.	Yes, in progress.	£906,500	£0.27m	
40	Winter Plan For Social Protection	Funding for vulnerable children/young people	Yes, in progress.	£22m	£0.67m	

Ref No	Title	Description	Implemented?	2020 All Scotland Funding Pot	Funding for ACC	Spend to Date
41	Contingency Fund - Soft Play Centres & Night Club Venues	This grant is routed through Local Government (LG) but is not additional funding for LG.	Yes, in progress.		£0.785 m	£0.360m
42	Business Hardship Fund - Oct 2020	This grant is routed through Local Government (LG) but is not additional funding for LG.	Yes, in progress.		£0.720 m	£0.314m
43	Rapid Rehousing Transition Plan	Support the increased pace of work around local rapid rehousing transition plans as we recover from the pandemic.	Yes, in progress.	£5m	£0.223 m	
44	Strategic Framework Business Fund - Support businesses mandated to close or directly modify operations by law.	This grant is routed through Local Government (LG) but is not additional funding for LG.			£1.22m	
45	Non Shielded at risk				£0.599 m	

Ref No	Title	Description	Implemented?	2020 All Scotland Funding Pot	Funding for ACC	Spend to Date
46	Parent Employability Support - Further Funding				£0.74m	
47	Local Authority Business Support Admin Grant	to upscale operations and streamline grants		£7M	£0.350 m (tbc)	
48	Extension to providing outbound calls to people self isolating.			£1.995m	TBC	
49	Free School meals - Additional Funding	Provision of free school meals during the period of school closures in January 2021.	Yes, in progress.	£7.057m	£0.169 m (TBC)	
50	Remote Learning - Additional funding	3 elements - Additional staffing, digital staff/connectivity and Home Learning support		£45m	TBC	
51	Taxi Fund	This grant is routed through Local Government (LG) but is not additional funding for LG.	Yes, in progress.	£57m	£2.005 m	

<b>Ref No</b>	<b>Title</b>	<b>Description</b>	<b>Implemented?</b>	<b>2020 All Scotland Funding Pot</b>	<b>Funding for ACC</b>	<b>Spend to Date</b>
52	Hospitality , Retail & Leisure	This grant is routed through Local Government (LG) but is not additional funding for LG.	Yes, in progress.		Reclaim basis	



**PROJECTED FINANCIAL POSITION  
FOR THE YEAR 2020/21**

## Contents

Management Commentary	
- General Fund	2
- Housing Revenue Account	4
- General Fund Capital Programme	8
- Housing Capital Programme	10
- Common Good	11

## MANAGEMENT COMMENTARY

This is the third quarter report on the Council's finances and follows approval of the revised budget at Urgent Business Committee on 30 June 2020.

Appendix 1 provides the Income and Expenditure Statement and Balance Sheet of the Council as at 31 December 2020. The forecast for the year is built on the information that was available at this time.

The full year budgets reflected in the table below differ from those set by Council in March 2020 as the Covid-19 pandemic and subsequent lockdowns have created many changes to expected income and expenditure of the Council for 2020/21. The Council reviewed and updated the March budget to ensure that all known risk areas were recognised and identified further savings and the use of flexibilities in the ELC expansion specific grant funding to continue to forecast a balanced position for the year. This revised budget was presented at Urgent Business Committee on 30 June 2020.

Since the quarter 2 financial performance report, the value of funding from the Income Loss Scheme has been confirmed at £3.6m, helping to address the deficit that was forecast at that time.

The quarter 3 forecast for the year is a deficit of £2.6m.

The forecasts for the year are built on information that was known as at 31 December 2020. It has been anticipated that there will be a further deterioration of council income on the back of increased restrictions in Scotland, and this has been estimated where possible, and it is likely that further analysis will be required to identify the full effect in the final quarter.

Furthermore, in the final quarter, there is an additional cost for the winter maintenance programme due to the weather conditions in January. Contingencies are in place to address such spend if necessary and the scale will only be clear at year end.

In common with recent years there are a range of other pressures on the organisation that emerge during the year and to which the Council is responding. The financial position is kept under regular review in relation to progress and forecasting and the conclusions included below describe the overarching controls that the Council has in place to manage the financial position. There is a commitment from Senior Management to pursue options to mitigate the cost pressures and to work with the Chief Officer – Finance to ensure the overall agreed budget is adhered to.

No account has been taken of the fiscal flexibilities that were announced by the Scottish Government in October 2020. They included use of capital receipts to cover Covid-19 costs – this is not available to the Council due to using capital receipts for voluntary severance / early retirement scheme costs and transformation. Debt repayment on service contracts continues to be discussed between Cosla and Scottish Government and finalised guidance has not been issued. When this is finalised, the implications will be able to be considered. The final flexibility was deferral of debt principal repayment for a single year, and this should not be considered until the service contract guidance has been issued.

### General Fund

With reference to the table below, key areas of the budget that the Council is managing are as follows:

1. The main areas of pressure within Operations are:
  - An increase in the teaching staff costs due to successful recruitment over the last two months, and approved alternative delivery model spend in Education,

- Increased spend on Out of Authority Placements due to COVID-19 restrictions not enabling children to return to the City,
  - A delay in capital works restarting in Roads after COVID-19 restrictions is expected to impact on income,
  - Continued reduction in income from, for example, Car Parking due to COVID-19 restrictions.
  - Higher staff costs associated with additional cleaning requirements,
  - The contract costs for education and social work transport in the current year.
2. The main areas of pressure within Customer are:
- The impact of decreased demand for advertising services is forecast to result in lower income levels this year.
  - Contract savings in IT Systems and Technology may not be achieved as anticipated.
  - There is a risk that the level of rental income from Homeless Flats may be lower than budget due to the levels of in year activity.
3. The main areas of pressure within Commissioning are:
- Lower than expected demand from service provision leading to decreased income from recharges in Commercial and Procurement.
  - Income from catering services provided by museums and galleries and the beach ballroom have been revised at Quarter 3 to reflect reduced trading resulting from the COVID-19 restrictions.
  - There is a risk in Governance that charges for legal support do not match budgeted levels, which depend on in-year activity levels.
  - Under recovery of Planning Application Fees due to the impact of COVID-19, continue to see a reduction in income which has increased from that forecast at Quarter 2.
4. The main areas of pressure within Resources are:
- Commercial property trading account income targets are being closely monitored but the Council may be affected by bad debt provisions at the year end. This is addressed in the corporate budgets below.
  - The impact of changing demand from services resulting in decreased income from recharges for People & Organisation
5. The main areas of pressure within Integrated Joint Board (IJB)/Adult Social Care are:
- The impact of COVID-19 will have a continuing effect on all services through the year, in particular the purchase of personal protective equipment and extra care home beds.
  - There is a risk that suppliers may struggle to provide care services as they deal with the effects of COVID-19. To mitigate this risk the IJB are providing additional payments to care providers to ensure continuity of service.

The Urgent Business Committee on 30 June 2020 instructed the Chief Officer – Finance to report the details of the IJB recovery plan to the City Growth & Resources Committee.

The Council received a report from the IJB that was presented at a meeting of the Integration Joint Board on 28 October 2020 detailing the financial position for Quarter 2 that was known at that time. The position of the IJB as at 30 September 2020 was an overspend position of £11.7m, comprising direct costs of Covid-19 - £6.7m, indirect costs of Covid-19 - £3.2m, under spend on mainstream budgets – £0.5m and new indirect and



direct costs of COVID-19 - £2.2m. A prudent approach was taken to forecasting the level of additional income to be received by the Scottish Government for the cost implications of Covid-19, and only income that had been received was accounted for in this forecast. Income to a value of £5.4m was due to be received in October 2020.

The Scottish Government have confirmed that additional funding will be provided to cover the costs of COVID-19 but until all the funding is distributed and the final financial position is known there remains a risk of overspend, particularly given the move into the second phase of providing services during the COVID pandemic. On this basis the IJB continues to forecast a break- even position, and the Council continues to rely on it. The IJB will receive a financial update at its meeting on 27 January 2021.

6. Across the whole of the Council the planned reduction in the number of posts that are affordable is being managed through voluntary and natural processes, i.e. no compulsory redundancy. This means that there is expected to be continued reduction in the total workforce during the year. The corporate saving for a reduced workforce is captured in the "Corporate Budgets". The full value of the staff savings is forecast to be under budget mainly due to the demand for teaching staff at this time. It is noted that additional funding has also been allocated to the Council to enable increased teacher and teaching support to be delivered during school year 2020/21.

The Council continues to limit external recruitment of employees only to critical posts where there was a clear and pressing need for resources relating to the COVID-19 response or public health and protection and teaching and the resources cannot be found either from temporary or permanent internal movement.

Contingencies also holds the in-year revenue contingency for the General Fund and the forecast includes the use of that contingency later in the year. The actual position will depend on future events arising from the risk registers and, where identified, contingent liabilities becoming more certain (see Appendix 1). It means the Council is resilient to changes that might happen in the future that have not been able to be quantified financially. An example of a reason for holding a contingency is winter maintenance, flooding and prolonged adverse winter weather that can increase costs particularly in the second half of the year, which is being experienced as referred to above.

7. The bad debt provision has been updated to take account of latest data, which shows a significant increase in the value of general invoices that remain unpaid. This budget sits within Council Expenses and is under regular review. The council reinstated income recovery processes and will monitor closely towards the year end position.
8. The Joint Boards budget and forecast outturn is based on the amount requisitioned by Grampian Valuation Joint Board and is on budget.
9. Miscellaneous Services includes capital financing costs, the cost of repaying the borrowing received in the past for General Fund Capital Programme investment. Capital Financing Costs is the most significant budget within Miscellaneous Services, and includes the impact of accounting for loans fund repayments on a prudent basis, approved by the Audit Risk and Scrutiny Committee in April 2019. Reduced expenditure on capital financing costs is helping to compensate for the additional bad debt costs and reduced staff savings that have been forecast.
10. The Non-Domestic Rates figure is set by the Scottish Government as part of its overall funding support package rather than the amount billed and receivable by the Council. Due to COVID-19 the Scottish Government has made extra reliefs available to the Retail, Hospitality and Leisure sectors to non-domestic properties from 1 April 2020 to 31 March

2021. Wherever possible the Council has applied the relevant reliefs, but minor adjustments continue to be made based on contact with ratepayers.

11. The General Revenue Grant is set by the Scottish Government as part of its funding support package. This has increased by £2.357m since quarter 2 due to additional funding relating to Covid-19 announcements this includes the Income recovery scheme, £3.6m. The final value may change further during the year as and when the UK and Scottish Governments announce further funding to support local authorities through ongoing restrictions.
12. Council Tax income is anticipated to be on budget for the year, with an increased allocation of funding for the Council Tax Reduction Scheme in 2020/21 and careful consideration is being given to the level of bad debt that might arise at the year end as collection levels are lower than previous years.
13. The budget approved at Urgent Business Committee on 30 June 2020 agreed to use reserves of £119k to support revenue expenditure. This will be taken from three former earmarked reserves.

### **Housing Revenue Account**

14. The overall HRA budget is balanced however there are a number of significant variances as reported to UBC in June 2020. These are in the areas of an increase in repairs and maintenance costs, the need to recognise increased bad debt and housing voids. The higher cost is offset by a reduced contribution to Capital from Current Revenue (CFCR).

### **Earmarked Reserves**

The Council holds over £25m of earmarked reserves across the General Fund and HRA and expenditure is estimated to be incurred over a period of years. In 2020/21 the Urgent Business Committee agreed to release three sums totalling £119k to support the 2020/21 budget rebalance.

Expenditure in relation to the delivery of other specific projects, funded by the earmarked reserves is not included in the figures in the tables above. The Council expects to incur significant expenditure from the Transformation Fund in 2020/21 progressing the digital programme of transformation. As at 31 December 2020 £1.68m has been spent on staff and partner contracts and commitments show that expenditure during the year will increase spend towards the full use of remaining funds (£3.455m).

Similarly progress in using the Pupil Equity Funding has been invested to support closing the attainment gap through addressing digital exclusion and it is estimated that the full value of £0.925m will be used in 2020/21.

The other significant earmarked reserve to draw attention to at this time is the Second & Long-term Empty Properties reserve (£12.736m), which is set aside for affordable housing. It is estimated that the income to this reserve, received annually from Council Tax, may be lower than previous years due to the impact of the pandemic. Expenditure in 2020/21 will depend on the progress with the Summerhill and Wellheads developments and the amount of Section 75 income (developers' contributions) to be used as this funding is time limited, these schemes support the delivery of additional social housing by the Council.

### **Balancing the Budget through Controls and Monitoring Structures**

Specific actions to ensure a balanced budget include:

- Ongoing review and analysis of the Covid-19 impact on council budgets, income in particular costs associated with protecting customers and staff.

- Detailed and effective management of turnover of staff and vacancies and an underlying assumption that the overall cost of staff will continue to reduce during the remainder of the year. The Chief Officers for People & Organisation and Finance following consultation with the Convener of City Growth and Resources Committee, are currently approving any externally advertised vacancies.
- A detailed review of the out of authority placements for children by the Chief Officer – Integrated Children’s Services was undertaken and remains under close scrutiny.
- Specific work in relation to the Service Income policy to ensure full cost recovery is achieved from a range of services that the Council delivers, such as support services, housing services, accommodation and building services.
- Monitoring and management of council long-term debt in light of the agreed policy and capital spend forecasts for 2020/21.
- The voluntary severance / early retirement scheme remains open, and applications are considered as they are received. Funding for this is provided by capital receipts.

In order to ensure tight controls are in place over expenditure, management have created the following control boards, through which requests to spend must be cleared:

The Demand Management Control Board captures the commissioning and procurement intentions as they arise and provides an environment for demand-based challenge – this is co-chaired by the Chief Officers for Early Intervention & Community Empowerment and Data & Insight.

This Control Board focuses on revenue while the Capital Board oversees the progress and emerging aspects of capital planning and delivery, but also connects to the asset elements of the revenue budget and capital financing requirements.

The Performance Board has oversight of the financial performance reporting, this is co-chaired by the Directors of Resources and Chief Operating Officer and brings together the emerging and escalated issues from overall financial performance and agrees actions.

**Balancing the Budget through the monitoring and control of risks.**

Risks are reviewed on a regular basis at a strategic level by the Risk Board on a monthly basis and at an operational level by Chief officers and their teams daily. The main risk to the Council remains the impacts of COVID-19 both as reported to Urgent Business Committee on 30 June 2020 and the emerging / changing nature of the easing and tightening of restrictions that are continuing to apply at different times and to different levels in different parts of the country. At the time of writing risks around leaving the European Union have not proved to be financially significant, but awareness and work with the Commercial and Procurement Service are vital in tracking potential financial exposure in the future.

Contingent Liabilities are noted to try and capture potential liabilities which could result in costs being incurred in the future. As part of the budget process, contingent liabilities are reviewed and described within the budget pack presented to Council. The Corporate Management Team continues to monitor the status of these. A review of the contingent liabilities, listed in Appendix 1, has not established any significant shift in certainty or in the Council’s ability to quantify the financial exposure. On that basis there is no adjustment included in the forecasts for the year, they will continue to be reviewed quarterly and any change reported as appropriate.

**Conclusion**

Based on the information available, and set out in this report, the forecast for the overall position of the General Fund is a £2.6m deficit and the Housing Revenue Account is a balanced position, and this is captured in the tables set out below.

### General Fund Financial Reporting Summary 2020/2021 - Quarter 3

As at 31 December 2020	Budget 2020/2021	Outturn 2020/2021 Quarter 3	Variance from Budget		Notes
	£'000	£'000	£'000	%	
Operations	268,077	272,349	4,272	1.6	1
Customer	39,146	40,096	950	2.4	2
Commissioning	21,943	23,503	1,560	7.1	3
Resources	5,779	5,607	(172)	(3.0)	4
Integrated Joint Board	92,468	92,468	0	0.0	5
<b>Total Functions Budget</b>	<b>427,413</b>	<b>434,023</b>	<b>6,610</b>	<b>1.5</b>	
Contingencies	(10,386)	(6,023)	4,363	(42.0)	6
Council Expenses	3,122	5,824	2,702	86.6	7
Joint Boards	1,831	1,567	(264)	(14.4)	8
Miscellaneous Services	50,538	43,836	(6,702)	(13.3)	9
<b>Total Corporate Budgets</b>	<b>45,105</b>	<b>45,204</b>	<b>99</b>	<b>0.2</b>	
Non Domestic Rates	(164,415)	(164,415)	0	0.0	10
General Revenue Grant	(179,587)	(183,718)	(4,131)	2.3	11
<b>Government Support</b>	<b>(344,002)</b>	<b>(348,133)</b>	<b>(4,131)</b>	<b>1.2</b>	
Council Tax	(128,396)	(128,396)	0	0.0	12
<b>Local Taxation</b>	<b>(128,396)</b>	<b>(128,396)</b>	<b>0</b>	<b>0.0</b>	
Contribution from Reserves	(119)	(119)	0	0.0	13
<b>Contribution from Reserves</b>	<b>(119)</b>	<b>(119)</b>	<b>0</b>	<b>0.0</b>	
<b>Deficit/(Surplus)</b>	<b>(0)</b>	<b>2,578</b>	<b>2,578</b>	<b>0.0</b>	

### Housing Revenue Account Summary 2020/2021 - Quarter 3

<b>Deficit/(Surplus)</b>	<b>(500)</b>	<b>(500)</b>	<b>(0)</b>	<b>0</b>	<b>14</b>
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## General Fund Capital Programme

As at Period 9 2020/21	Gross Figures for 2020/21				
	Revised Budget	Expenditure to Date	Forecast Outturn	Variance	Outturn Variance from Revised Budget
	£'000	£'000	£'000	£'000	£'000
AECC Programme Board	14,746	3,407	5,608	(11,339)	(9,138)
Asset Management Programme Board	61,156	16,528	31,860	(44,628)	(29,296)
Asset Management Programme Board Rolling Programmes	34,578	8,866	12,158	(25,712)	(22,420)
City Centre Programme Board	18,850	6,897	11,562	(11,953)	(7,288)
Energy Programme Board	26,591	11,882	31,525	(14,709)	4,934
Housing and Communities Programme Board	2,124	222	346	(1,902)	(1,778)
Housing and Communities Programme Board Rolling Programmes	400	271	400	(129)	0
Transportation Programme Board	24,452	2,062	5,823	(22,390)	(18,629)
Transportation Programme Board Rolling Programmes	3,993	118	1,000	(3,875)	(2,993)
Strategic Asset & Capital Plan Board	6,501	782	2,351	(5,719)	(4,150)
Strategic Asset & Capital Plan Board Rolling Programmes	2,368	335	868	(2,033)	(1,500)
Developer Obligation Projects & Asset Disposals	0	241	133	241	133
<b>Total Expenditure</b>	<b>195,759</b>	<b>51,611</b>	<b>103,634</b>	<b>(144,148)</b>	<b>(92,125)</b>
<b>Capital Funding:</b>					
Income for Specific Projects	(50,509)	(16,541)	(28,832)	33,968	21,677
Developer Contributions	0	(118)	(133)	(118)	(133)
Capital Grant	(18,654)	(13,870)	(18,654)	4,784	0
Other Income e.g. Borrowing	(126,596)	(21,083)	(56,015)	105,513	70,581
<b>Total Income</b>	<b>(195,759)</b>	<b>(51,611)</b>	<b>(103,634)</b>	<b>144,148</b>	<b>92,125</b>

The closure of construction sites in compliance with government guidance for responding to the Covid-19 Pandemic meant very little physical progress was achieved on projects during the first quarter of 2020/21.

The Council was in continued contact with contractors throughout this period of shutdown. It became evident that this period, combined with the new working practices to be adopted on the initial easing of lockdown, introduced time and cost pressures on all parties. Discussions to quantify these pressures progressed throughout the remainder of 2020, though these remain complex with evolving issues due to the changing position with regards to the response to the Covid-19 Pandemic. A second lockdown across mainland Scotland began on 5 January 2021, though construction sites were allowed to remain open.

It is the intention that as officers understand the time and cost implications in relation to each project they will be reported to the relevant committee. Capital Programme Committee received the report "Covid-19 Pandemic Impact on the Capital programme" in September 2020. This outlined the general assumptions made around programme delivery and apportionment of costs resulting from either the original shutdown period, or construction restart (e.g. de-mobilisation, remobilisation, security, PPE etc.).

Capital Programme Committee has also received reports to date on the following projects:

- Expansion of Early Learning & Childcare (a programme consisting of 27 individual projects)
- Energy from Waste
- South College Street Improvements
- Union Terrace Gardens Refurbishment
- Provost Skene House Refurbishment

- New Schools Programme (Replacement Riverbank Primary, Replacement Milltimber Primary, and new Torry Primary and Community Hub)

These updates have outlined any contractual agreements reached and those that are on-going with the relevant contractors.

The approach for the on-going review of the Capital Programme is based on the categories used in the original budget report:

- **Rolling Programmes:** these are expected to experience a significant reduction in spend this financial year because of works being ceased, delays within the supply chain (for example, vehicle replacement) and seasonal works being unable to progress (for example roads works). Proposed financial re-profiling of future works and projects will be presented to the Council's Budget meeting in March.

- **Legally Committed Projects:** re-profiling continues, and indicative outturns are shown. Consideration was given to stopping these projects, but the revenue implications would prove to be inhibitive with large costs being incurred and no asset at the end. Projects engaging in on-site civil engineering works such as the current phases of Union Terrace Gardens or the Energy from Waste facility have generally found compliance with Covid-19 guidelines and social distancing of the workforce less restrictive than projects undertaking works within existing buildings. However, it should be noted that even these projects are incurring additional costs in mitigating Covid-19 impacts.

- **Partially Legally Committed Projects:** These are projects that have some level of commitment against them but still have significant scope to not be progressed. Recent experience of tender returns from the construction market has demonstrated a step change upwards in pricing, if tender returns are received at all. The sector is believed to be under increasing resource pressure, in terms of both labour and materials, because of the volume of projects now coming to market. This is combined with losing time to the original lockdown, and nervousness around supply chain and workforce capacity generated by new trade arrangements coming into force following the end of the UK's transition period for leaving the European Union.

- **Projects with indicative budgets:** These are projects that are currently in their infancy in terms of total spend and the level of commitment for the Council to progress. These project estimates will need to be reviewed in light of the issues outlined above.

The forecast outturns for Quarter 3 represent an updated point in time in this programme review process. It has become apparent during these reviews that cost implications may not fully manifest before the end of 2020/21, and discussions will have to continue into 2021/22 and possibly even future years. These challenges will be strongly influenced by the time lost to projects which were on already on-site during lockdown or had been expected to be. It is accepted that this will be very difficult to predict both in terms of project cost and risk transfer.

## Housing Capital Programme

As detailed above in the General Fund Capital programme the Housing Capital programme has experienced similar issues with the response to the COVID-19 pandemic. Sites for the New Homes Programme were closed for 3 months during the first lockdown and there continues to be constraints around undertaking work in tenant's houses.

Assumptions have been made on the likely profile of spend during 2020/21 splitting out the categories between the rolling programme and new build. The rolling programme has experienced significant delays due to COVID-19 with Building Services responding only to emergency works and voids with only a brief respite to this arrangement. Work on windows, kitchens and bathrooms has now stopped in 2020/21 and the programme will be rolled forward into 2021/22.

Housing Capital Programmes	Approved Budget	Expenditure to date	Forecast Expenditure
As at 31 December 2020	£'000	£'000	£'000
Compliant with the tolerable standard	1,435	508	1,435
Free from Serious Disrepair	10,479	2,561	4,194
Energy Efficient	10,863	3,400	4,156
Modern Facilities & Services	2,385	177	596
Healthy, Safe and Secure	5,004	1,531	2,093
<i>Non Scottish Housing Quality Standards</i>			
Community Plan and Local Outcome Improvement Plan	4,295	1,326	825
Service Expenditure	4,011	308	4,011
2000 New Homes Programme	31,358	22,568	28,792
	<b>69,830</b>	<b>32,380</b>	<b>46,102</b>
less 11% slippage	(7,681)		
<b>Net Programme</b>	<b>62,149</b>	<b>32,380</b>	<b>46,102</b>

Capital Funding			
Borrowing	(22,991)	(14,070)	(13,444)
Second Homes/Council Tax funding	(9,306)	0	(9,306)
SG Grant - Buy Back/New Build	(5,500)	(320)	(5,500)
Capital Funded from Current Revenue	(24,352)	(17,990)	(17,852)
<b>Total</b>	<b>(62,149)</b>	<b>(32,380)</b>	<b>(46,102)</b>

## Common Good

As at 31 December 2020	Full Year Budget 2020/21	Actual Expenditure	Variance from Budget
	£'000	£'000	£'000
Recurring Expenditure	2,879	3,116	237
Recurring Income	(3,678)	(3,678)	0
<b>Budget after Recurring Items</b>	<b>(799)</b>	<b>(562)</b>	<b>237</b>
Non Recurring Expenditure	360	919	559
Non Recurring Income	0	0	0
<b>Net (Income)/Expenditure</b>	<b>(439)</b>	<b>357</b>	<b>796</b>
<b>Cash balances as at 1 April 2020</b>	<b>(30,299)</b>	<b>(30,299)</b>	
Net (Surplus)/Deficit for year to date	(439)	357	
Net Capital Receipt		(3,970)	
<b>Cash Balances as at 31 December 2020</b>	<b>(30,738)</b>	<b>(33,912)</b>	
<b>Recommended Cash Balances</b>	<b>(30,017)</b>	<b>(33,870)</b>	

## Notes

- There are various areas of underspend due to the cancellation of many events across the City, such as the Highland Games, Tour of Britain, Civic Receptions and the annual Fireworks Display because of the Covid pandemic.
- Additional costs include the expenditure approved by the Urgent Business Committee on 6 May 2020 and 30 June 2020:
  - a. Lord Provosts Charitable Trust donation - £100k
  - b. Financial support to the fund activities as part of rebalancing the General Fund budget for 2020/21 - £706k
- Additional costs have been experienced in the property portfolio held by the Common Good, including non-domestic rates.
- Income is forecast to remain on budget although the level of outstanding invoices is being reviewed regularly to assess the level of risk of non-payment.





**COMMON GOOD  
FINANCIAL STATEMENT  
FOR THE PERIOD ENDING  
31 DECEMBER 2020**

## Contents

Movement in Reserves Statement	2
Comprehensive Income and Expenditure Statement	2
Balance Sheet	3

## Common Good

The Common Good stands separate from other accounts and funds of the Council, and could be said to originate in the grant of freedom lands by King Robert the Bruce in 1319. The Common Good is corporate property and must be applied for the benefit of the community as the Council thinks fit. It is invested in land and buildings, such as industrial estates and farms, with any surplus being placed on cash deposit with other local authorities, building societies and the Council's Loans Fund.

## Movement in Reserves Statement

	Common Good Fund £'000	Reserves Fund £'000	Total Common Good £'000
<b>Balance at 31 March 2020</b>	(124,081)	(68)	(124,149)
<b>Movement in Reserves during 2019/20</b>			0
(Surplus) or Deficit on provision of services	(223)	0	(223)
<b>Total Comprehensive Expenditure and Income</b>	<b>(223)</b>	<b>0</b>	<b>(223)</b>
<b>Balance at 31 December 2020</b>	<b>(124,303)</b>	<b>(68)</b>	<b>(124,371)</b>

## Comprehensive Income and Expenditure Statement

	Quarter 3, 2020/21			Notes
	Gross Expenditure £'000	Gross Income £'000	Net (Income) Expenditure £'000	
Grants & Contributions to External Organisations	401		401	
External Organisations Rents	84		84	
Promoting Aberdeen	110		110	
Grants/Services Provided by Aberdeen City Council	39		39	
Civic Service Funding	460		460	
Duthie Park HLF	0		0	
Specific Projects	773	(10)	763	
Earmarked Reserves	5		5	
<b>Cost Of Services</b>	<b>1,873</b>	<b>(10)</b>	<b>1,863</b>	1
Other Operating Expenditure			0	2
Financing and Investment Income and Expenditure			(2,085)	3
<b>(Surplus) or Deficit on Provision of Services</b>			<b>(223)</b>	
(Surplus) or Deficit on revaluation of investment property			0	4
<b>Total Comprehensive Income and Expenditure</b>			<b>(223)</b>	

## Notes

- This is project expenditure to 31 December 2020.

2. This reflects any gains or losses on the disposal of assets during the year. Disposals will be accounted for at year end.
3. This reflects income receivable from investment land and properties net of associated expenditure.
4. The revaluation of investment property will be undertaken in Quarter 4.

## Balance Sheet

31 March 2020 £'000		31 December 2020 £'000	Notes
93,850	Investment Property	93,850	1
<b>93,850</b>	<b>Long Term Assets</b>	<b>93,850</b>	
29,707	Investments in Aberdeen City Council Loans Fund	34,967	2
0	Investment Property Held for Sale	0	3
1,079	Short Term Debtors	(3,710)	4
<b>30,785</b>	<b>Current Assets</b>	<b>31,257</b>	
(486)	Short Term Creditors	(735)	5
<b>(486)</b>	<b>Current Liabilities</b>	<b>(735)</b>	
<b>124,149</b>	<b>Net Assets</b>	<b>124,372</b>	
(124,081)	Common Good Fund	(124,304)	6
(68)	Reserve Fund	(68)	6
<b>(124,149)</b>	<b>Total Reserves</b>	<b>(124,372)</b>	

## Notes

1. The revaluation of investment property will be undertaken in Quarter 4, at which time this figure will be updated.
2. Reflects current cash balances held following transactions to 31 December 2020.
3. Will be reviewed and updated accordingly in Quarter 4.
4. Based on transactions to 31 December 2020.
5. Based on transactions to 31 December 2020.
6. Reflects the accounting value of the funds, based on transactions to 31 December 2020.



**GROUP ENTITIES  
PROJECTED FINANCIAL  
POSITION FOR THE YEAR 2020/21**

Aberdeen City Council holds a financial interest in a number of Subsidiaries, Associates and Joint Ventures. The most significant of these are included in the Council's Group Accounts.

The table below outlines the entities to be consolidated into the Council's Group Accounts, and details the Council's share of "ownership" of each of the entities.

For the Financial Year 2020/21	ACC Control	ACC Commitment to meet accumulated deficits	Annual Turnover
	%	%	£m
<b>Subsidiaries</b>			
Common Good	100	100	4
Trust Funds	100	100	0
Sport Aberdeen Limited	100	100	14
Bon Accord Care Limited	100	100	23
Bon Accord Support Services Limited	100	100	31
<b>Joint Ventures</b>			
Aberdeen Sports Village Limited	50	50	6
Aberdeen City Integration Joint Board	50	50	332
<b>Associates</b>			
Grampian Valuation Joint Board	39	39	5

The Council has agreed to include information only when it has been reported through a group entities governance structure.

For the Financial Year 2020/21	Reporting Date	Surplus/(deficit) attributable to the Council at Reporting date	Full Year Forecast Surplus/(Deficit)	Comment
		£'000	£'000	
<b>Subsidiaries</b>				
Common Good	31.12.20	223	(796)	see Appendices 2 & 3 for further information
Trust Funds	-	-	-	Information available at 31.03.21
Sport Aberdeen Limited	30.11.20	464	(200)	
Bon Accord Care Limited and Bon Accord Support Services Ltd	31.12.20	244	0	Break even position forecast
<b>Joint Ventures</b>				
Aberdeen Sports Village Limited	30.11.20	(333)		ASV Ltd's year end is 31.07.21 therefore a forecast figure as at 31 March is not available
Aberdeen City Integration Joint Board	30.06.20	0	0	Break even position forecast
<b>Associates</b>				
Grampian Valuation Joint Board	31.12.20	664		Forecast not available at this time

The notes below summarise the current financial position in respect of each of the group entities.

## **Subsidiaries**

### **Common Good**

The Common Good is corporate property and must be applied for the benefit of the community as the Council thinks fit. It is invested in land and buildings, such as industrial estates and farms, with any surplus being placed on cash deposit with other local authorities, building societies and the Council's Loans Fund.

The Common Good is currently forecasting a deficit against budget of £796k for 2020/21 mainly because of additional funding being approved at Urgent Business Committee on 30 June 2020 – see Appendix 2. The financial statements for the quarter are shown in Appendix 3.

### **Trust Funds**

The Council is responsible for the administration of various trusts created by bequest or evolved through history or by public subscription which are utilised for a variety of benefits such as education and social work, charitable purposes, religious instruction, medical institutions, the upkeep of public works and also the administration of the Guildry. The money earned from the investments of the Trusts is used to provide grants, prizes and dux medals for school children and requisites for clients in Social Work homes.

Financial information for the Trust Funds will be available at year end, 31 March 2021. They are not expected to have a material impact on the Council's financial position for 2020/21.

### **Sport Aberdeen**

Sport Aberdeen Limited is a charity and constitutes a limited company limited by guarantee. The principal activity of the company is the provision of recreation leisure facilities and services on behalf of Aberdeen City Council in accordance with key priorities. Although Aberdeen City Council does not own the entity it is considered that control representing power to govern exists through agreements in place and that Sport Aberdeen Limited operates as a structured entity of the Council. The results for the period ended 30 November 2020 show a surplus of £464k. A deficit of £200k is forecast for the financial year 2020/21.

**Bon Accord Care and Bon Accord Support Services** Bon Accord Care Limited (BAC) and Bon Accord Support Services Limited (BASS) are private companies limited by shares which are 100% held by Aberdeen City Council. Bon Accord Care provides regulated (by the Care Inspectorate) care services to Bon Accord Support Services which in turn delivers both regulated and unregulated adult social care services to the Council.

The consolidated position of Bon Accord Care and Bon Accord Support Services shows an overall profit of £244k for the period ended 31 December 2020, compared to a budgeted deficit of £25k. This represents a positive variance of £270k from budget. An overall break-even position for the financial year 2020/21 is currently forecast.

## Joint Ventures

### **Aberdeen Sports Village Limited (ASV)**

ASV Ltd is a company limited by guarantee and registered as a charity. It is a joint venture company owned equally by the Council and The University of Aberdeen. ASV Ltd was incorporated in 2007 and its objectives are to provide sports and recreational facilities, including elite sports facilities for the use of both students and staff of the University of Aberdeen and the general public, and the advancement of public participation in sport.

The financial year end for ASV Ltd is not aligned to the Council's with its year end being 31 July. The latest available financial information for Aberdeen Sports Village is for the period ended 30<sup>th</sup> November 2020. This showed that ASV Ltd reported a deficit of £665k. The share of the deficit being attributed to the Council is £333k.

### **Aberdeen City Integration Joint Board (IJB)**

The IJB was established by order of Scottish Ministers on 6 February 2016, becoming fully operational from 1 April 2016. The IJB is responsible for the strategic planning, resourcing and operational delivery of all integrated health and social care within the Aberdeen City area. This has been delegated by the partners, Aberdeen City Council and NHS Grampian.

The quarter 2 financial reporting indicated an overspend value of £11.7m at 30 September 2020. This was represented by costs included on the IJB mobilisation plan of direct Covid-19 costs = £6.7m; indirect Covid-19 costs = £3.3m; and costs new costs not included on the mobilisation plans at that time of £2.2m; offset by an underspend on mainstream budgets of £0.5m.

This was the value before a further £5.4m of funding was received in October to support the IJB (announced on 29 September 2020).

The IJB continues to add the additional costs associated with Covid-19 pandemic to the mobilisation plan and is relying on further funding being made available to balance the budget for 2020/21.

There remains a risk that the required amount of funding may not be received and that any remaining overspend will require to be met by the Council and NHS Grampian.

Further analysis of the IJB variance can be seen in Appendix 1

## Associates

### **Grampian Valuation Joint Board**

The Grampian Valuation Joint Board was created following Local Government Re-organisation on 1 April 1996, under the Local Government (Scotland) Act 1994 and covers the local government areas of Aberdeenshire, Aberdeen City and Moray.

The Board has reported a surplus of £664k as at 31 December 2020 compared to a budgeted deficit of £85k at this stage of the year, representing a better than expected variance of £710k.

The main reasons for the underspend as at Q3 is due to savings in employee costs, and £64k more received in government grants than budget. In addition to this further savings have been realised in supplies and services costs. The board is forecasting a deficit of £631k for the financial year 2020/21, this will be accommodated with the use of operating reserves.



## ABERDEEN CITY COUNCIL

<b>COMMITTEE</b>	City Growth & Resources
<b>DATE</b>	3 February 2021
<b>EXEMPT</b>	No
<b>CONFIDENTIAL</b>	No
<b>REPORT TITLE</b>	Strategic Infrastructure Partnership with North East Scotland Pension Fund
<b>REPORT NUMBER</b>	RES/21/049
<b>DIRECTOR</b>	Steve Whyte
<b>CHIEF OFFICER</b>	Jonathan Belford
<b>REPORT AUTHOR</b>	Jonathan Belford
<b>TERMS OF REFERENCE</b>	3.2 and 3.3

### 1. PURPOSE OF REPORT

- 1.1 At its meeting of 7 February 2019, the Committee 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 report back on the feasibility. The purpose of the report is to address that instruction.

### 2. RECOMMENDATION(S)

That the Committee: -

- 2.1 Notes the content of the report and instruct the Chief Officer – City Growth to report back to the Committee on the methodology and approach to bring investor ready proposals to the market, including resource implications and timescales for developing the opportunities described within the various economic and infrastructure strategies.

### 3. BACKGROUND

- 3.1 In investment terms ‘infrastructure’ is a broad asset class.

#### **The definition of Infrastructure**

‘The basic facilities, services and installations needed for the functioning of a community or society, such as transportation and communications systems, water and power lines and public institutions including schools, post offices and prisons’

#### **Infrastructure Sectors;**

- |                    |                                    |
|--------------------|------------------------------------|
| Transport          | – roads, airports and ports.       |
| Utilities          | – water, electricity and gas grids |
| Telecommunications | – fibre and broadcast towers       |
| Social             | – hospitals, schools and prisons   |

Renewable Energy – wind, solar, hydro and biomass

- 3.2 In general the Government is responsible for providing infrastructure services to the community, Government however may discharge its responsibility directly or outsource to the private sector. In addition, the private sector may provide infrastructure services if market conditions are right.
- 3.3 While responsibility rests with Government, infrastructure services can be paid for in different ways, for example from general tax revenues or under ‘user pay’ arrangements.
- 3.4 With ageing infrastructure, increasing demand and new innovations investment in infrastructure throughout the UK is in high demand, with public and private sector joining forces to deliver on expectations across national and local plans.
- 3.5 Locally investment is sought for Aberdeen’s strategic infrastructure priorities identified in the Regional Economic Strategy, City Region Deal and the City Centre Masterplan. Most recently, in May 2020, the Council’s Urgent Business Committee approved the Net Zero City Vision for Aberdeen and a Strategic Infrastructure Plan – Energy Transition to support delivery of the vision, that in turn is attracting external funding.
- 3.6 There are limitations on what the NESPF can invest in. The Pensions Committee was advised in the Strategic Infrastructure Priorities and the Scottish Local Government Pension Scheme report (PC/MAR19/INFRA) that there are some legal restrictions for the NESPF investing directly in Aberdeen City Council capital programme. This followed NESPF having reviewed the option to invest in the Aberdeen City Council Bond, when due diligence and legal advice was clear that the Pension Fund was prevented from participating due to the Pensions Act 1995 Section 40 which restricts employer-related investments.
- 3.7 However, the ambition set out in the Regional Economic Strategy and the Net Zero City Vision for example, and the delivery of infrastructure needed to support a globally competitive city region economy, goes much further than simply a Council being the funder of infrastructure. Both recognise the role of the UK Government and the Scottish Government in responding to market failure and developing a mix of opportunities for a range of stakeholders, either in the public or private sector. This is not without its challenges.

#### **Infrastructure Asset Allocation**

- 3.8 The Investment Strategy of the NESPF has a Strategic Asset Allocation in relation to Infrastructure, and at time of writing is underweight in terms of capital deployed, this means there is scope for infrastructure investments to be considered by the Fund. The Pension Fund requires investor ready projects, that have a clear business case and fully prepared offer to the market for any investment to be considered. With this available, investment assessment and due diligence work can be carried out to inform recommendations to the Pensions Committee.
- 3.9 This indicates the NESPF has potential for investment in this asset class.

### **The challenges of infrastructure investment**

- 3.10 Not every infrastructure investment opportunity is going to fit the needs of every investor, there are challenges to be overcome.
- 3.11 Infrastructure's economic characteristics can lead to attractive investment opportunities, such as stable and steady cash flows, being non-cyclical or having low variable costs but not all display the same characteristics.
- 3.12 In response to and recognising the 'public good' argument, providing essential services by infrastructure assets requires government / community involvement and as such;
- Incorporates an explicit or implied cap on returns, resulting in greater emphasis on initial investment assessment, robust valuation and ongoing management.
  - Requires responsible and informed long term investing and effective governance.
- 3.13 Whilst infrastructure investments can display lower volatility they are not immune to economic cycles.
- 3.14 Private investment in infrastructure assets is relatively immature and as such there is no readily available access route for non-specialist investors. Also, the regulatory and/or contractual complexity that tend to accompany such investments also act as a high barrier to entry for non-specialist investors.
- 3.15 Mitigating some of the challenges can be achieved by taking significant care and judgement to match opportunities to risk/return requirements. Selecting an access route that delivers an outcome in line with expectations, delivering on not only return but governance.

### **A Strategic Partnership with NESPF**

- 3.16 At its meeting of 11 December 2020 the Pension Committee considered the matter of a Strategic Partnership and noted that the investment environment was not yet ready for this. For an effective and productive partnership additional work in the City Region area was needed to move investment opportunities forward to being investor ready, and ideally for a pipeline of opportunities to emerge.
- 3.17 The Pension Committee determined that it could not yet enter a strategic partnership and agreed that the Pension Manager maintain a watching brief on the development of investor ready opportunities in the City Region area.
- 3.18 With this in mind and combined with the clear intent included in, for example, the Regional Economic Strategy and Strategic Infrastructure Plan – Energy Transition there are investment opportunities that will need funding. As those proposals become more developed the Council should establish how investor ready opportunities are created brought to the market for investment, including how the NESPF can be an active partner.

3.19 Currently development opportunities, those looking for capital investment are promoted by developers and industry to potential investors. Since 2017/18, wider opportunities, including those being led by the public sector, are being developed and promoted locally and regionally through the collaboration by Invest Aberdeen; working with the Investment Promotion Team at Scottish Cities Alliance, and recently with institutional investor teams in both the UK Government and the Scottish Government. This generally requires evidence and information including:

- Concept – e.g. sector, type of development
- Funding;
- Ownership, consents and approvals;
- Type of investment sought – e.g. financial, ‘special purpose vehicle’, co-investment, expertise;
- Rate of return.

3.20 Bearing this wider approach in response to the Regional Economic Strategy (RES) and City Region Deal projects, and building on the track record the Council has in attracting investment in its commercial projects, it is therefore recommended that the Chief Officer – City Growth reports back to the Committee with more detail on the approach and methodology required to bring investor ready investments to the market, including resource implications and timescales for developing the opportunities described within the various economic and infrastructure strategies. This will reflect that some of these projects are not at this stage ‘investor ready’ in being able to provide the requisite information for investors, but will highlight those that are being focused on in the short term, particularly around energy transition, the city centre, and economic recovery.

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

4.1 There are no financial implications arising directly from this report.

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

5.1 Legal advice was sought in relation to the NESPF investing in the Aberdeen City Council bond issue as mentioned in the report. There are no legal implications arising directly from this report.

#### **6. MANAGEMENT OF RISK**

6.1 There are no issues arising directly from this report, however the management of risk is a vital component of the governance and due diligence in relation to actual investment decisions.

## 7. OUTCOMES

<b>COUNCIL DELIVERY PLAN</b>	
<b>Regional and City Strategies</b>	The proposals in this report support the Regional Economic Strategy and Net Zero City Vision by focusing on developing investor ready opportunities for the market. This supports the Innovation, Infrastructure and Internationalisation programme areas directly, and, indirectly for some projects, creating jobs and supporting Inclusive Growth.

## 8. IMPACT ASSESSMENTS

<b>Assessment</b>	<b>Outcome</b>
<b>Impact Assessment</b>	Full impact assessment not required
<b>Data Protection Impact Assessment</b>	Not required

## 9. BACKGROUND PAPERS

None

## 10. APPENDICES

None

## 11. REPORT AUTHOR CONTACT DETAILS

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## ABERDEEN CITY COUNCIL

<b>COMMITTEE</b>	City Growth and Resources
<b>DATE</b>	3 February 2021
<b>EXEMPT</b>	No
<b>CONFIDENTIAL</b>	No
<b>REPORT TITLE</b>	Credit Rating Annual Review
<b>REPORT NUMBER</b>	RES/21/043
<b>DIRECTOR</b>	Steven Whyte
<b>CHIEF OFFICER</b>	Jonathan Belford
<b>REPORT AUTHOR</b>	Neil Stewart
<b>TERMS OF REFERENCE</b>	1.1.11

### 1. PURPOSE OF REPORT

- 1.1 To provide an overview of the recent credit rating annual review and report the outcome of the review.

### 2. RECOMMENDATION(S)

That the Committee:-

- 2.1 Note the outcome of the annual review was affirmation of the A1 rating, with an economic outlook of 'stable', in line with the recent changes to the UK's rating.

### 3. BACKGROUND

- 3.1 During 2016/17, Aberdeen City Council became the first local authority in Scotland to be awarded a credit rating and subsequently secure funding towards its capital investment programme, by issuing bonds of £370 million on the London Stock Exchange (LSE).

- 3.2 The credit rating must be maintained over the term of the bonds with the credit rating agency conducting a review at least once every twelve months.

- 3.3 At its meeting on 14 December 2016, Council considered a report "Bond Financing Strategy – Implications for the Council" which provided details on the implications of the award of a credit rating by Moody's Investor Services. The report can be viewed using the following link (item 15):

<http://councilcommittees/ieListDocuments.aspx?CId=122&MId=3897&Ver=4>

- 3.4 A credit rating, from a recognised credit rating agency, had to be secured to enable the Council to issue bonds. In determining a credit rating, the agency considered the strength of the institutional framework within which a Scottish local authority operates as well as considering the performance of the economy within which the local authority operates.

- 3.5 In addition, the Council was required to submit detailed financial information to the ratings agency in order to demonstrate its stewardship, including annual

accounts; past, present and future budgetary information and analysis including the main income streams; capital programmes and major projects; analysis of past and projected future reserves and balances; treasury management policy and strategy; credit metrics; and 35 year projected income statement, cashflow statement and balance sheet.

### 3.6 Annual Review Process

The first annual review took place in October 2017 and on 20 November 2017, Moody's issued their credit opinion, Aa3 with a stable outlook, no change from that issued in September 2017. This was reported to the Finance, Policy & Resources Committee on 1 December 2017 and can be viewed using the following link (item 14):

<https://committees.aberdeencity.gov.uk/ieListDocuments.aspx?CId=146&MId=4336&Ver=4>

- 3.7 The second annual review took place in November 2018 and on 22 November 2018, Moody's issued their credit opinion, Aa3 with a stable outlook, no change from that issued in November 2017. This was reported to the City Growth and Resources Committee on 27 November 2018 and can be viewed using the following link (item 14):

<http://councilcommittees.acc.gov.uk/ieListDocuments.aspx?CId=618&MId=6194&Ver=4>

- 3.8 The third annual review took place in November 2019 and on 20 December 2019, Moody's issued their credit opinion, Aa3 with a negative outlook. The downgrade in the negative outlook followed, and was in line with, the recent downgrade to the UK's economic outlook. This was reported to the City Growth and Resources Committee on 6 February 2020 and can be viewed using the following link (item 8):

<http://councilcommittees.acc.gov.uk/ieListDocuments.aspx?CId=618&MId=7208&Ver=4>

As advised in previous reports, the Economic Policy Panel (EPP) was established to produce an annual economic report which, as independent validation of economic policy and performance, would provide a robust economic analysis to Moody's from 2018 onwards.

- 3.9 The timing of the 2020 credit rating annual review was therefore dependent on the publication of the EPP's annual report and as such, with the Panel's report available, the review meeting was set for 10 November 2020.
- 3.10 The meeting focussed on providing information on the past, current and future financial position, treasury and debt management, governance, Brexit and Covid-19 implications as highlighted by Moody's as their main areas of interest. The EPP's report was shared with Moody's on 9 November and they were given the opportunity to ask questions on this.

### 3.11 Annual Review Outcome

On 18 January 2021, Moody's issued their credit opinion, A1 with a stable outlook. This was unchanged and is in line with the recent downgrade to the



UK's rating from Aa2 to Aa3. The full published credit opinion is included in Appendix 1 and can be summarised as follows:

3.11.1 The credit profile reflects a strong institutional framework, a strong track record of operating performance and a wealthy local economy.

3.11.2 It also reflects a high likelihood that the UK government (Aa3 stable) intervene in the event of acute liquidity stress.

3.11.3 The credit opinion highlights those factors which could lead to a future upgrade or downgrade, with these including changes in financial performance or a material increase in debt levels. In addition, a downgrade in the sovereign rating, a change in the relationship between Scotland and the UK or a dilution of the regulatory or institutional framework for Scottish Local Authorities could exert downward pressure on the rating.

### **3.12 Future Annual Reviews**

As previously mentioned, the credit rating must be maintained over the period of the bonds. This means a formal review of this nature will take place annually. We expect each review will have a strong focus on the current and projected financial position of the Council and therefore continued strong financial governance and reporting is imperative to support the maintenance of the current level credit rating.

## **4. FINANCIAL IMPLICATIONS**

4.1 Whilst there are no direct financial implications arising from the recommendations of this report, it is important to note that the bond issuance places a financial commitment on the Council until 2054. The first principal bond repayment was made in August 2019, with the next principal repayment due in February 2021.

4.2 In addition, financial stability and strong financial management are key elements to maintaining a credit rating throughout the period of the bonds.

## **5. LEGAL IMPLICATIONS**

5.1 There is a specific requirement within the bond documentation that a credit rating be maintained throughout the period of the bonds.

5.2 While the Council's bonds are trading on the LSE, the Council is required to comply with the Market Abuse Regulations, the Disclosure and Transparency Rules, the Listing Rules and ongoing obligations as set out in the LSE Admission and Disclosure Standards.

## 6. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
<b>Compliance/ Reputational</b>	<p>Failure to adhere to the relevant legislation, rules and regulations may result in the Financial Conduct Authority (FCA) seeking to investigate the governance arrangements in place to comply with the LSE requirements. This could be on a corporate and/or individual basis and represents both a legal and reputational risk.</p> <p>Council employees and councillors have access to an array of information which may be confidential and/or inside information in terms of the relevant legislation, rules and regulations that come with being an LSE listed organisation.</p> <p>It is important that all employees and councillors understand the implications of being a listed organisation and having a credit rating and the specific requirements this puts on them.</p>	L	These risks are mitigated through monitoring of key governance programmes by the Council and by a programme of training in place.
<b>Financial</b>	The Council must endeavour to maintain a suitable	L	These risks are mitigated by having robust governance processes in place which

	<p>credit rating. Should the credit rating fall the liquidity of the bonds in the secondary market will drop. If concerned, bondholders may call a meeting which would analyse the Council's financial position and the Council are obliged to respond honestly to all questions.</p> <p>Further if the credit rating falls such that it is three notches below the UK sovereign rating, the bondholders can request repayment of the bonds.</p> <p>In addition, if the credit rating falls then the Council's ability to obtain other financial products in marketplace may become more expensive and/or difficult to access. This is due to the perceived risk in investing in a lower credit rated body.</p>		<p>ensures the Council can react and act promptly to address issues arising. The Council monitors the key work programmes identified to ensure these risks are mitigated as far as possible.</p>
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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> TECA, including digestion plant</p>	<p>The proposals within this report support the continued delivery of The Event Complex Aberdeen - Policy Statement 2.</p>
<b>Aberdeen City Local Outcome Improvement Plan</b>	
<p>Prosperous Economy Stretch Outcomes</p>	<p>The bond issuance has provided a source of financing which allows investment in the city through</p>

	the projects identified within the Council's capital programmes.
Prosperous People Stretch Outcomes	Investment in the city enhances the lives of its citizens and those of the wider region through the provision of better facilities.

## 8. IMPACT ASSESSMENTS

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

## 9. BACKGROUND PAPERS

9.1 Bond Financing Strategy – Implications for the Council (Council 14/12/16)

## 10. APPENDICES

Appendix 1 – Moody's Credit Opinion (18 January 2021)

## 11. REPORT AUTHOR CONTACT DETAILS

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## CREDIT OPINION

18 January 2021



### RATINGS

#### Aberdeen City Council

Domicile	Aberdeen, United Kingdom
Long Term Rating	A1
Type	LT Issuer Rating - Dom Curr
Outlook	Stable

Please see the [ratings section](#) at the end of this report for more information. The ratings and outlook shown reflect information as of the publication date.

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EMEA	44-20-7772-5454

# Aberdeen City Council

## Update to credit analysis

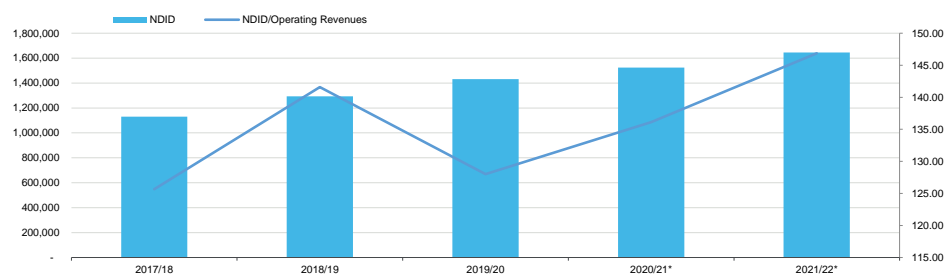
### Summary

The credit profile of [Aberdeen City Council](#) (Aberdeen, A1 stable) reflects a strong institutional framework, a strong track record of operating performance and a wealthy local economy, in addition to a high debt burden to finance their capital programme and key project risk from the development of The Event Complex Aberdeen (TECA). The credit profile also reflects a high likelihood that the government of the [United Kingdom](#) (UK, Aa3 stable) would intervene in the event of acute liquidity stress.

#### Exhibit 1

**Aberdeen's debt levels have increased steadily over recent years to fund its capital programme, however should moderate over the medium term**

Net Direct and Indirect Debt (£000s), Net Direct and Indirect Debt as % of operating revenues



\* denotes a projection based on Aberdeen's medium term financial plan.  
 Source: Issuer, Moody's Investor Services

### Credit strengths

- » Strong institutional framework for Scottish local authorities
- » Wealthy local economy, with some concentration in oil and gas industries
- » Decent financial performance but significant medium term pressures

### Credit challenges

- » Debt has increased in size and complexity in recent years
- » Implementation of ambitious savings programme to reduce projected operating deficits
- » Exposure to key project risks associated with the development of The Event Complex Aberdeen (TECA)

## Rating outlook

Aberdeen's stable outlook reflects the stable outlook on the UK sovereign in addition to our view that rated local authorities have sufficient budgetary buffers, in the form of usable reserves and budgetary flexibility, to be able to offset the medium term credit impacts of the coronavirus pandemic.

## Factors that could lead to an upgrade

A significant reduction in debt levels, a reduction of the risks associated with its ambitious capital programme and a strengthening of its reserves balance would exert positive pressure on the rating. An upgrade of the UK sovereign rating would also put upwards pressure on the rating.

## Factors that could lead to a downgrade

Factors that could lead to a downgrade include a failure to realise projected revenues from its capital programme, worsening financial performance and a material increase in debt levels. In addition, a downgrade of the sovereign rating, a change in the relationship between Scotland and the UK or a dilution of the regulatory and institutional framework for Scottish local authorities could also exert downward pressure on the rating.

## Key indicators

Exhibit 2

	2016/17	2017/18	2018/19	2019/20	2020/21F	2021/22F
Net Direct and Indirect Debt / Operating Revenue (%)	124.6	125.7	141.6	128.0	136.1	146.9
Interest Payments / Operating Revenue (%)	3.5	5.1	5.5	4.8	5.1	5.5
Gross Operating Balance / Operating Revenue (%)	(1.4)	(2.4)	(0.9)	0.1	(0.6)	(1.2)
Capital Financial Surplus (Requirement) / Total Revenue (%)	(35.9)	(20.5)	(23.4)	(27.8)	(16.0)	(18.4)
Intergovernmental Transfers / Operating Revenue (%)	49.7	47.6	48.9	50.1	50.0	50.0
Short-Term Direct Debt / Direct Debt (%)	7.7	7.3	15.6	14.8	13.9	12.8
GDP per capita as % of National Average [1]	146.0	148.3	148.3	148.3	148.3	148.3
Usable Reserves / Operating Revenue (%)	10.0	7.3	6.4	5.4	4.7	3.5

[1] Gross value-added figures for Aberdeen and Aberdeenshire as a percentage of the UK average (source: Office for National Statistics, "ONS").  
Source: Issuer, Moody's Investors Service

## Detailed credit considerations

The credit profile of Aberdeen, as expressed by the A1 stable rating, reflects (1) a Baseline Credit Assessment (BCA) of a3, and (2) a high likelihood of extraordinary support from the UK government in the event that the entity faces acute liquidity stress.

### Baseline credit assessment

#### Strong institutional framework for Scottish local authorities

The institutional framework for UK local authorities (LAs) is mature and highly developed, underpinned by a number of key pieces of legislation. The UK LA system is one of the most centralised in Europe and, as such, the rating of LAs are significantly driven by the sovereign rating and central government policy.

In Scotland, the responsibility for funding is devolved, with the Scottish government being allocated a block grant from the UK sovereign, which currently amounts to some 85% of the total budget. The Scottish government then allocates a block grant to Scottish LAs in the form of a general revenue grant, non-domestic rates income (business rates) and a general capital grant, this represents around 50% of Aberdeen's gross budget. This also means that Aberdeen is less exposed to business closures than LAs in England - as non-domestic rates income acts as a balancing figure within its grant calculation and will scale up and down depending on its grant allocation. This will insulate Aberdeen to some extent from the economic downturn expected over the medium term. As in England,

This publication does not announce a credit rating action. For any credit ratings referenced in this publication, please see the ratings tab on the issuer/entity page on [www.moody's.com](http://www.moody's.com) for the most updated credit rating action information and rating history.

Scottish LAs' main sources of non-block grant revenue are council taxes, fees, charges, trading and investment income. Similar to English LAs, Scottish LAs have to prepare an annual balanced budget and any failure to meet this requirement means the government must be notified by the designated financial officer (Section 95 officer) at the council.

Aberdeen's internal governance and scrutiny is strong, supported by recent assessments from the Accounts Commission. The financial planning process includes a strategic review, underpinned by a medium-term financial plan, a corporate risk register and monitoring of the financial position (which is reported quarterly to the City Growth and Resources Committee). Similar to other LAs, Aberdeen manages a number of partnerships with other public bodies to deliver its social mandate. In addition to this, Aberdeen holds shares in a number of entities and subsidiaries to support the delivery of its objectives. All are financed by Aberdeen, so their funding and savings plans are considered in Aberdeen's medium-term financial plan. None have any debt on their balance sheets.

### **Wealthy local economy, with some concentration in oil and gas industries**

Aberdeen is located in the north east of Scotland, with a population of 229,000. Aberdeen is wealthy compared with the rest of the UK and Scotland. Gross value added per capita in Aberdeen City and Aberdeenshire was £40,667 in 2017 or 148% of the UK average of £27,430. As of June 2020, its employment rate of 78.6% was higher than both the Scottish (74.2%) and UK level (75.9%). It also has a highly skilled labour force, with approximately 55% of working age people having qualifications at NVQ4 and above compared with the Scottish and UK averages of 45.3% and 40.3% respectively.

The oil and gas sector remains the primary driver of employment in the Aberdeen's economy through direct employment on offshore rigs and indirectly in the supply chain. An analysis by Scottish government estimates that the energy sector as a whole represents around 36,000 of the Aberdeen region's employment (11% of the total). The energy sector also plays an outsize role in the GVA generated by Aberdeen, with GVA/per head of employment at £160,000 within the energy sector compared with £60,000 for life sciences and financial and business services.

The coronavirus pandemic led to a significant decline in the oil price to around \$18 per barrel during April 2020, although by January 2021 it had risen to around \$50 per barrel. Aberdeen's concentration in this sector means that the fall in oil price will have a direct impact on the Aberdeen region's economic performance, reducing GVA in 2021 and into 2022. In Scotland as a whole, GDP fell by 24% between February and April 2020, and over 2020 the reduction is estimated at 10%, Aberdeen may have a steeper decline based on its economic concentration in the oil and gas industry.

In addition, as an export-led economy Aberdeen is particularly exposed to Brexit. The trade deal agreed at the end of 2020 limits some of the uncertainty for the oil and gas sector, however we expect some disruption to continue as the sector transitions to the new arrangements.

While the results of the Brexit referendum initially brought renewed impetus to the arguments for a second Scottish Independence referendum, we view this as currently having little bearing on the strong ties between the UK government, the Scottish government and in turn the LA sector.

### **Decent track record of financial performance, but significant pressures over the medium term**

Aberdeen generated a £1.6 million budget surplus on its general fund in FY2020, increasing its usable reserves balance by a net £1.3 million. In general, its budgetary performance and budgetary control is strong however over the medium term it faces large pressures from the impacts of the coronavirus pandemic, on both spending and revenues. Before the pandemic, Aberdeen had identified around £34 million of savings to be required in FY2021 as part of its balanced budget. In June, an additional £26 million gap was identified due to the impacts of the pandemic on spending and revenues. A net £5 million deficit is currently estimated. Included in this is an estimated loss of £4 million income from the TECA project, related to a loss of projected income from the concession agreement with the conference centre operator and surpluses from the two hotels and energy centre on the site. Aberdeen expects to meet the deficit by identifying further expenditure savings, rather than using its reserve balances.

Aberdeen had £60 million of usable reserves as of FYE2020, with just over £35 million in its general fund balance. Its usable reserves level is relatively slim compared to other Moody's rated local authorities, at just 5% of total gross operating revenues. We expect

Aberdeen's usable reserves to remain at this level over the medium term, as the council has committed to balancing budgets through organisational re-design, including digitisation of processes and some services and staffing restructures.

The Housing Revenue Account (HRA), similar to that in England, is ring fenced and primarily funded through rents. Aberdeen currently has around 22,000 council houses, which are covered by a 30-year HRA business plan. As is the case in England, in Scotland, the HRA cannot subsidise the general fund or vice versa (Housing (Scotland) Act 1987). We consider the consolidated position of the council - including the HRA revenue and debt which adds around £202 million of debt.

### **Debt has increased in level and complexity in recent years**

Aberdeen issued a £370 million index-linked bond in November 2016, maturing in 2054. The bond was intended to support the development of its ambitious capital programme, in particular, financing TECA. The bond is index-linked on the capital repayments - this increases the council's inflation-related risk as a limited proportion of Aberdeen's revenue is index-linked and raises the risk of a potential mismatch between revenue and indexation on the capital.

Aberdeen's debt levels are moderately high at 128% of gross operating revenues. This includes direct debt of £1.2 billion, £135 million in PPP liabilities and £58 million of finance leases. Its direct debt is predominantly split between the borrowing from the Public Works Loan Board (PWLB) (41%), the Bond issuance and premium (37%) with the remainder market debt and temporary loans. There is no use of derivatives, although it continues to have some legacy Lender Option Borrower Option (LOBO) loans, however these are all at fixed rates.

We expect debt to stay fairly stable as a proportion of gross operating revenues over the medium term as Aberdeen's capital programme over the next five years is currently quite modest at £675 million (£424 million relating to the General Fund and £251 million related to the HRA), funded by around £320 million of borrowing with the remainder funded by grants and revenues.

Aberdeen's treasury policy is straightforward, reflecting the uncomplicated debt and treasury arrangements. The investment policy is risk averse, with an approved counterparty list with the highest-rated entities maintained and adhered to, investments are currently held and planned to be held in highly rated money market funds. [Clydesdale Bank plc \(LT Bank Deposits, Baa1 stable\)](#) is responsible for day-to-day banking facilities and offers an overdraft facility of £1.5 million.

Aberdeen also has a number of other existing indirect obligations, the largest of these being the pensions fund, which is showing an actuarial deficit of £310 million. A 19-year recovery plan has been agreed with the trustee to make up the difference. Aberdeen is involved in two Public Private Partnerships (PPP). These include a 30-year PPP contract for the construction, maintenance and operation of 10 schools. The scheme came into operation between May 2009 and April 2011. The other PPP is for another school, Lochside, which came into operation in August 2018 and is for 28 years. The liability value of the PPPs at FYE2020 is £135 million. Aberdeen also has a finance lease for the commercial development at Marischal Square in Aberdeen City Centre which completed in November 2017, for a duration of 35 years. This consists of a hotel, retail and office premises. The discounted present value of the minimum lease payments is £58 million, and this has been consolidated into Aberdeen's net debt and indirect debt. Aberdeen City Council will be liable for the annual rental stream from the asset and carries the revenue risk should the project not be successful. Contingency amounts from the deal are available in the first few years of the development, to protect the council against a shortfall in rental income as rental agreements are signed with tenants.

### **Key project risk associated with TECA**

TECA is the cornerstone of Aberdeen's capital programme. The project comprises a new 12,500 capacity seated/standing arena, exhibition and conference centre, two hotels, car parking facilities and an energy centre and anaerobic digestion plant. Construction started in July 2016 and is now operational as of summer 2019. The total gross construction cost was £425 million.

The project is intended to consolidate Aberdeen's ability to compete globally with other cities in the energy sector, as well as support the diversification of Aberdeen's economy through leisure and business tourism. We view the TECA development and Aberdeen's borrowing to finance it as demonstrating the council's higher risk appetite than a typical local authority, although the project is intended to boost Aberdeen's long-term economic performance.



TECA is operated by ASM Global which has considerable experience running other major event and conference venues in the UK and globally, and hotel franchise agreements with RBH Hospitality Management, under the [Hilton Hotels Corporation](#) (unrated) and [Marriott International, Inc \(Baa3 negative\)](#) brands. Construction risk is now materially lower, as the majority of the programme is now complete, including the energy centre.

However, Aberdeen remains exposed to significant revenue risk in operation phase. The coronavirus pandemic has effectively closed the venue for the majority of 2020, although both of the hotels on the site were operational for part of the year. As mentioned previously, a net surplus of £4 million was expected in FY2021 and this is now expected to be close to zero. It is uncertain whether it will be able to open in FY2022 and, if not, a similar loss can be expected in this fiscal year. Over the medium to long term, the impacts of the pandemic on the events and conference industry may result in a shift in demand for TECA's services, resulting in the local authority having to reconsider the focus of the site.

### Extraordinary support considerations

We consider Aberdeen to have a high likelihood of extraordinary support from the UK government, reflecting our assessment of the reputation risk to the state were a local government's financing to fail within such a tightly designed and monitored system, in addition to the Public Works Loan Board's stated intention to act as a lender of last resort.

### ESG considerations

#### How environmental, social and governance risks inform our credit analysis of Aberdeen City Council

Moody's takes account of the impact of environmental (E), social (S) and governance (G) factors when assessing sub-sovereign issuers' economic and financial strength. In the case of Aberdeen City Council, the materiality of ESG to its credit profile is as follows:

Environmental considerations are not material to local authority credit profiles. Main exposures relate to water shortages and flood risk. Fluvial flooding is the most frequent extreme weather event, though flood risk is managed by regional and national authorities, and therefore the financial burden of adapting to increased flood risk will not fall materially on local authorities

Social considerations are material to local authority credit profiles. These include the risks related to the coronavirus pandemic and the measures put in place to contain it. The most significant financial impacts on upper tier and unitary local authorities come from the increased costs of provision of adult and children's social care and housing provision over the course of the outbreak and beyond. All local authorities will suffer reductions in local revenues from business rates and council taxes, sales, fees and charges as a result of the associated economic contraction. The total financial pressure is estimated at around 11% of the gross sector budget in FY2021, although we expect financial impacts to persist for a number of years.

Governance considerations are material for local authority credit profiles. Governance standards in the sector are high, with governance of capital finance directed by the sector's Prudential Code, which is designed to ensure capital plans are affordable, prudent and sustainable. Data transparency is very high, with all material spending decisions published on websites, along with budgets, capital plans, policies, and accounts.

Further details are provided in the "Baseline credit assessment" section above. Our approach to ESG is explained in our cross-sector methodology [General Principles for Assessing ESG Risks](#).

### Rating methodology and scorecard factors

The assigned BCA of a3 is in line with the scorecard-indicated BCA. The matrix-generated BCA of a3 reflects (1) an Idiosyncratic Risk score of 4 (presented below) on a scale of 1 to 9, where 1 represents the strongest relative credit quality and 9 the weakest; and (2) a Systemic Risk score of Aa3, as reflected by the sovereign bond rating for the UK.

For details about our rating approach, please refer to our [Regional and Local Governments](#) rating methodology, published 16 January 2018.

Exhibit 3

31 March 2020

Baseline Credit Assessment	Score	Value	Sub-factor Weighting	Sub- factor Total	Factor Weighting	Total
<b>Scorecard</b>						
<b>Factor 1: Economic Fundamentals</b>						
Economic strength	1	148.26	70%	2.2	20%	0.44
Economic volatility	5		30%			
<b>Factor 2: Institutional Framework</b>						
Legislative background	1		50%	3.0	20%	0.60
Financial flexibility	5		50%			
<b>Factor 3: Financial Performance and Debt Profile</b>						
Gross operating balance / operating revenues (%)	7	-0.5	12.50%	4.5	30%	1.35
Interest payments / operating revenues (%)	7	5.0	12.50%			
Liquidity	1		25%			
Net direct and indirect debt / operating revenues (%)	7	128.0	25%			
Short-term direct debt / total direct debt (%)	3	14.8	25%			
<b>Factor 4: Governance and Management</b>						
Risk controls and financial management	1			5.0	30%	1.50
Investment and debt management	5					
Transparency and disclosure	1					
<b>Idiosyncratic Risk Assessment</b>						<b>3.89 (4)</b>
<b>Systemic Risk Assessment</b>						<b>Aa3</b>
<b>Suggested BCA</b>						<b>a3</b>

Source: Issuer, Moody's Investors Service

## Ratings

Exhibit 4

Category	Moody's Rating
<b>ABERDEEN CITY COUNCIL</b>	
Outlook	Stable
Issuer Rating -Dom Curr	A1
Senior Unsecured -Dom Curr	A1

Source: Moody's Investors Service

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Asia Pacific	852-3551-3077
Japan	81-3-5408-4100
EMEA	44-20-7772-5454

## ABERDEEN CITY COUNCIL

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<b>COMMITTEE</b>	City Growth and Resources
<b>DATE</b>	6 February 2021
<b>EXEMPT</b>	No
<b>CONFIDENTIAL</b>	No
<b>REPORT TITLE</b>	Town Centre Fund
<b>REPORT NUMBER</b>	COM/21/020
<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

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### 1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to update Committee (1) on the progress of the Town Centre Fund allocated projects; (2) on any uncommitted funding, or funding at risk of being unspent; and (3) to present options of how this may be allocated.

### 2. RECOMMENDATION(S)

That the Committee:-

- 2.1 Notes the individual project updates at 3.2 in this report;
- 2.2 Agrees to withdraw the offer of grant of £100,400 to the Living Wall Project due to timescales; and
- 2.3 Delegates authority to the Chief Officer - City Growth, in consultation with Chief Officer - Finance to vire budgets between the approved Town Centre Fund projects to ensure delivery within the timelines set out under the grant conditions, and agrees to allocate any remaining funds to progression of land assembly in support of the Queen Street surface car park land acquisition.

### 3. BACKGROUND

- 3.1 In June 2019, February 2020 and October 2020, the Council's City Growth and Resources Committee approved the award of £1,835,000 for the projects outlined in the table below. For all projects, there is an obligation to have committed expenditure by 31 March 2021 with a project completion deadline of the 30 September 2021. The £1,835,000 of funding was awarded to Aberdeen City Council from the Scottish Government through the Town Centre Fund Programme. Initially an award of £1,351,000 in 2019, followed up by a further £484,000 in 2020. The deadline for projects to commit to contracts is 31<sup>st</sup> March 2021. The deadline for project completion and spend has been

extended to 30<sup>th</sup> September 2021 in response to the impact of the Covid-19 pandemic.

3.2 The table below provides an update on the progress of those approved projects for Committee along with the current spend and underspend.

<b>Project</b>	<b>TCF Allocation</b>	<b>Actual spend at reporting date (November , 2020)</b>	<b>Amount of 2020/21 Town Centre Fund unspent</b>	<b>Progress of project including completion date</b>
Aberdeen – Hayton Road – street design project (Walking & cycling in the area including environmental improvements)	£90,000	£0	£90,000	Project incurred a slight delay while works to determine drainage issues at underpass were clarified. Resolution has been costed at an additional £38,000. Project remains on track for completion within funding deadline
Aberdeen Parklets Development – taking unused spaces and making them more useable i.e seating area, tables, bike racks etc.	£85,000	£80,000	£5,000	Huntly Street Parklet delivered August 2020, Parklet at The Episcopal Church, Holburn Street delivered and some extra lightning still to go in. Due for full completion by 31 <sup>st</sup> March 2021.
Aberdeen Suspended signage	£400,000	£0	£400,000	Grant Agreement signed, and project on track to meet the commitment timescales required.
Aberdeen – Intelligent Street Lighting Phase 2 – using smart technology to improve the current lighting in the city especially for event and to improve safety in the city centre	£125,000	£125,000	£0	Project completed March 2020
Intelligent Street Lighting Phase 3	£300,000	£135,769	£164,231	Bridge of Don project completed November 2020/Tillydrone project ongoing.

<b>Project</b>	<b>TCF Allocation</b>	<b>Actual spend at reporting date (November , 2020)</b>	<b>Amount of 2020/21 Town Centre Fund unspent</b>	<b>Progress of project including completion date</b>
Union Street Public Realm – Phase 2	£68,502	£0	£68,502	Estimated completion May 2021
Mither Kirk	£390,000	£171,167	£218,833	Crypt is completed and next stage is the heating system which is on track. The design team are meeting early January to look at the detailed tendering package for the work around St Mary's Chapel.
Queen Street Demolition	£174,393		£174,393	Demolition is well underway and is on track for completion in April 2021
Living Wall – Flourmill Lane	£100,400	£0	£100,400	Discussions around the initial site on flourmill lane have not progressed in the timescale anticipated. Decolmitment recommended as it is not longer viable to deliver within the funding timescales.
Belmont Filmhouse – energy efficiency renovations	£48,623	£0	£48,623	Grant agreement signed December 2020. Project milestones indicate commitment and delivery timescales will be met.
Contingency Funding	£53,082	£0	£52,082	Funds held in case of additional costs on other TCF projects
Queen Street Surface Car Park – Land acquisition (approved but not allocated any funding)	£0	£0	£0	
<b>TOTAL</b>	<b>£1,835,000</b>	<b>£511,936</b>	<b>£1,323,064</b>	

- 3.3 The City Growth & Resources Committee agreed in October 2020 that if any of the previously approved projects failed to make sufficient progress by Friday 13<sup>th</sup> November 2020, officers could revoke their award of grant and offer it to

other approved projects subject to approval of the Convener of City Growth and Resources Committee. This option has not been invoked, and this report provides the instructed update on progress of all approved projects. A recommendation is now being made to withdraw the offer of funding to the living wall project on the basis that it has not yet been possible to secure a viable site. With the requirement to commit to contracts by 31<sup>st</sup> March 2021, officers have significant concerns that the project can now be achieved within the time limits set out under the terms of the grant award. There is an increasing risk that funds allocated to the project would require to be re-paid to the Scottish Government. Discussions recently took place with Aberdeen Inspired to determine if they would be able to take forward the project, however they also indicated that this would not be feasible due to time and logistical constraints.

- 3.4 At the same Committee, officers reported that a further £484,000 had been awarded to the Council through an extension of the Town Centre Fund. Officers identified further suitable projects that would be deliverable within the required timescale and would meet the fund's criteria; these were approved.
- 3.5 A proposal for the University of Aberdeen Surface Car park acquisition on Queen Street was included in the previous report and approved without budget allocated from Town Centre Fund. This project is still viable within the timescales remaining to utilise Town Centre Fund, and could be considered an alternative project.

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

- 4.1 Town Centre Fund grant has been offered by Scottish Government and is in addition to the Council's 2020/21 capital 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.
- 4.2 Across both phases, a total of £1,835,000 is available, with £1,781,918 currently allocation to projects, leaving an unallocated contingency of £53,082.
- 4.3 It is acceptable under the terms of the Town Centre Fund to match fund projects with other Council budgets e.g. Phase 1 of the Intelligent Street Lighting project was delivered through existing Roads Capital budgets, with Phases 2 and 3 accelerated through application of the Town Centre Fund. A similar approach could be used for land assembly for the redevelopment of Queen Street, and the acquisition of specific buildings or land.

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

- 5.1 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>	<p>As per the grant conditions the money must be committed by the end of Financial Year 2020/21</p> <p>Any unspent, or unallocated funds will require to be returned to Scottish Government</p> <p>Covid – Lockdowns may cause delays to delivery. Failure to deliver within agreed timescales would result in non-compliance and loss of funds.</p>	M	<p>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.</p> <p>Approval to reallocate any unallocated funds is sought from Committee.</p> <p>At this time no projects have indicated delays which would extend beyond September 2021 completion deadline. Officers have asked the Scottish Government officers if any extensions may be offered due to ongoing lockdown and potential delays caused by lockdowns. At this time the deadlines have not been changed and we continue to engage closely to ensure projects remain on track.</p>

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
<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 project already outlined its impact to the LOIP themes when presented to committee for approval
Prosperous People Stretch Outcomes	Each project already outlined its impact to the LOIP themes when presented to committee for approval
Prosperous Place Stretch Outcomes	Each project already outlined its impact to the LOIP themes when presented to committee for approval
<b>Regional and City Strategies</b>	N/A

## 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 - PLA/19/290  
CG&R 6<sup>th</sup> February 2020 - PLA/20/021  
CG&R 28<sup>th</sup> October 2020 – COM/20/180

## 10. APPENDICES

Not applicable.

## 11. REPORT AUTHOR CONTACT DETAILS

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## ABERDEEN CITY COUNCIL

<b>COMMITTEE</b>	Education Operational Delivery Committee City Growth and Resources Committee
<b>DATE</b>	Education Operational and Delivery Committee – 20 January 2021 City Growth and Resources Committee – 3 February 2021
<b>EXEMPT</b>	Yes – Appendix 1 Outline Business Case  The content of the report is public, but has an exempt appendix – (Item 8 on schedule - Estimated expenditure on contracts)
<b>CONFIDENTIAL</b>	No
<b>REPORT TITLE</b>	Extension of Bucksburn Academy - Outline Business Case
<b>REPORT NUMBER</b>	RES/21/010
<b>DIRECTOR</b>	Steve Whyte
<b>CHIEF OFFICER</b>	Stephen Booth
<b>REPORT AUTHOR</b>	Maria Thies
<b>TERMS OF REFERENCE</b>	Education Operational Delivery Committee – 1.1.1, 1.1.2 City Growth and Resources Committee – 1.1.4, 2.1.1, 4.1

### 1. PURPOSE OF REPORT

- 1.1 Education Operational Delivery Committee: To note the proposals for the future anticipated school roll increase at Bucksburn Academy and to endorse the preferred design option.
- 1.2 City Growth and Resources Committee: To seek approval of the preferred design option and referral to the budget process for the funding required for the preferred design option to progress to detailed design development (RIBA stage 4).

## **2. RECOMMENDATIONS**

That the Education Operational Delivery Committee:

- 2.1 note and endorse the preferred design option to increase the capacity of Bucksburn Academy; and
- 2.2 note that the report will be presented to the City Growth and Resources Committee to seek approval of the preferred design option and referral to the budget process for the funding required for the preferred design option to progress.

That the City Growth and Resources Committee:

- 2.3 approve the preferred design option within the Outline Business Case;
- 2.4 note the overall funding of £1.5m required to progress to the detailed development stage of this project;
- 2.5 refer this project to the Council's Budget Meeting in March 2021; and
- 2.6 instruct Officers to report back to a future meeting of the City Growth and Resources Committee with the Full Business Case

## **3. BACKGROUND**

- 3.1 At its meeting of 3 March 2020, the Full Council Committee instructed the Chief Officer Corporate Landlord to take forward the proposals for the future anticipated school roll increase at Bucksburn Academy and to report back to the Education Operational Delivery Committee on 26 November 2020, this date was subsequently revised to January 20<sup>th</sup> due to the impact of COVID 19.
- 3.2. Bucksburn Academy was built in 2009 and was delivered as part of Aberdeen City Council's 3Rs Public Private Partnership (PPP) project which delivered 2 secondary schools and 8 primary schools. The school is operated and maintained by the 3Rs company, NYOP Education, under a PPP contract. Any alterations or extensions to the building can only be carried out with the agreement of NYOP and all design and construction work can only be carried out by NYOP's contractors on the Council's behalf.
- 3.3 Preliminary discussions with NYOP confirmed they would support the extension of the school, a feasibility study and options appraisal for an extension to Bucksburn Academy was subsequently commissioned based on providing additional capacity for 300 pupils at Bucksburn Academy. This additional capacity is required in order to meet future pupil capacity requirements as a result of the additional 1700 new homes within the Bucksburn Academy catchment area, to be constructed between 2019 and the end of 2025. A further 3400 homes within the school's catchment area are also allocated in the Local Development Plan beyond 2026. Extra capacity is therefore expected to be required at the school in the long term. An extension providing 300 additional

places would be appropriate to meet the needs of the school in the medium term. Coupled with the planned rezoning of Kingswells School from Bucksburn to Countesswells (once the new Countesswells Secondary School is built), this would provide flexibility to accommodate further increases in demand for pupil places beyond 2025. This will fulfil our duty under the Section 75 agreements for the Newhills Expansion area – allocations of developer funding “for the purposes of providing new or enhanced secondary school education facilities at Bucksburn Academy”.

### 3.4 The number of additional places required

The increase in pupil numbers is expected to be gradual over the next 6 years and beyond, as the new housing developments are established and continue to grow. Assuming that the plan to rezone Kingswells School to Countesswells goes ahead in 2023, it is anticipated that Bucksburn Academy’s current capacity will be sufficient to accommodate the expected additional pupils until August 2022, after which approximately 111 additional pupil places will require to be provided, to accommodate anticipated pupil numbers from 2022 to 2025. This is illustrated in Table 1 below.

3.4.1 If the new school at Countesswells is not completed by 2023, then Kingswells pupils will continue to transfer to Bucksburn Academy after primary school, and it is expected that the requirement for additional places at Bucksburn Academy will increase to 152 in 2023, and 259 by 2025 (see Table 2 below).

Table 1 – Predicted shortfall in spaces for Bucksburn Academy (assuming Kingswells rezoned from 2023)

Current functional capacity : **683**

Year (from Aug)	2018	2019	2020	2021	2022	2023	2024	2025
Pupil Roll	551	624	683	725	794	786	781	770
<b>Capacity Shortfall</b>	-132	-59	0	42	111	103	98	87

Table 2 – Predicted shortfall in spaces for Bucksburn Academy (if Kingswells rezoning is delayed)

Current functional capacity : **683**

Year (from Aug)	2018	2019	2020	2021	2022	2023	2024	2025
Pupil Roll	551	624	683	725	794	835	889	942
<b>Capacity Shortfall</b>	-132	-59	0	42	111	152	206	259

3.4.2 The required additional capacity for Bucksburn Academy in the period from 2022 to 2025, therefore, is likely to range from 111 to 259 pupil places, depending on the programme for delivery of the new school at Countesswells. Significant further demand for additional places at Bucksburn is then expected to arise beyond 2025.

Pupil roll forecast figures can only be approximate, and the above numbers of additional required places are the best estimates based on the data available. It would be prudent to ensure that there are sufficient unused places available at the school to cope with future unanticipated fluctuations in demand, rather than having the school 100% full as soon as the extension is completed.

**3.4.3** It is therefore proposed that a new extension to the school providing 300 additional places, is delivered. This would ensure that sufficient space is available at the school to accommodate the new housing developments, and would allow for any delays in rezoning Kingswells School to the new secondary school at Countesswells.

#### **3.4.4 Longer term requirement**

Whilst our school roll forecasts indicate a required capacity increase at the school of up to 259 pupil places between now and 2025, based on current pupil per household rates used for the Bucksburn area, the 3400 homes which are expected to be constructed in the Bucksburn catchment area post 2025 could potentially generate a further 340 pupils at the school, giving an overall increase of 599 pupils in the long term. This means that further action is likely to be required to be taken at a later date, to ensure there is sufficient capacity at the school.

**3.4.5** However, as noted above, it is not possible to accurately predict pupil numbers more than 7 years in advance. Moreover, extending the building further at this point to provide accommodation which may not actually be needed for up to 16 years or more, would not be cost effective. It is therefore suggested that an extension providing 300 additional places would be appropriate to meet the needs of the school in the medium term. Coupled with the planned rezoning of Kingswells School, this would provide flexibility to accommodate further increases in demand for pupil places beyond 2025.

**3.4.6** Any additional action required in the longer term to ensure there is sufficient capacity at the school will be identified and planned for accordingly.

**3.4.7** There is no trigger date within the Section 75 agreement for providing new or enhanced secondary school education facilities at Bucksburn Academy, this is lead by the projected school roll forecasts which include projected build out rates from the Housing Land Audit therefore these figures may vary depending on the actual annual build rate achieved by the developer.

### **3.5 Future Vision**

**3.5.1** It is recognised that learning takes place within families, at school and in our communities. As such we need to take a broader view and consider how our new school buildings can better serve communities, as part of a community campus model. This approach would support delivery of multi-agency spaces, drive efficiency through the co-location of services supporting the needs of a particular community, and have the potential to maximise delivery of primary prevention and early intervention, in keeping with the Local Outcome



Improvement Plan. It is proposed that to ensure a more efficient secondary school estate, with over-provision and under-provision of school places kept to a minimum, new secondary schools have a minimum roll of 1,000 pupils. By providing and investing in an additional 300 pupil places at Bucksburn Academy will ensure adherence to these principles and the building remains a long term sustainable community asset which can serve the needs of both our future pupil population and the wider community within this ASG.

### **3.6 Design Options**

- 3.6.1** A design options appraisal was commissioned via NYOP for a proposed extension to Bucksburn Academy following approval from the Capital Programme Board in April 2019. AHR architects were appointed and were the original Architects who designed the 3Rs schools. A project team with senior user representation (School Head Teacher) and Officers from Corporate Landlord collectively agreed and set the project objectives and key criteria to ensure an optimum design was achieved. Consultation and participation from Senior Users i.e. the Head Teacher and Faculty Heads from Bucksburn Academy during the initial scoping and option appraisal work was key in determining an optimum design solution for the proposed extension.
- 3.6.2** Option 2 within the appended Outline Business Case (OBC) identifies and recommends a preferred design option which would best deliver an extension to Bucksburn Academy to generate an additional 300 pupil places. This design option best meets the project objectives and key criteria from the outset.
- 3.6.3** Other options within the OBC have been identified and discounted accordingly.
- 3.6.4** The design works will also allow the opportunity to address a number of issues in the operation of the current facility, in particular the future sports provision and improving the interface with community and Sport Aberdeen managed facilities.

### **3.7 Procurement and Funding**

- 3.7.1** An external legal and financial advisor was commissioned to establish and evaluate the most efficient and effective procurement and financing route for this project taking into consideration how the procurement would interact with the project for delivery, operation, and ownership. A recommendation of a "Project Variation" (Authority Change) represents the simplest contractual route for the Council to procure the Extension. NYOP remains the single point of responsibility for the Council and is responsible for the carrying out the works required for the Extension.
- 3.7.2** It should also be noted that under the 3Rs contract that the Council holds with NYOP, any permanent extension to the Bucksburn Academy building will result in increases to the annual unitary charge for the provision of the building which will cover maintenance, lifecycle replacement, janitorial and cleaning costs. This charge is funded through revenue, and therefore a permanent uplift in revenue funding would require to be identified in order to meet the additional costs following completion of the extension. The likely size of this increase would be dependent on the size, nature and funding of the extension, this indicative cost is detailed within section 7 of the OBC however, final costs will be determined once detailed design is complete.

### **3.8 Alternatives**

- 3.8.1 The provision and delivery of education at a local level in Scotland is the statutory responsibility of Local Authorities under the Education (Scotland) Act 1980. This involves ensuring adequate and appropriate primary and secondary school provision is in place to serve the needs of existing and new communities in the city. Failure to plan and provide this additional capacity at Bucksburn Academy will result in insufficient capacity available to pupils living in the Bucksburn ASG. Failure to increase the capacity at Bucksburn Academy would mean that pupils living within the new developments in the Newhills Expansion area would require to be placed at other schools in the area (eg. Dyce Academy or Northfield Academy). However, capacity at these schools is also limited, and for the majority of the new pupils the schools are likely to lie further than 3 miles' safe walking distance from their homes, and the Council would therefore be required to provide free transport to school for these pupils, at a considerable and ongoing revenue cost. This option has been discounted in the OBC in appendix 1.

## **4. FINANCIAL IMPLICATIONS**

- 4.1 Funding to date for this feasibility study and options appraisal have been met by developer contributions aligned to this project. Further funding of £1.5m will be required for the development of the preferred option up to RIBA stage 4 and any associated design works regarding future delivery of PE provision which will allow a full business case to be presented for approval prior to tender award. This funding is expected to be met from the developer contributions associated with this project. Details of developer contributions received to date are provided in the appended Outline Business Case.
- 4.2 The full cost of developing and constructing the Bucksburn Academy extension is likely to be higher than the potential developer contributions available. Financial modelling undertaken by consultants engaged recommends the cheapest method of providing the additional finance required is borrowing from the Public Loan Works Board.
- 4.3 The Council's approved Capital Programme contains other new schools partially funded by developer obligations. The Bucksburn extension would require the programme to "cash flow" any timing differences between project expenditure and available developer obligation funding. The full business case will detail the final development costs of this project, and profile the expected developer obligation funding.
- 4.4 It should also be noted that under the 3Rs contract that the Council holds with NYOP, any permanent extension to the Bucksburn Academy building will result in increases to the annual unitary charge for the provision of the building which will cover maintenance, lifecycle replacement, janitorial and cleaning costs.
- 4.5 This charge is funded through revenue, and therefore a permanent uplift in revenue funding would require to be identified for future financial years in order to meet the additional costs following completion of the extension. The likely size of this increase would be dependent on the size, nature and funding of the

extension, this indicative cost is detailed within section 7 of the OBC however, final costs will be determined once detailed design is complete.

- 4.6 Additional financial plans and proposals for future management arrangements of the school will be developed by Integrated Children’s and Family Services and may be required to be submitted for separate approval.

## 5. LEGAL IMPLICATIONS

- 5.1 There are no direct legal implications arising from the recommendations of this report however all future 3Rs contractual amendments and implications will be fully detailed in the full business case.

## 6. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
<b>Strategic Risk</b>	N/A		
<b>Compliance</b>	Future 3Rs contract amendments may be complex and add time delays to the delivery programme	M	A project variation has been identified as the most effective way to procure the proposed extension. Agreement on a procurement route at the outset will allow to plan accordingly.
<b>Operational</b>	The preferred option doesn’t meet the aspirations of the Community/stakeholders	L	A comprehensive and inclusive communications strategy will form part of this project. Both internal and external stakeholder engagement at key stages of this project will be fundamental to the successfully delivery and operation of this new extension. All public meetings/workshops will be carried out in a consistent manner ensuring an inclusive and participative approach. Senior Users have participated in the design

			option appraisal to date. Further design development will also resolve any other issues around future delivery of PE provision.
<b>Financial</b>	Funding option may not be affordable within current financial constraints of ACC  Non receipt of Developer Contributions	L  M	Expert legal advice and evaluation of procurement and financial options has identified the most appropriate and viable route for this proposed project. The funding route is the most economically advantageous option for ACC  Regular monitoring, tracking and scrutiny of completions and adherence to schedule of developer contribution payments to ensure payments are received when due to ACC.
<b>Reputational</b>	Risk of damage to Council reputation if the recommendations are not implemented and future capacity requirements are not met.	H	Implementing the recommendations in this report will ensure that this project can proceed to the next stage of development
<b>Environment / Climate</b>	Risk of negative impact on the environment if the recommendations are not implemented and future zoned pupils cannot access education provision within their ASG and therefore would require to be transported to another school further afield.	L	Implementing the recommendations in this report will ensure that this project can proceed to the next stage of development.  Including a project objective to meet ACC's aspirations for net zero carbon will ensure any environmental impacts are considered and addressed during the design stage

## 7. OUTCOMES

<b>Council Delivery Plan</b>	
	<b>Impact of Report</b>
<b>Aberdeen City Council Policy Statement</b>	The proposal within this report supports the delivery of Place Policy Statement 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. This proposal would provide additional accommodation to ensure pupils living in the Bucksburn ASG can attend their zoned local school which will help promote more sustainable routes to schools and contribute to the safety, fitness and wellbeing of our communities.
<b>Local Outcome Improvement Plan Themes</b>	
	<b>Impact of Report</b>
<b>Prosperous Economy</b>	This project supports the delivery of LOIP Stretch Outcome 1 – 10% increase in employment across priority and volume growth sectors by 2026. The investment in our estate is interlinked with the investment in our workforce and will contribute to the diversification of the local economy.
<b>Prosperous People</b>	LOIP Stretch Outcome 7 - Child Friendly City which supports all children to prosper and engage actively with their communities by 2026 – if the project is accepted to progress to the next stage, the additional capacity created at Bucksburn Academy will allow a larger cohort of pupils to actively engage within their Associated Schools Group (ASG) and wider community. Increasing the capacity of Bucksburn Academy will also ensure that transitions from primary school can be planned accordingly, which has been proven to positively contribute to how children prosper in the secondary stage.
<b>Prosperous Place</b>	<i>LOIP Stretch Outcome 15</i> - 38% of people walking and 5% of people cycling as main mode of travel by 2026 - Investing in Bucksburn Academy would provide additional accommodation to ensure pupils living in the Bucksburn ASG can attend their zoned local school which will help promote more sustainable routes to schools and contribute to the safety, fitness and wellbeing of our communities.

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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

None

## 10. APPENDICES

*Appendix 1 – Outline Business Case for Extension to Bucksburn Academy*

## 11. REPORT AUTHOR CONTACT DETAILS

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## ABERDEEN CITY COUNCIL

<b>COMMITTEE</b>	City Growth and Resources
<b>DATE</b>	3 <sup>rd</sup> February 2021
<b>EXEMPT</b>	No
<b>CONFIDENTIAL</b>	No
<b>REPORT TITLE</b>	Update on Spaces for People Interventions
<b>REPORT NUMBER</b>	COM/21/031
<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 Further to the 28 October 2020 City Growth & Resources Committee Report COM/20/196 (Update on Spaces for People Interventions), the purpose of this report is to update the committee on the temporary urban realm works, and recommend next steps in continuing to battle the COVID-19 pandemic.

### 2. RECOMMENDATION(S)

It is recommended that the Committee:-

- 2.1 Note the outcomes of the survey work and data collection done to date and that due to moving into lockdown it has not been possible to collect meaningful data or undertake surveys over late December and January to feed into the report;
- 2.2 Note that where data collection has been possible it has shown a significant increase in pedestrians and cyclists using recreational routes and recreational destinations;
- 2.3 Note the recommendations from the Director of Public Health for NHS Grampian that the interventions should remain in place, particularly in light of the new more transmissible variant;
- 2.4 Note support from both Police Scotland and Scottish Fire and Rescue in relation to the interventions, in particular that council officers continue to work with the emergence services to ensure that the interventions in no way impact on their service provision;
- 2.5 Note that Sustrans have confirmed that the funding for the maintenance and removal of the interventions can be carried forward beyond the May deadline; and
- 2.6 Instruct the Chief Officers of Strategic Place Planning, Capital and Operations that in the context of the above, and the current lockdown, to maintain the current interventions and to report back to the next CG&R with a update of the requirement for the measures to remain in place.

### 3. BACKGROUND

#### Work done to date

3.1 Further to the direction from the Scottish Government and NHS, at the Urgent Business Committee on the 6 May 2020, 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;*

3.2 Subsequent to the May instruction officer successfully bid for £1.76million and proceeded to implement projects across the city to provide space for people to Physically Distance in line with UK and Scottish Government and NHS guidance. A Governance group was set up with the various senior officers from across the Council, the Deputy Director of Public Health at NHS Grampian and representatives from Police Scotland and Scottish Fire and Rescue. Over the following weeks and months this group oversaw the implementation of a range of measures across the city to support the NHS in the fight against COVID19.

3.3 In October 2020 a report was brought to City Growth and Resource committee to update members on the interventions and recommend next steps. At that meeting the committee resolved:-

(vi) *“to instruct the Chief Officer – Strategic Place Planning to monitor the remaining interventions and report to the next meeting of this committee at the earliest opportunity, to assess all modal data for the city centre, Rosemount and George Street and Torry and review the requirement for the measures to stay in place, including the possibility of opening Union Street to buses only in consultation with communities and the Disability Equity Partnership (DEP); and access for cars at the top end of Union Street and Market Street;”*

(vii) *“to agree to the removal of the temporary cycle lane at the Beach Esplanade, leaving the one way system between Beach Boulevard and Wellington Street only, and continue to consult on options which could form part of a Beach Masterplan;”*

(ix) *“to 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), UK and Scottish 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”*



3.4 This report therefore seeks to update members on the current situation, the work undertaken since that committee, and recommend next steps.

## CONTEXT

### National Context

3.5 Since that October committee it has been a challenging period at the National and International level in terms of trying to tackle the pandemic, and Aberdeen has not been immune to those challenges. The national governments have struggled with getting a balance between giving people freedom over the Christmas period, and protecting the NHS from the implications of a second wave. In the run up to Christmas restrictions were put in place to help slow the spread of the virus. The aim was to build capacity to allow people some freedom over the festive period to meet friends and family. However, the appearance of a new more contagious variant of the virus resulted in both governments having to row back on some of the proposals for Christmas.

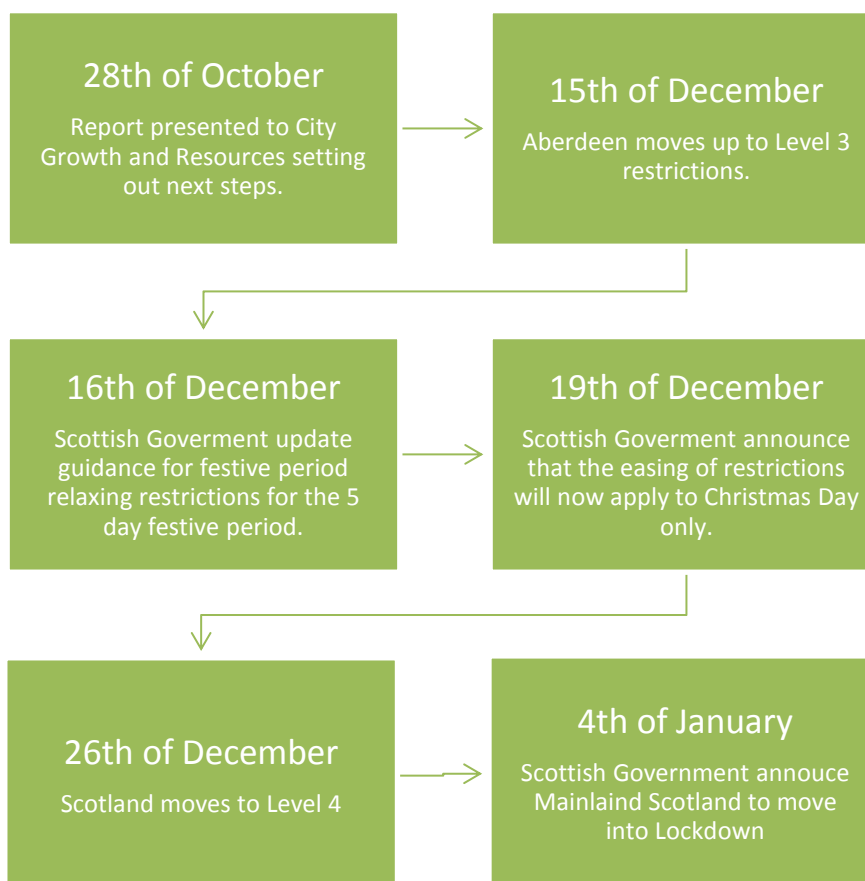


Fig 1 Timeline since the last Committee.

3.6 On the 4<sup>th</sup> of January the Scottish Government introduced another lockdown across mainland Scotland. This followed similar moves across the other devolved nations of Wales and Northern Ireland, and was followed on the 5<sup>th</sup> of January by a lockdown across England. In announcing the lockdown the First Minister set out that this action was necessary due to the steep rise in cases of

Covid across Scotland. On Hogmanay a record 2,539 positive cases were recorded, the highest in one day since the pandemic began. The new variant which accounted for almost half of all cases is approximately 70% more transmissible raising the R number by 0.7. This increase saw the seven-day incidence of cases per 100,000 of the population increase by 65% - from 136 to 225, in the week from 23<sup>rd</sup> to 30<sup>th</sup> of December.

3.7 In addition the Scottish Government announced a number of other changes including:-

- all schools to continue to use remote learning until the end of January, except in the case of vulnerable children and those of key workers. (This was subsequently extended until the Middle of February in the First Minister announcement on the 19<sup>th</sup> of January)
- stronger guidance on working from home is reflected in new guidance for people who are shielding. Those who are shielding and who cannot work from home are now advised not to work.
- closing some additional premises, service providers and retailers. This would include showroom elements of larger retailers and ski centres.
- ending the 1m physical distancing exemption for workplace canteens. (This final point a reflection of the concern over the significantly more transmissible variant)
- Universities not returning until the end of February.

This current lockdown was expected to remain in place until the 1<sup>st</sup> of February however this has now been extended until the middle of February at the earliest.

### Public Health – Appendix 5 has an update on this data

3.8 *Current Position in Aberdeen*

A significant increase in infections was recorded in the run up to and over the Christmas period, with the 31<sup>st</sup> of December seeing 260 cases, a record daily high since the pandemic began. With mixing of households over Christmas and the new variant it is expected that the numbers of cases will rise over the coming days and weeks.

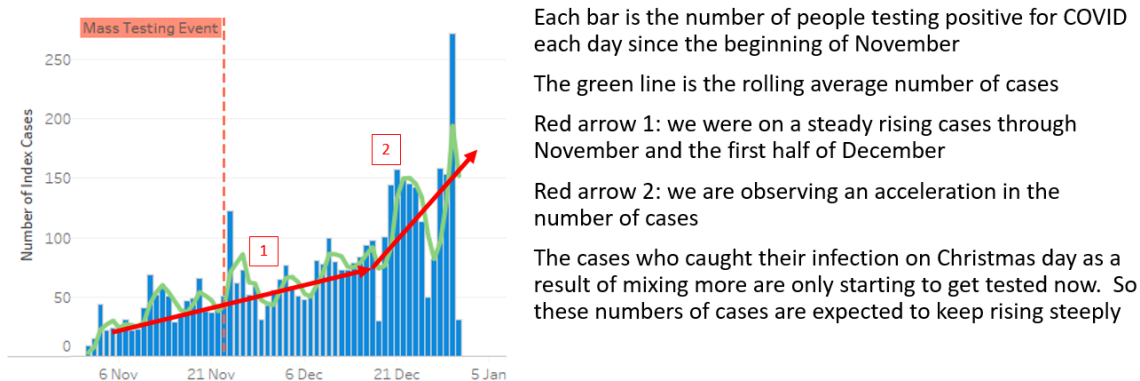


Fig 2. NHS Grampian Infection Rates.

### 3.9 Hospital admissions

There has been a rapid rise in hospital admission likely due to transmission over the Christmas period. This has seen the hospital occupancy overall exceed 90% consistently with Intensive Care Unit occupancy occasionally reaching 100%. COVID patients typically spend longer in hospital than non COVID patients and when combined with increased emergency care in the winter period this is placing severe strain on hospital beds.

Care homes are also seeing an increase in pressure due to COVID outbreaks and high levels of staff absence.

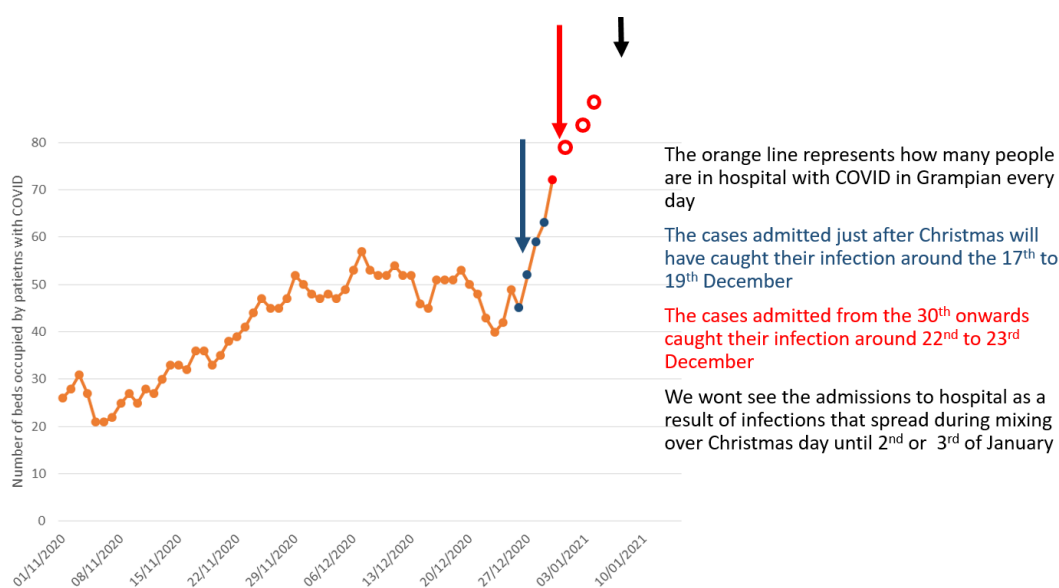


Fig 3. Hospital Admissions with COVID19

### 3.10 New Variant, Guidance and Advice

The new variant of COVID19 (B.1.1.7) is thought to be approximately 70% more transmissible than the original COVID19 virus. It is estimated that in the last week in Scotland 38% of cases were caused by the new variant. Nearly 16% of Scottish cases detected in the last week were from Grampian which is considerably more than would be expected from an area whose population base represents 11% of the Scottish population. The variant, with its higher transmission rate, is therefore circulating within the community raising concerns about a likely increase in infection rates. The guidance in relation to preventing the spread of COVID19 and the new variant have not changed, with physical distancing remaining a key weapon in the fight against COVID19. The ease of transmission means that avoiding crowded places and giving additional space are more crucial than ever. While the guidance has not changed the degree of rigour with which these should be adhered to must increase.

### 3.11 Vaccinations

The work on rolling out vaccinations is progressing but is still at an early stage. The current timetable is to have everyone over 50, and those with underlying health conditions vaccinated by May, but there are significant challenges to achieve this, not least of which is the spread of the new variant. A significant

increase in infections could impact on both the supply chain and getting the public to vaccination centres.

### 3.12 *Emergency Services.*

Officers have met with both Police Scotland and Scottish Fire and Rescue since the last committee and both have confirmed their continued support for the scheme. In particular both services have confirmed that the current interventions have had no impact on their service provision and dialogue and engagement with Council officers has been, and remains strong.

The emergency services have been involved in discussions around all of the interventions and their operational effectiveness has been considered at all times.

### 3.13 *Government Advice*

The Scottish Government's advice remains largely the same, that being outwith lockdown people should:-

- wear a face covering
- avoid crowded places
- clean hands and surfaces regularly
- stay 2m away from other people
- self-isolate and book a test if you have COVID-19 symptoms (new continuous cough, fever or loss of, or change in, sense of smell or taste)

The public are also advised to work from home if possible and not to travel. During the current lockdown travel except for specific purposes is prohibited by law.

## **ONGOING CONSULTATION AND SUPPORT FOR THE PUBLIC, AND BUSINESSES**

### **Cross Service Support – Guidance for Businesses.**

- 3.14 The cross service group set up to support business at the start of the pandemic has continued to work with business across the city in line with Scottish Government and Chief Planners guidance. This group includes officers from Environmental Health, Planning, Building Standards, Licensing and Comms, and engages with Police and Emergency Services as necessary.

To date this group has dealt with:-

- Over 100 proposals from businesses for outdoor seating, the majority being independent traders, cafes, restaurants and bars.
- 25 businesses have been in contact about Marquees.
- Environmental Health have dealt with 417 requests for advice from businesses preparing to open. This is in relation to operating under the restrictions since the first lockdown.
- Environmental Health have also provided guidance to businesses that are in operation, in 3,566 cases, reflecting the complex and changing nature of the guidance, and the need to continue to support businesses.
- The *Guide for Businesses on Physical Distancing*, continues to be updated with the last version published in November, it can be found [here](#).

- Additional Guidance on outdoor seating and the use of heaters over the winter has been provided. They can be found [here](#) and [here](#)

3.15 Figure 4 and 5 show the support from Environmental Health plotted over the year. Of particular note Fig 4 shows that the early work undertaken with business has resulted in a reducing need to provide direction to business about their operations. Fig 4 and 5 do however show that when guidance changes there is often a corresponding spike in requests for support from business and enquiries from the public.

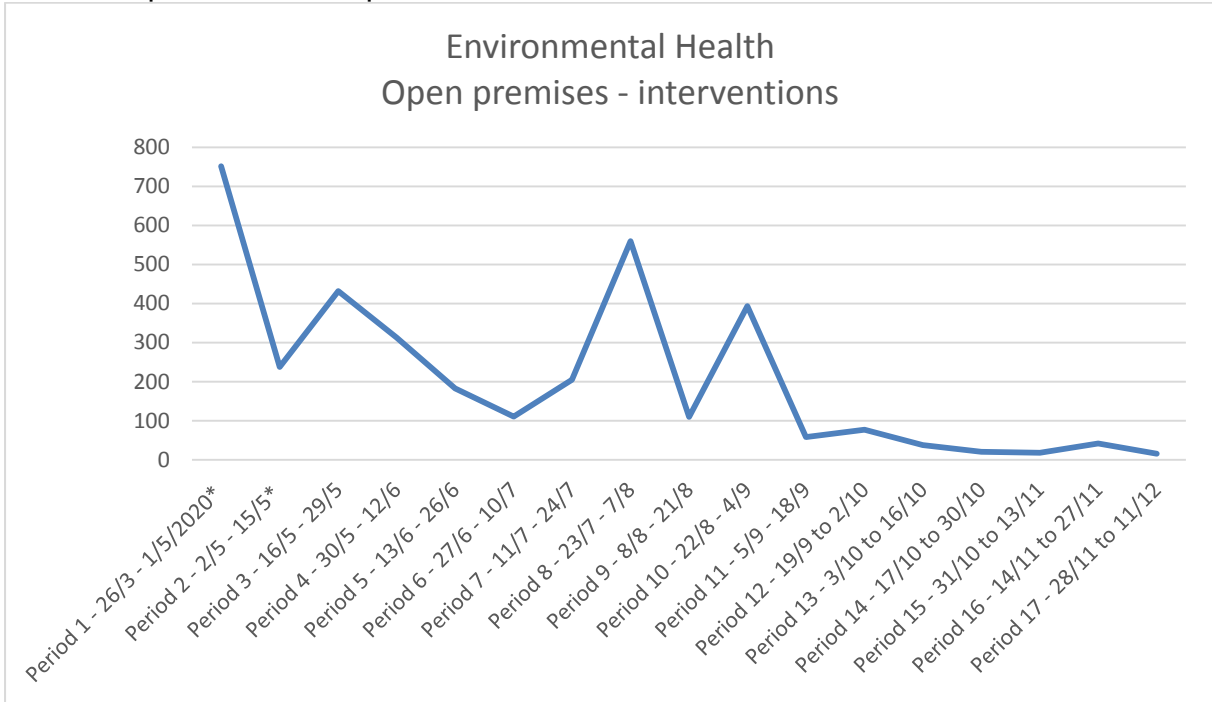


Fig 4. Interventions to provide advice to business on operating in compliance with guidance.

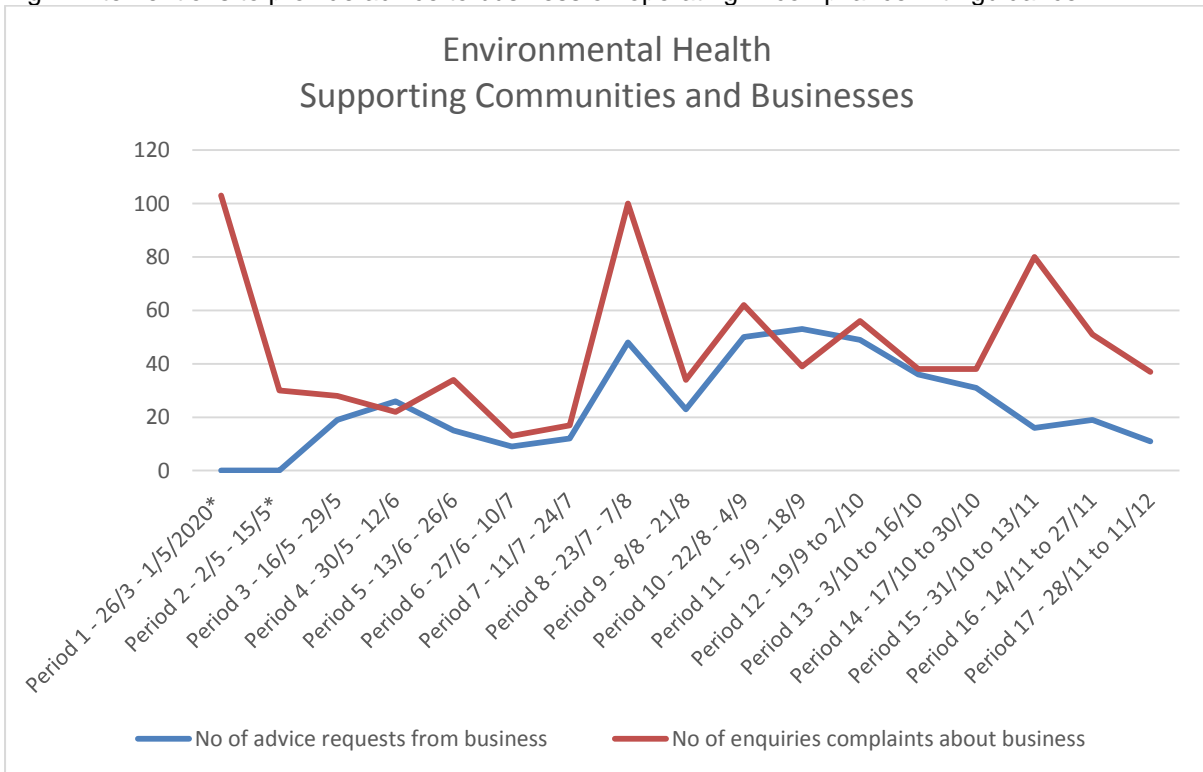


Fig 5. Advice Request from Businesses and Public Enquiries or Complaints about businesses.

## **Guidance for the Public**

- 3.16 Guidance for the public is also updated where necessary and kept live on the website. This includes:-
- A Physical Distancing Leaflet setting out help and guidance to people on how to stay safe, [here](#).
  - A map showing Blue Badge Parking spaces, [here](#).
  - A map showing Taxi Rank locations, [here](#).
  - A map showing Bus Stop Locations, [here](#).
  - A map showing City Centre School drop off and pick up points, [here](#).

## **Consultation with Stakeholders**

- 3.17 Consultation continues on a regular basis with stakeholders. There are regular meetings with:-
- Bus operators – A regular specific meeting to discuss technical issues on the network. This is held between all the relevant transport officers in the council and the bus operators.
  - The Disability Equity Partnership – Additional specific meetings have been set up since the last committee organised by the Director of Customer Services.
  - Transport user and operators' group – This includes the Disability Equity Partnership, Cycle Groups and the Bus Operators.
  - Taxi operators.
  - Business groups.

## **Communications**

- 3.18 The Spaces for People campaign was an integrated multi-modal campaign with a strong emphasis, first and foremost, on social media. The audience reach was on Facebook, Twitter and LinkedIn. The most link clicks were via Facebook (69%), and the top posts for clicks and reach were informative ones, for example, informing people roads were closing due to the start of Spaces for People works. The main social media campaign was run over a four-month period with 140 individual social media posts which had a 4.6million reach, and 1.6million impressions. Bespoke materials for social media were created including campaign content, 18 graphics, an animation, 6 vox pop videos, 5 other videos, several maps, and photographs. The aim of the campaign was to inform the public as to what was happening with as wide a reach as possible, and explain why the works were being carried out. The campaign was supported by 21 media releases which were also shared on ACC's social media, and in turn by the local media on their websites and social media.

## Consultation

- 3.19 A consultation was undertaken with business in relation to the interventions. Likely due to lockdown, the level of response was extremely low. At the time of preparing the report only 10 responses had been received. If the number increases substantially between the final report deadline and the committee a verbal update will be offered at the committee.

## SURVEY AND DATA COLLECTION

### Overarching Trends

- 3.20 As noted in the timeline set out in Section 4., over the course of the last 12 months the changes to restrictions have had a significant impact on travel patterns and these have been reflected in the survey data collected. The challenge that this presents is that periods of lockdown, such as that experienced in the last month, are not a fair representation of what a post lockdown travel pattern might look like. That said a number of trends are becoming clear looking at the data over the entire year.

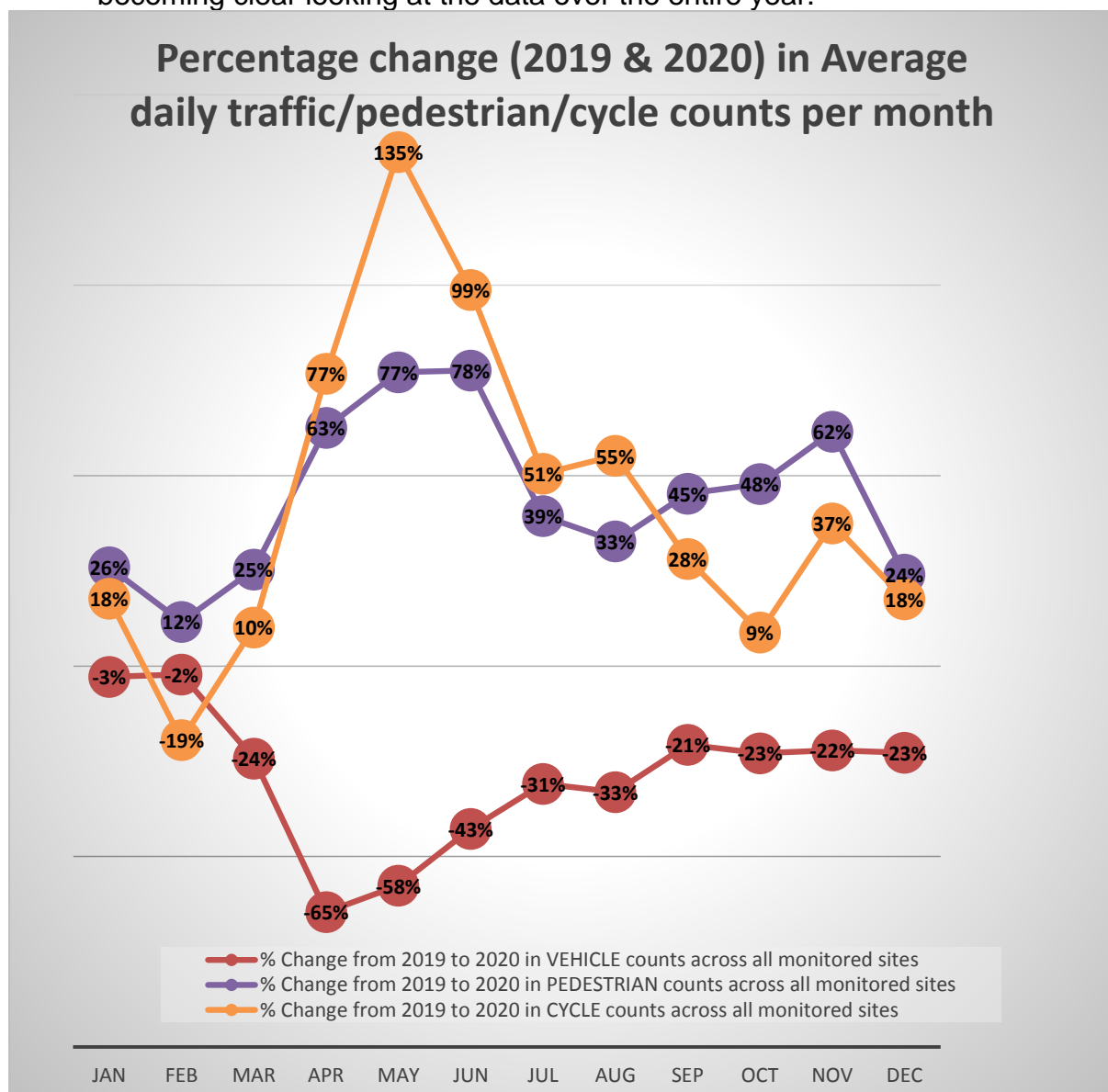


Fig 6. City Wide Transport Figures.

Figure 6 above shows that even taking away the peaks and troughs walking as a form of transport has increased, cycling levels have increased and car usage has fallen. Moreover many of the patterns experienced in the first lockdown have remained such as increased pedestrian and cycling activity at all of our recreational areas such as the Deeside Way, our major parks and the beach. Fig 7 and 8 below show that even in the winter months this pattern of increase continues.

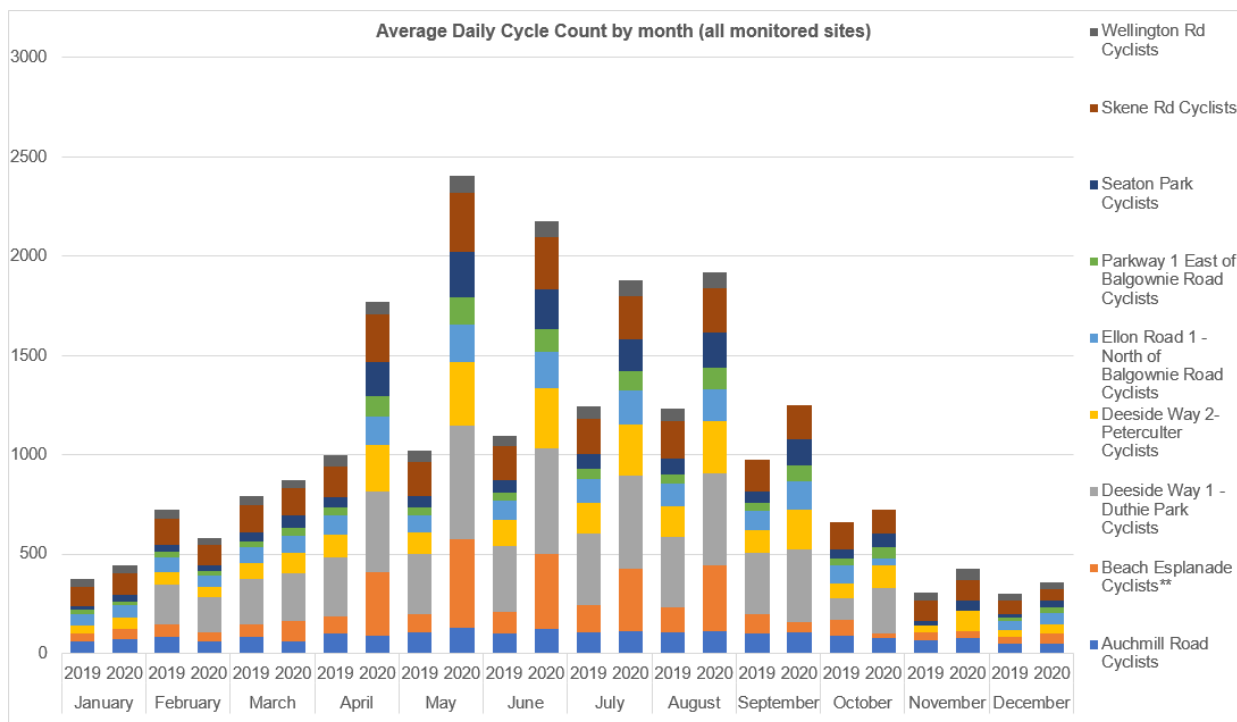


Fig 7. Average Daily Cycle Counts

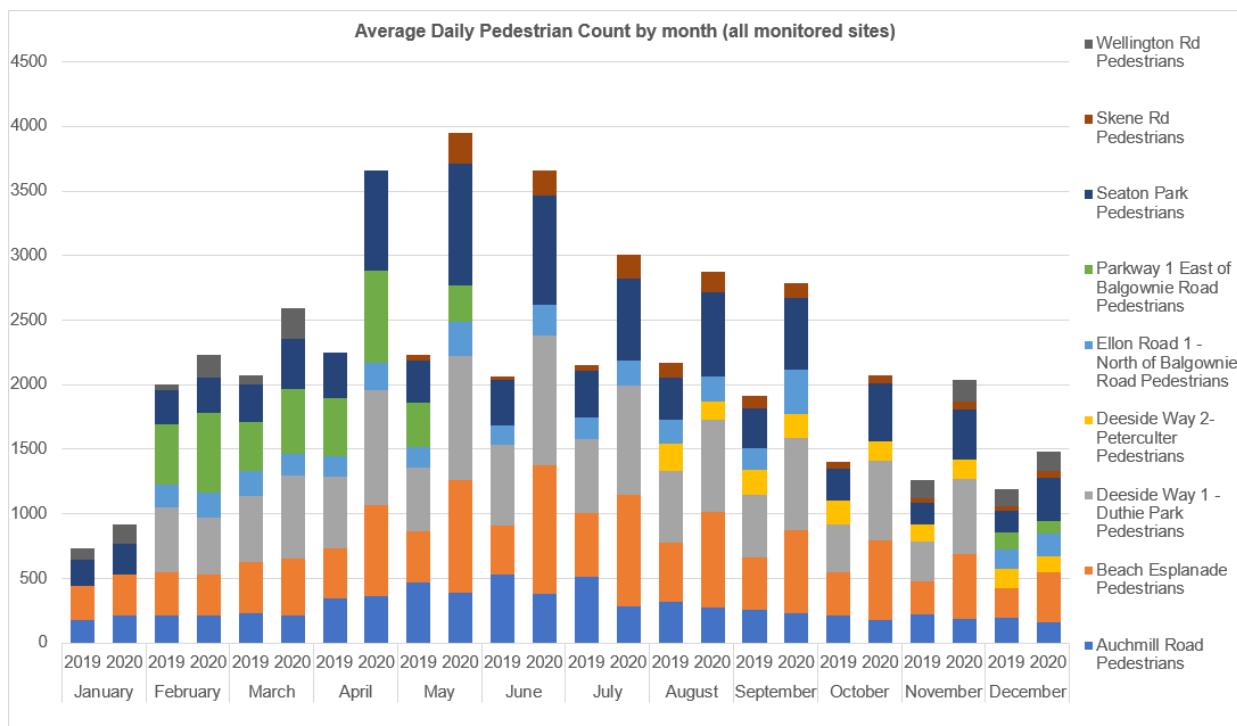


Fig 8. Average Daily Pedestrian Counts



Please note:-

- Sections of the Esplanade were closed from 31st of August 2020 for SfP Active Travel Corridor implementation works.
- Beach Esplanade Counts from September 2020 onwards do not include users of the newly installed bi-directional cycle lane, therefore the stated figure does not include all cycles passing this count site.
- Sections of the Esplanade were closed from 23rd of November 2020 for SfP Active Travel Corridor removal works.

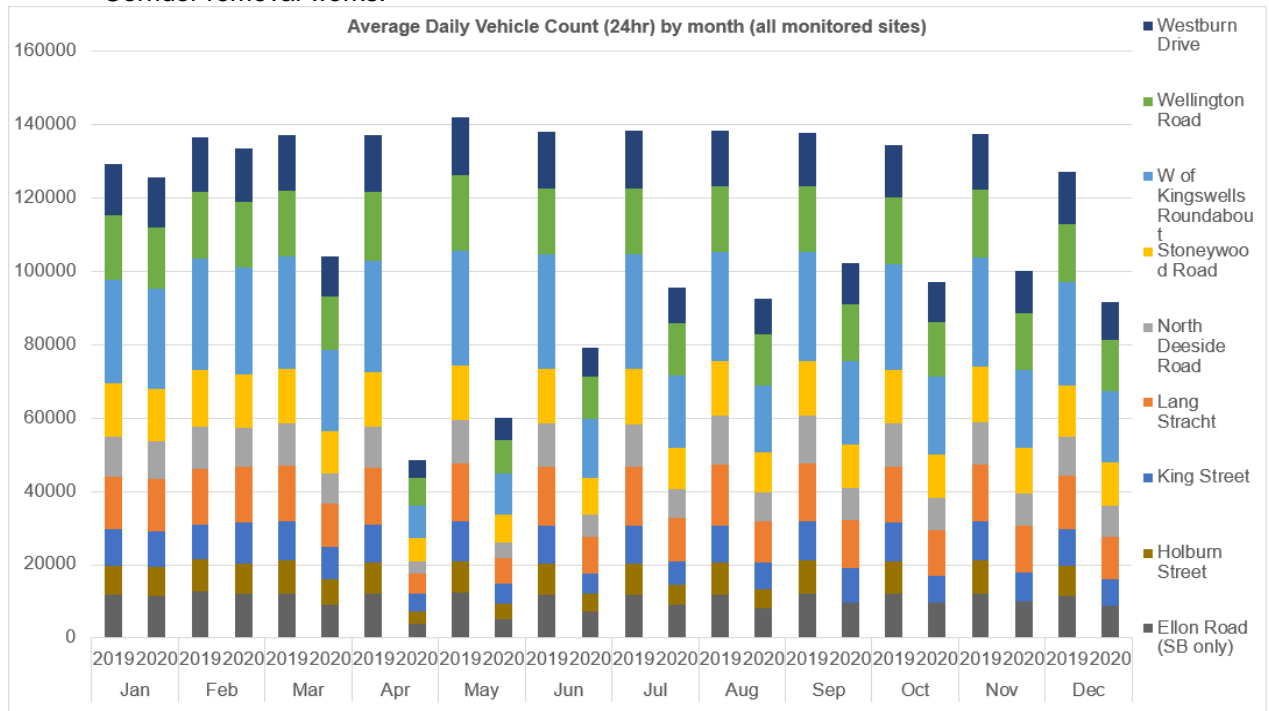


Fig 9. Average Daily Vehicle Counts

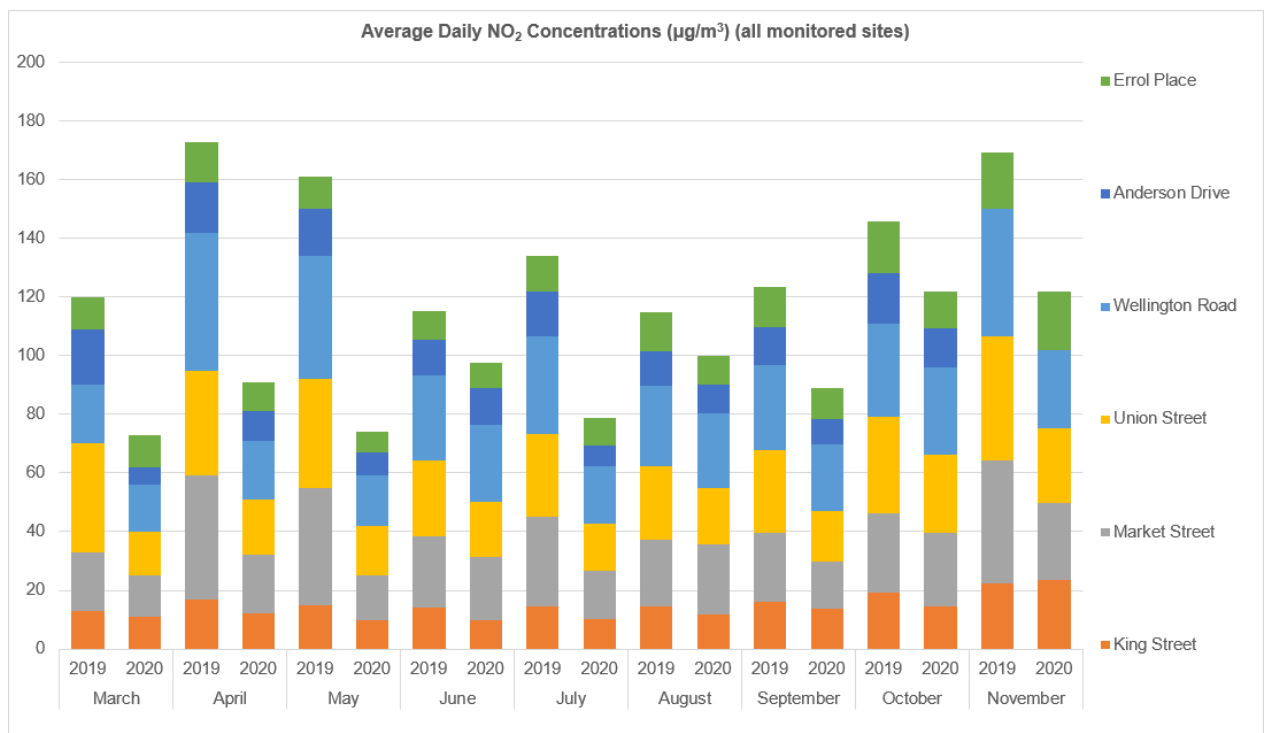


Fig 10. Average Daily NO<sub>2</sub> Concentrations

3.21 The reduction in vehicular traffic has also seen a corresponding improvement in air quality. Nitrous Oxide (NO<sub>2</sub>) levels have dropped dramatically between March and November, when the last data was recorded. These falls represented an average reduction of:-

- Union Street – 39%
- Market Street – 30%
- King Street – 20%
- Wellington Road – 29%
- Anderson Drive – 35%
- Errol Place – 19%

Of particular note is both Market Street and Union Street which have both experienced very significant improvements in air quality and are both subject to the proposed Low Emissions Zone due to be introduced in 2022.

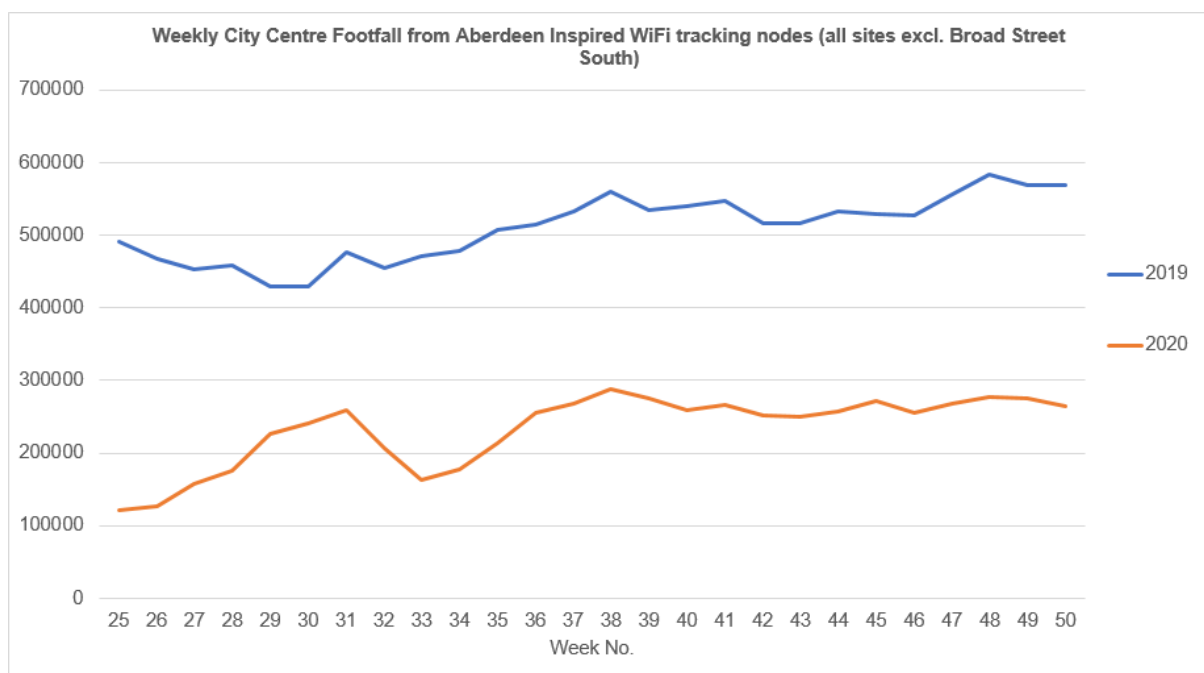


Fig 11. City Centre Footfall

3.22 While city centre footfall is still struggling to recover and is still well down on pre lockdown levels, it remains by far the busiest part of the city overall. Within the city centre the section of Union Street between Bridge Street and Market Street sees on average twice the footfall of any other section of Union Street. This is explored in the intervention areas below in 6.5.

### Public Transport

3.23 Across all modes of public transport patronage has been decimated over the course of 2020. This is due to a combination of factors including concerns over transmission of the virus, guidance from UK and Scottish Governments and the NHS to avoid public transport, and the travel restrictions imposed across the country.

3.24 The most recent data from the Transport Scotland for the period December 28<sup>th</sup> to January 3<sup>rd</sup> plotted against the same period last year, showed:-

- Concessionary bus journeys down by 70%
- Rail journeys down by 90%
- Ferry journeys down by 80%
- Air journeys down by 75%

While these are national figures the concessionary bus journeys are broadly in line with Aberdeen's experience. While this data period saw Scotland move into Tier 4 on the 26<sup>th</sup> of December, the figure across the year, as indicated in Fig 12, show that this pattern of low patronage has persisted across Scotland since the start of the pandemic.

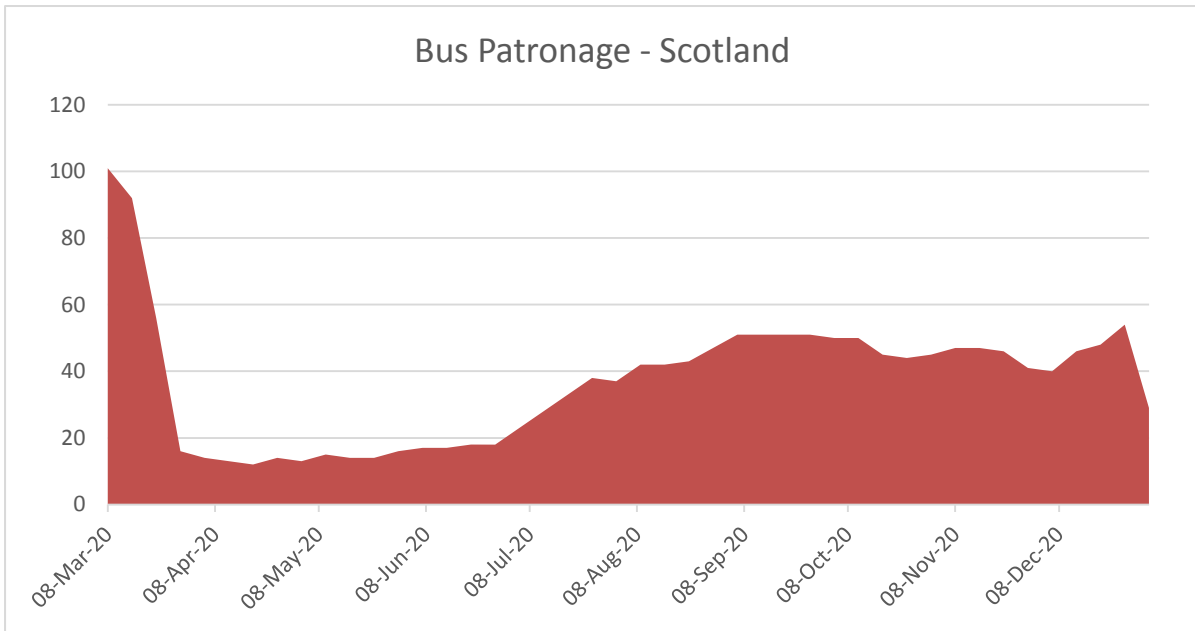


Fig 12. Bus Patronage Scotland.

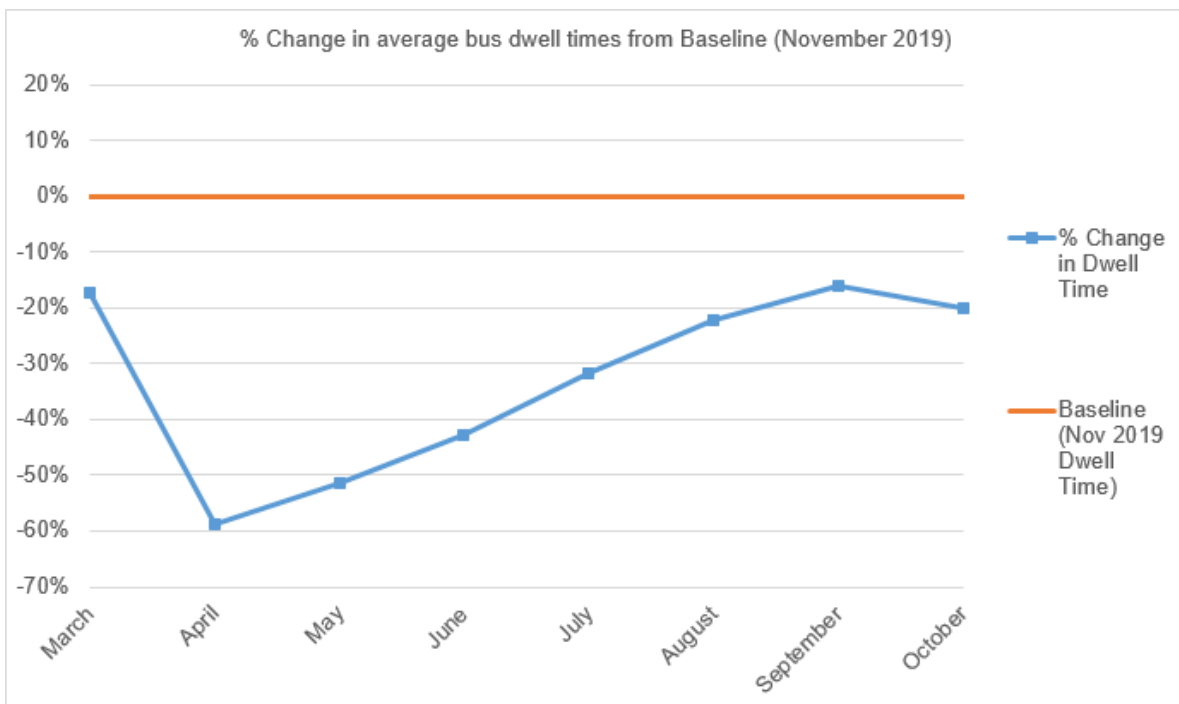


Fig 13. Bus Dwell Times

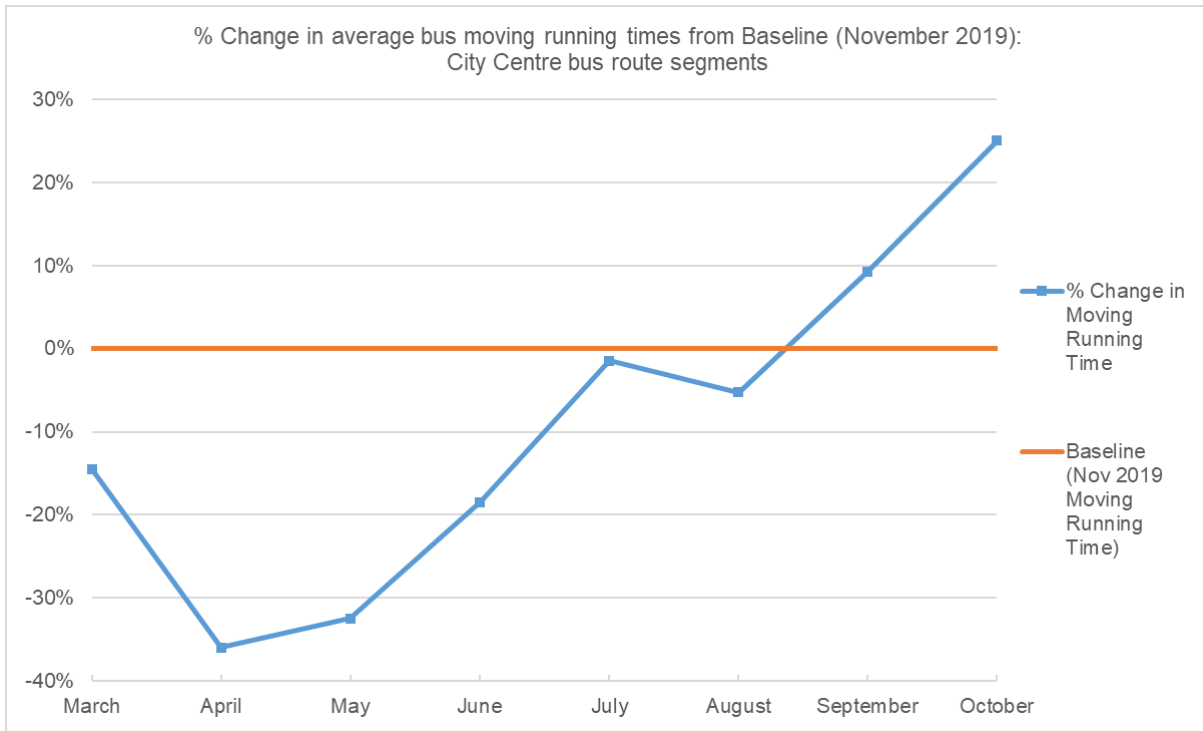


Fig 14. Running Times City Centre

Since the initial interventions went in in June they have impacted on the City Centre element of the journey times for public transport, as traffic has returned. While this delay will be made up across the overall journey in some cases, in others it will not be possible. We do not have data on what the percentage impact this is on the overall journey, ie how much does the City Centre element make up of that journey, or what percentage the City Centre is of the overall journey length.

## Hands Up Surveys

3.25 The recent survey of travel to school also reflected the broader travel patterns with all forms of active travel higher. As a City Centre School Robert Gordons has been included as an example.

Primary								
Mode	Walk	Cycle	Scooter/ skate	Park and stride	Driven	Bus	Taxi	Other
2020 mode split	54.9%	5.2%	2.7%	10.3%	22%	4%	0.7%	0.2%
2019 mode split	49.7%	5.9%	2.6%	10.6%	24.8%	5.4%	0.9%	0.1%
% change in 2020	5.2%	-0.7%	0.1%	-0.3%	-2.8%	-1.4%	-0.2%	0.1%
Secondary								
Mode	Walk	Cycle	Scooter/ skate	Park and stride	Driven	Bus	Taxi	Other
2020 mode split	51.0%	3.40%	0.4%	6%	13.1%	25.5%	0.7%	0.3%
2019 mode split	49.3%	3.1%	0.2%	3.9%	13.8%	28.1%	1.3%	0.3%
% change in 2020	1.7%	0.3%	0.2%	1.7%	-0.7%	-2.6%	-0.6%	0.0%
Private								
Mode	Walk	Cycle	Scooter/ skate	Park and stride	Driven	Bus	Taxi	Other
2020 mode split	23.4%	5.7%	2.3%	18.5%	23.6%	14.0%	9.5%	2.7%
2019 mode split	18.6%	3.2%	1.1%	12.6%	36.2%	15.5%	9.6%	3.0%
% change in 2020	4.7%	2.5%	1.2%	5.9%	12.6%	-1.5%	-0.1%	-0.2%
Case study - RGU								
Mode	Walk	Cycle	Scooter/ skate	Park and stride	Driven	Bus	Taxi	Other
2020 mode split	14.9%	0.9%	0.5%	34.9%	28.0%	15.3%	0.0%	5.6%
2019 mode split	9.6%	0.1%	0.2%	25.2%	36.2%	22.6%	0.2%	6.0%
% change in 2020	5.2%	0.8%	0.2%	9.6%	-8.1%	-7.3%	-0.2%	-0.4%

Fig 15. Hands Up Survey Results.

## Intervention areas

- 3.26 Survey work has been undertaken across all the intervention areas. This survey work included:-
- Camera surveys – Counting pedestrian and cycle movements.
  - Clipboard Surveys – Interviews of 956 people across the intervention sites.
  - Visual surveys – To assess behaviour.
  - Ongoing traffic counts.

As an overview a summary of the Clipboard Surveys is included below.

**Appendix 1 to this report has summaries of the travel data across all of the sites.**

### Clipboard Survey.

- 3.27 The results of the clipboard surveys which were commissioned on behalf of the Council to assess the impact of the interventions are summarised below, and the full data is included in the Appendix 4. 956 people were surveyed over the 18<sup>th</sup> and 19<sup>th</sup> of December which is a very encouraging number particularly in the context of the pandemic. People were surveyed at all locations and were given the opportunity to comment on their experience of any interventions across the city. Overall, the response was very positive towards the interventions and the following are a selection of the questions asked and the responses received.
- 3.28 **What was their opinion on the temporary measure brought in to help enable physical distancing?**  
People were asked to score their view of the interventions from “**Very Positive**” to “**Very Negative**” across 5 options. Across all sites an average of 80% of people said their experience was “**Very Positive**” or “**Positive**”. All sites scored “**Very Positive**”, “**Positive**” or “**Neutral**” for the top three responses except for Union Square which had a third-place score of 11% of people stating, “**Generally Negative**”. The beach scored the highest “**Very Positive**” at 63%.
- 3.29 **How did people visit these locations?**  
In all cases the top three modes of transport to get to the locations were on foot, by car as a driver or by car as a passenger. For two of the locations cycling entered the top three options, those were the recreational sites of the beach and the parks.
- 3.30 **Why have they visited certain locations less?**  
People were given a number of options to choose from for this question and could choose more than one option. There was a joint top score for this question with “**Working from home**” and “**Fear of Contracting COVID**” both scoring 70%, “**Fear of being unable to social stance**” was second at 67%. Interestingly the “**Ability to shop online**” was given by 62% as a reason for not visiting.

3.31 **Why had they visited certain locations more?**

For this the majority said “**Because they felt safer**”, then “**To be around other people**” and finally “**For exercise**”. The parks also scored well for “**Mental health benefits**”.

3.32 **Have people been visiting the intervention locations to the same degree as pre COVID?**

People were given three options for this question, that they visited more, the same or less frequently. Across all the locations the highest scored response was the “**same frequency**” ranging from 45% for the City Centre to 72% for George Street and Rosemount. This higher percentage for residential locations such as Rosemount and George Street is probably reflective of the residential population shopping locally. Three locations saw a second highest score for “**more frequent**” these were the Beach and the Parks, both in the mid 30%’s. The City Centre saw the most significant second preference “**less frequent**” response at 43%. This reflects the overall drop in footfall in the City Centre.

3.33 **Other points**

**Walking and Cycling** – Almost 90% of people agreed or totally agreed that they felt safer walking and cycling. 94% found it easier to walk or cycle.

**Access Bus Services** – 41% of people found accessing bus services the same with 34% saying it was easier and 24% saying it was harder.

**Parking** – 39% of people disagreed that access to car parking was easier, while 35% were neutral and 13% felt it was easier.

## **NEXT STEPS**

### **Committee Instructions**

- 3.34 (vi) *“to instruct the Chief Officer – Strategic Place Planning to monitor the remaining interventions and report to the next meeting of this committee at the earliest opportunity, to assess all modal data for the city centre, Rosemount and George Street and Torry and review the requirement for the measures to stay in place, including the possibility of opening Union Street to buses only in consultation with communities and the Disability Equity Partnership (DEP); and access for cars at the top end of Union Street and Market Street;”*

- 3.35 In the context of the above data, the recommendations from the Director of Public Health at NHS Grampian, the new highly transmissible variant of COVID19, and the current lockdown, it would be counter productive to alter the interventions at this time.

It is clear that with the new variant circulating within the population and the expected roll out of the vaccine in the coming weeks and months, that any change that could increase pressure on the NHS and risk delaying the roll out of the vaccine would not be advisable.

Space, and the 2m recommended separation distance remain the key weapons in the fight against COVID19 and one of the tools which the Council is best

placed to provide. Removing this space at this time when the data shows the space is being used and is needed, would be counterproductive.

- 3.36 It should be noted that due to the extended nature of the pandemic there has already been an overlap between these temporary measures and consultation on the long-term future of the city centre with regard to the Low Emission Zone (LEZ). It had been the aim of officers to keep any consultation on permanent works to the City Centre separate from these temporary measures, however due to the timelines that is simple not possible. Given the expected implementation date for the LEZ of 2022, a report is due to come back to City Growth and Resources with recommended options in June. Further to the committee instruction officers are looking at options to reintroduce buses as soon as it is safe to do so.
- 3.37 *(vii) “to agree to the removal of the temporary cycle lane at the Beach Esplanade, leaving the one way system between Beach Boulevard and Wellington Street only, and continue to consult on options which could form part of a Beach Masterplan;”*
- 3.38 The removal of the temporary cycle lane at the Beach is now complete.
- 3.39 *(ix) “to 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), UK and Scottish 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”*
- 3.40 Further to the instruction from committee the Chief Officer of Strategic Place Planning wrote to Karen McGregor Scotland Director at Sustrans on the 24<sup>th</sup> of November 2020 (Appendix 2). The letter set out our position in relation to the 14<sup>th</sup> of May 2021 deadline, by which the funding had to be spent, and the likely implications of that deadline on our support for the NHS in tackling COVID19.

On the 18<sup>th</sup> of December Sustrans responded confirming that subject to certain criteria the funding could be carried forward (Appendix 3).

These Criteria are as follows:-

1. *By end February 2021 – Partners have requested an extension and provided Sustrans with an updated spend profile and programme.*  
**(Officers are currently preparing a submission)**
2. *By end March 2021 – The majority of interventions have been delivered and are on the ground (at least 90% of the planned interventions).*  
**(100% of our interventions are in place)**
3. *By end April 2021 – At least 60% of funding has been drawn down and claims are in the portal (if it hasn't, consider reducing the grant request amount).*



- (We are currently at approx. 50% claimed and have an additional claim to submit that will bring us over the 60%)**
4. *By 14th May 2021 – All planned interventions are on the ground.*  
**(As noted in 2. above 100% of our interventions are in place)**

None of the criteria set out pose a difficulty and officers are currently preparing a submission to Sustrans to extend the time frame.

#### 4. FINANCIAL IMPLICATIONS

- 4.1 The table below shows the financial position as at the end of Quarter 3 2020/21.

Gross Budget	Spend to Date
£1.760m	£0.865m

- 4.2 The funding situation remains the same as the previous report. A second claim is currently being prepared as details of the funding extension have now been agreed and the works to the beach are completed. This claim will include all works done to date.

#### 5. LEGAL IMPLICATIONS

- 5.1 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.

#### 6. 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	All interventions are now in place working within the funding envelope. A task force group has been set up to manage the programme with 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	All 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	All 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.

## 7. 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

	<p>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.</p>
<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	<p>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 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</p>

	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.
<b>Regional and City Strategies</b>	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.
<b>UK and Scottish Legislative and Policy Programmes</b>	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 delivery of the Scottish National Transport Strategy (NTS 2), the UK and Scottish legislation on Air Quality Standards and Objectives, and Climate Change Acts.

## 8. IMPACT ASSESSMENTS

Assessment	Outcome
Impact Assessment	Not Required

<b>Data Protection Impact Assessment</b>	Not required
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## 9. BACKGROUND PAPERS

None

## 10. APPENDICES

Appendix 1: Summary of Survey Data

Appendix 2: Letter to Sustrans

Appendix 3: Response from Sustrans

Appendix 4: Survey Data Clip Board Surveys

Appendix 5: NHS Data

## 11. REPORT AUTHOR CONTACT DETAILS

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# Appendix 1

## Intervention areas

### 1.1 Union Street

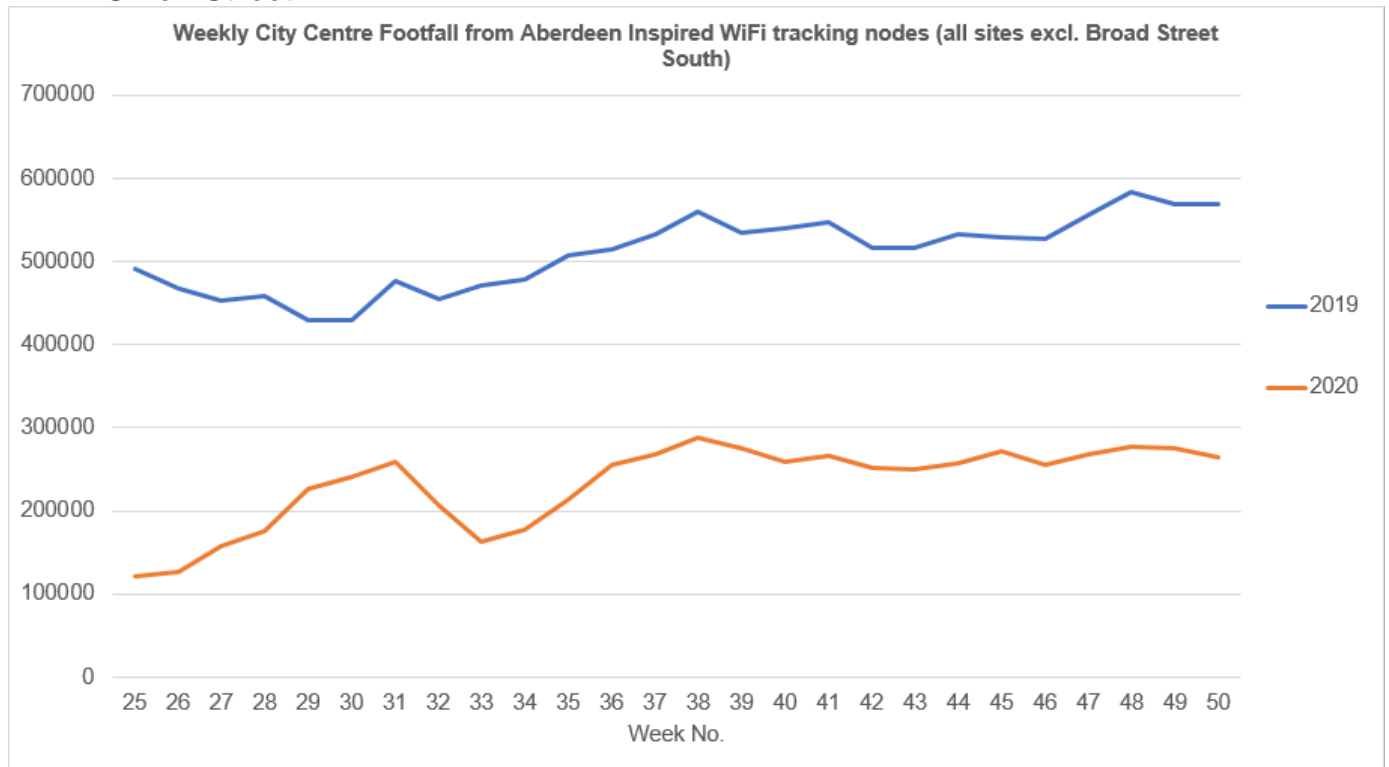


Fig 11. City Centre Footfall

As mentioned previously Fig 11 shows that pedestrian levels across the City Centre remain significantly down, but are coming back slowly. This improvement appears to have plateaued in the last quarter. This may be reflective of the move into winter and the changes in restrictions.

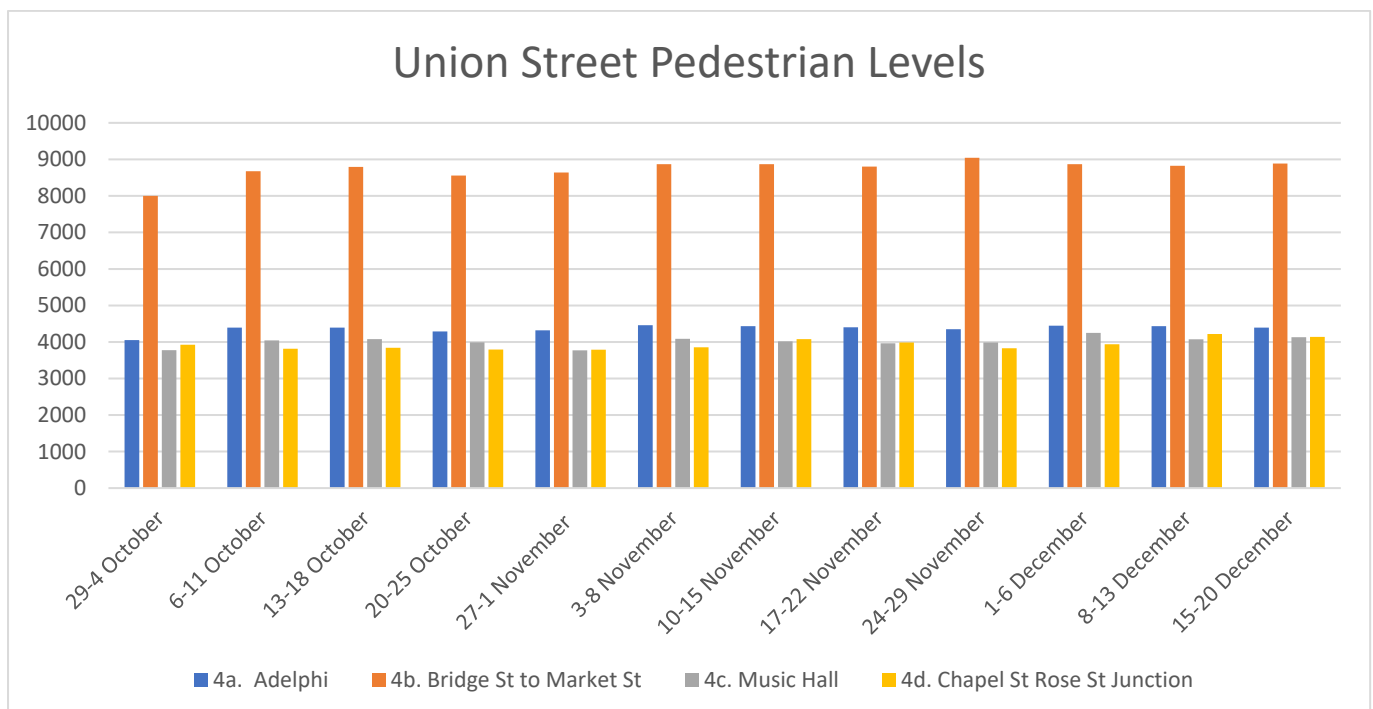


Fig 16. Union Street Pedestrian Levels

Looking more closely along Union Street the rationale for closing the section between Bridge Street and Market Street is born out by the significant levels of footfall in that section. Across the survey period this section saw more than twice the pedestrian levels of any other section of Union Street.

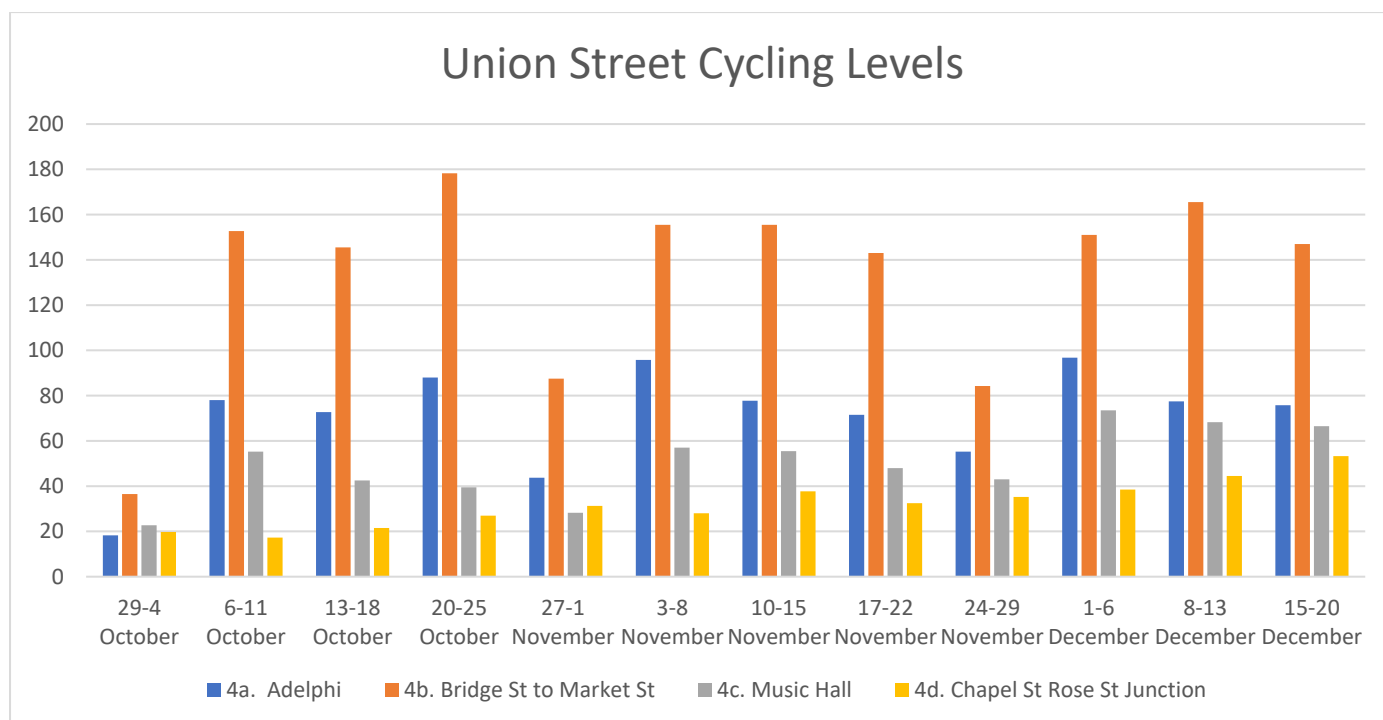


Fig 17. Union Street Cycling Levels

Similar to the pedestrian levels the levels of cycling on the section between Bridge Street and Market Street is significantly higher. Again, across the survey period this section saw more than twice the cyclists of any other section of Union Street, but the pattern is slightly more volatile.

The observational data for Union Street (Market Street to Bridge Street) showed:-

- This is the busiest site in the city for walking and cycling (8,800-9,600 and 8,000 on Sunday, Tuesday just beating Sunday as the busiest day for pedestrian numbers.
- All days, apart from Sunday, have seen an increase in walking and cycling over the survey period.
- Third busiest site in city for child pedestrians during the week.
- Averaging 120-150 cyclists daily with the higher levels during weekdays.
- Pedestrians and cyclists continue to make good use of additional width created by closure of road.
- Pedestrians generally observed to adhere to physical distancing.
- No pedestrian or cycle conflicts observed.
- No illegal entry by vehicles observed.
- Additional surveys on Friday 20th (start of Black Friday sales) showed some increase in footfall, but no overcrowding or lack of physical distancing at stores due to the space provided.

The observational data for Union Street (Adelphi) showed:-

- 4,500-4,800 Walking and cycling movements per day based on average, apart from Sunday (4000)
- Increases in total active travel numbers over the period.
- Busiest day was Tuesday.



- Quite high numbers of children during the week (200-270 daily) but not as high as Belmont Street, Schoolhill, Union Street (Bridge St to Market St) or Holburn Street
- Pedestrians and cyclists continue to make good use of physical distancing measures and the reallocated carriage way space.
- Very few cars observed entering site illegally, but when on site survey staff have observed vehicles turning right from Market Street, realise that they should not be entering Union Street, and make a U-turn to change direction. This has occurred even when ANPR cameras have not been present.

The observational data for Union Street (Music Hall) showed:-

- Averaged between 3,500 and 4,300 daily walking and cycling movements with Saturday the busiest at 4,300.
- Total active travel levels fell slightly here during the week but increased at the weekend.
- Pedestrians continue to adhere to physical distancing and again use the additional space provided.
- Some pubs at this location have marquees outside them. People using them are observed to adhere to physical distancing measures, and if waiting to enter do so patiently.
- No vehicle / cycle conflicts observed.
- Some pubs and restaurants have expanded their outdoor serving areas, but this has not impacted on physical distancing.

The observational data for Union Street (Rose St Chapel St) showed:-

- 3,800-4,100 walking and cycling movements per day with Sunday the busiest, narrowly beating Saturday.
- Increase in total active travel numbers on all days (apart from Saturday).
- Pedestrians observed to adhere to physical distancing.
- Some fresh damage has been observed to red and white boundary markers on occasion. This appears to have been caused by cars.

## 1.2 Upper Kirkgate

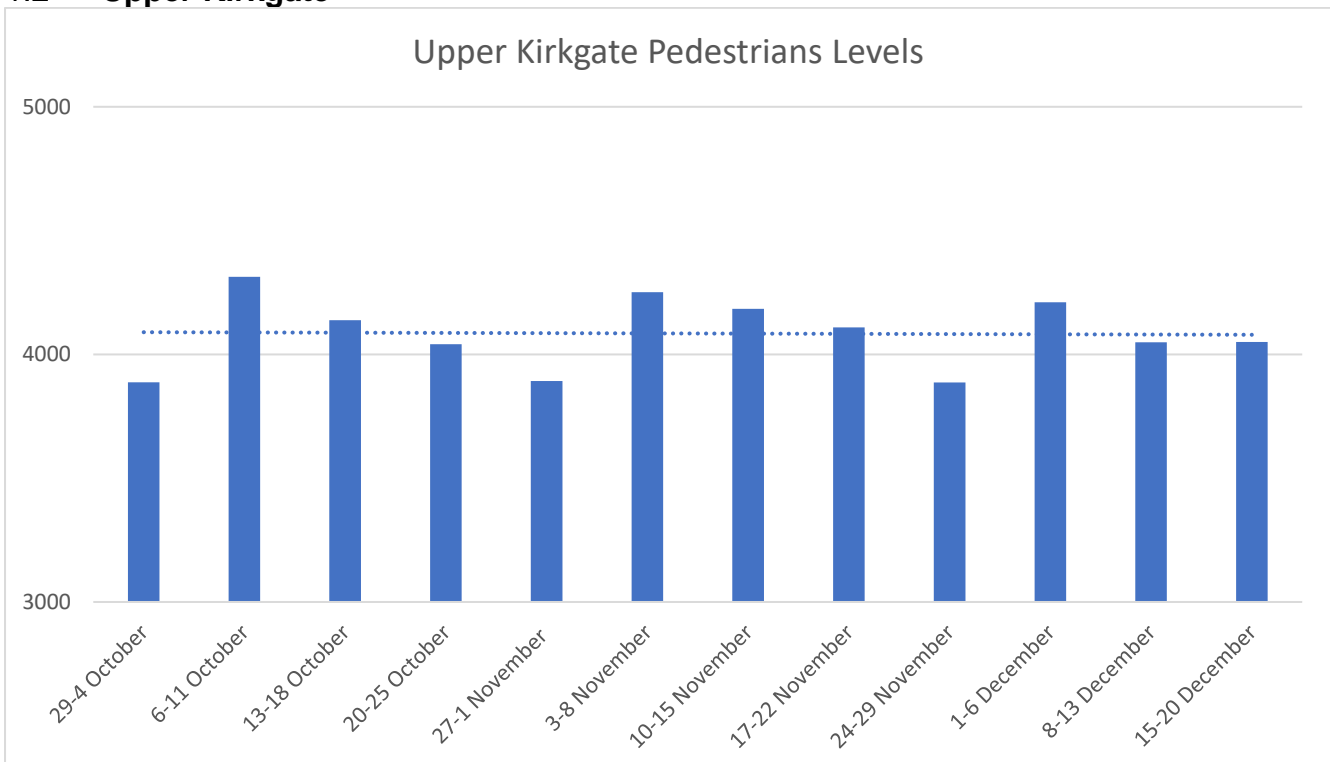


Fig 18 Upper Kirkgate Pedestrian Levels/

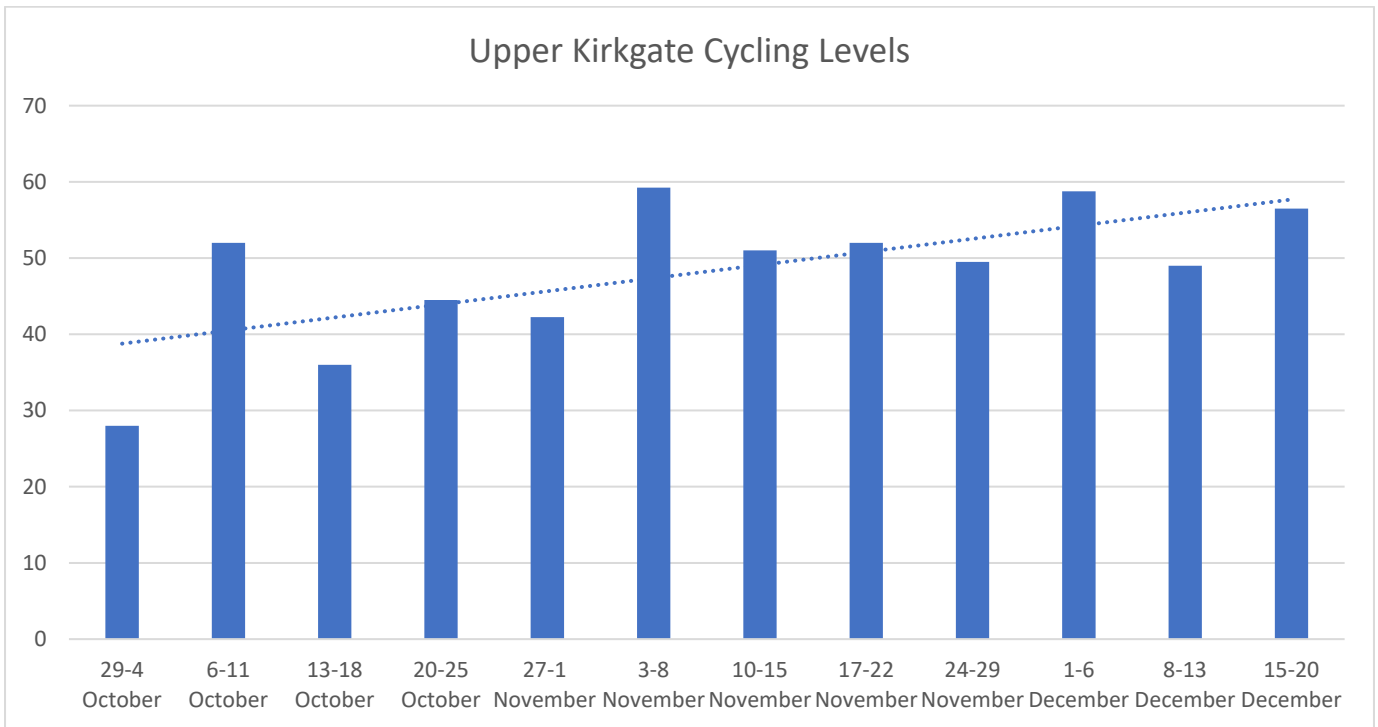


Fig 19 Upper Kirkgate Cycling Levels

The pedestrian levels on Upper Kirkgate have remained largely static over the period of the survey however the levels of cycling have continued to climb.

The observational data for Upper Kirkgate showed:-

- Averaging around 4,000-4,500 walking and cycling movements a day, except Sunday which dropped to around 3,500.
- Physical distancing adhered to, with pedestrians making good use of extra width created by road closures.
- Cyclists making good use of route but remaining on road and steering clear of pedestrians.

### 1.3 George Street

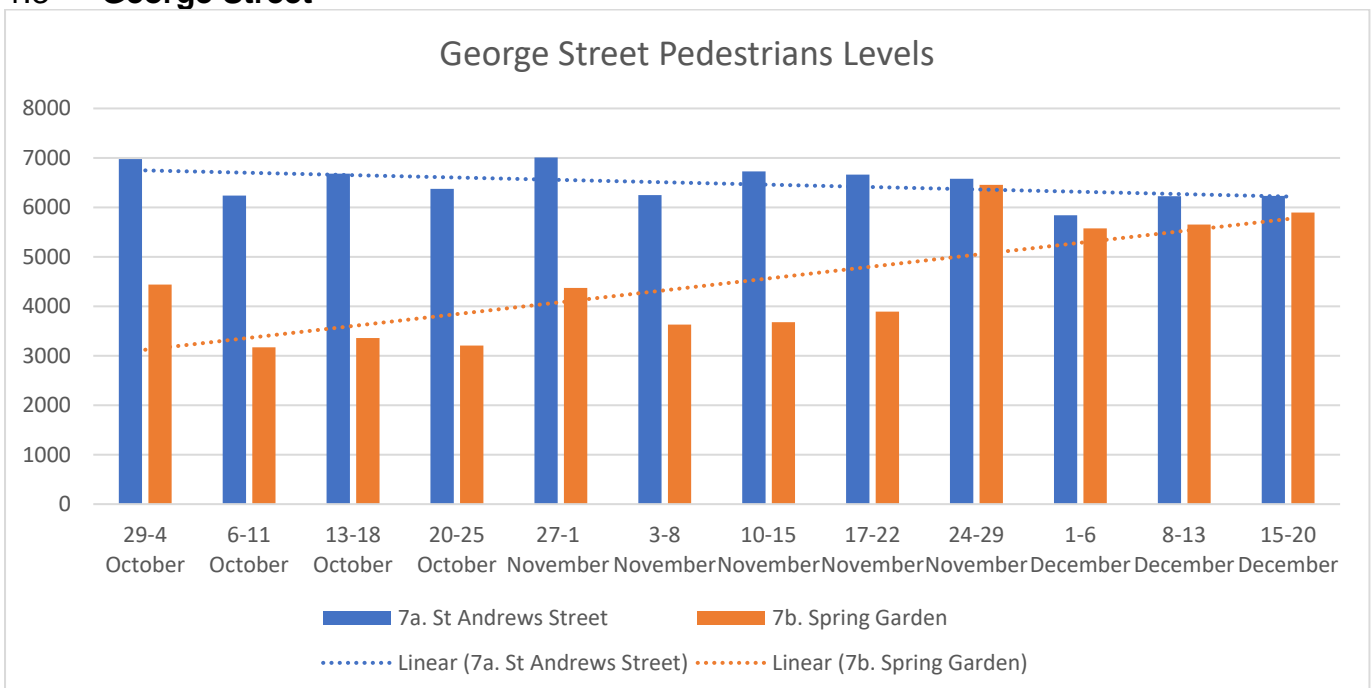


Fig 20 George Street Pedestrian Levels

The pedestrian levels on George Street reflect the different nature of the overall street. The St Andrews Street junction figure have remained largely the same over the period falling slightly, however Spring Garden end has seen a steady increase in pedestrian levels over the period. As the survey information is over a relatively short period it is difficult to determine its cause, but the level of student accommodation and the proximity to the North East College may be a factor. Regardless the increased pedestrian levels are welcomed.

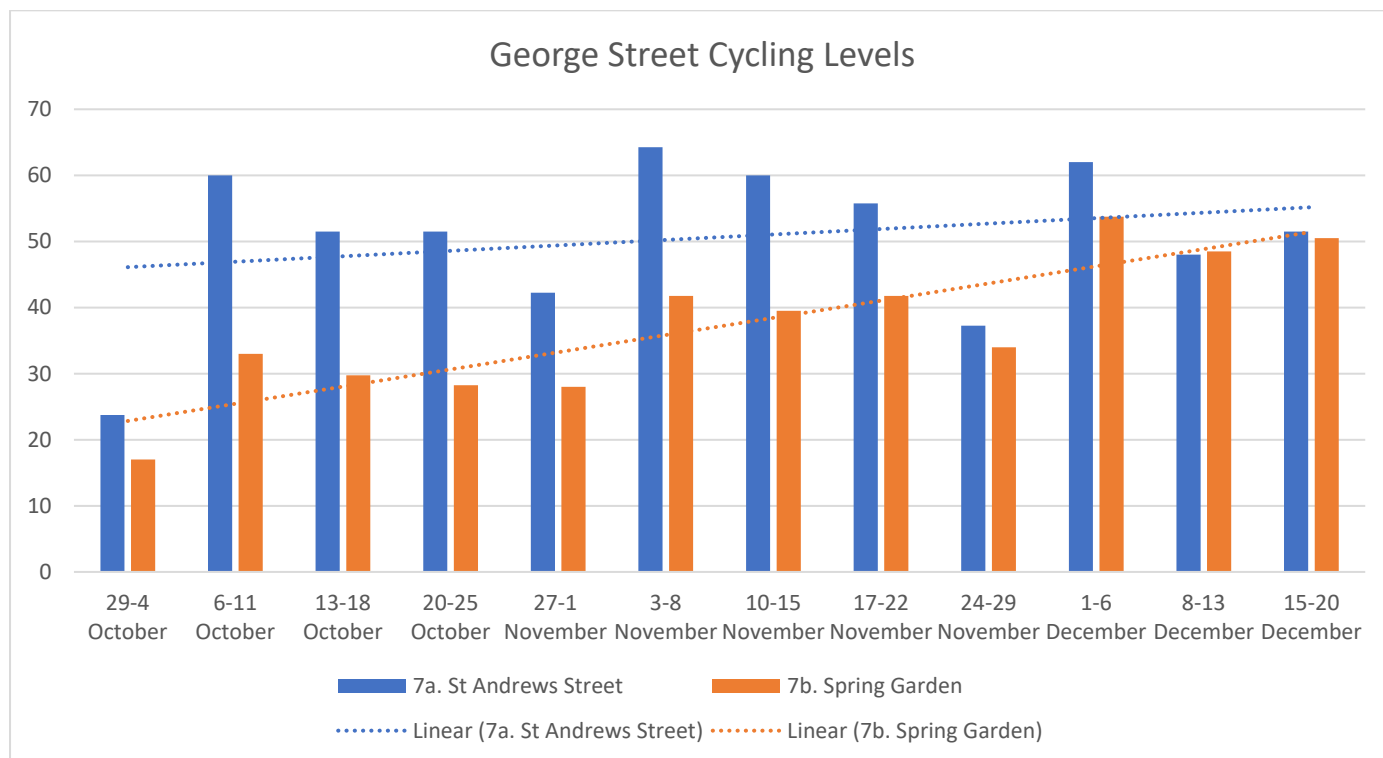


Fig 21 George Street Cycling Levels

The pattern for cyclists on George Street is somewhat different with both locations showing an increase in cycling levels over the survey period. Again this may be reflective of the strong student population in the area but is likely also reflective of the safer cycling environment.

The observational data for George Street (St Andrews Street) showed:-

- Averaged between 6,400-7,000 walking and cycling movements per day, with Wednesday the busiest day.
- All days, apart from Tuesday, showed an increase over the period.
- Pedestrians make good use of street width to allow physical distancing.
- No issues of note observed.
- Some increase in footfall observed on Friday 20th (start of “Black Friday” sales).

The observational data for George Street (Spring Gardens) showed:-

- Averaged between 3,700-4,000 walking and cycling movements a day with weekdays slightly busier.
- Increase in total active travel levels over the period.
- Physical distancing continues to be adhered to.
- No illegal vehicle manoeuvres observed.
- Cyclists make good use of cycle lane, preventing vehicle or pedestrian conflicts.
- Drivers observed to park considerably for traffic and pedestrians.

## 1.4 Torry (Victoria Road)

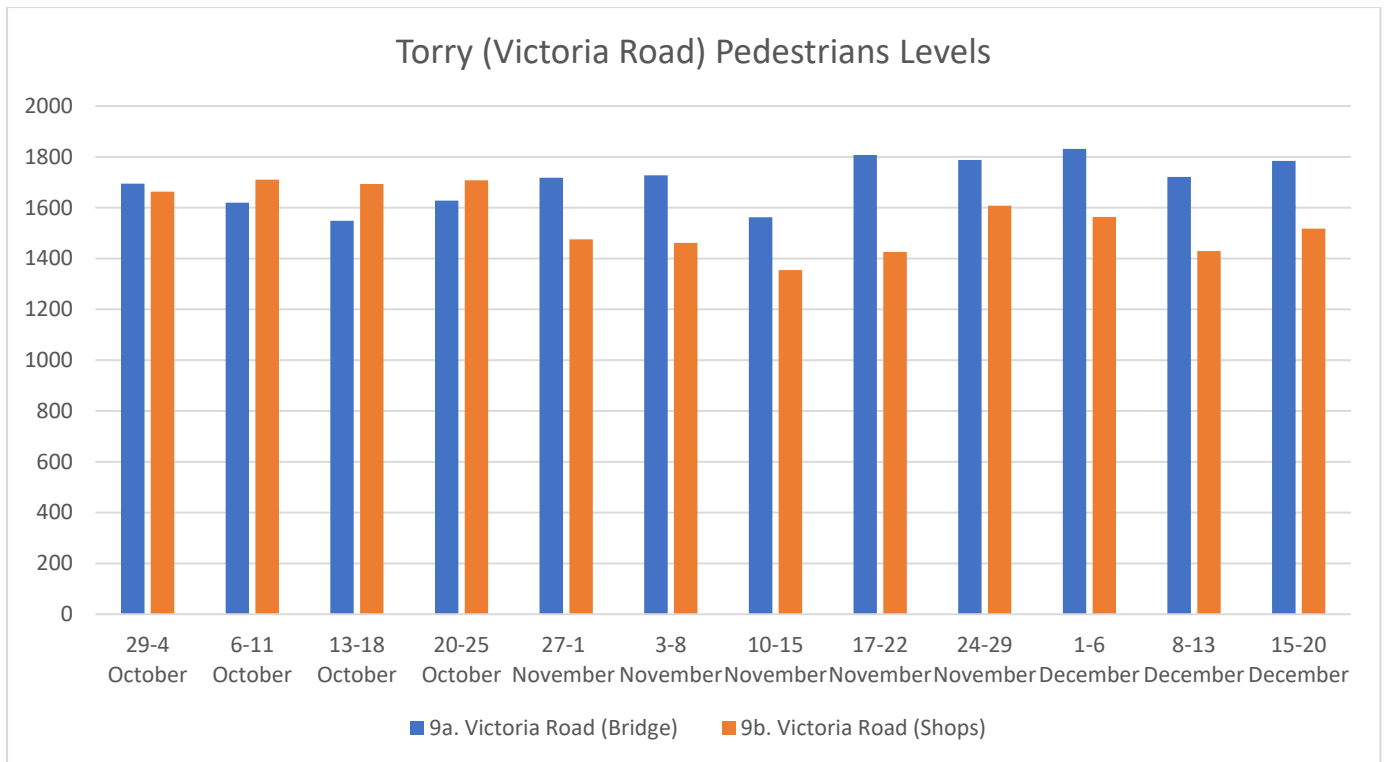


Fig 22 Torry (Victoria Road) Pedestrians Levels

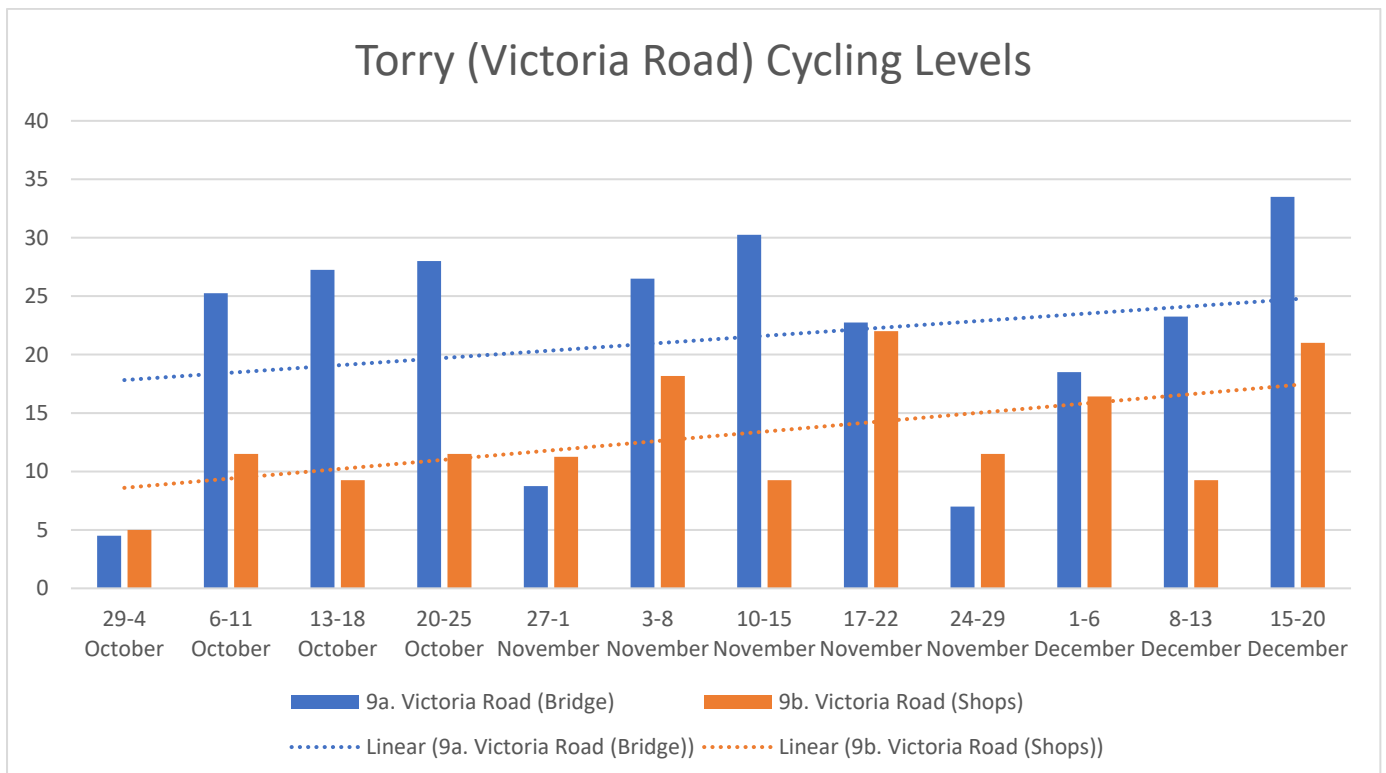


Fig 23 Torry (Victoria Road) Cycling Levels

Again the pedestrian levels are largely static across the survey period with cycling levels increasing slightly.

The observational data for Torry (Victoria Road Bridge) showed:-

- 2,000-2,200 walking and cycling movements per day during week., Sat and Sun down to 1,300-1,400
- Total active travel levels increased at all sites over the period.
- Pedestrians continue to adhere to physical distancing.
- On occasion, cyclists will ride on pavement instead of road. This may be due to cobblestoned surface of bridge.

The observational data for Torry (Victoria Road Shops) showed:-

- Busier on weekdays 1,600-1,900 walking and cycling movements per day falling to 1,100-1,200 on Sunday.
- Pedestrians continue to adhere to physical distancing.
- Drivers observed to park considerably. Boundary markers remain undamaged at this location.

### 1.5 Rosemount

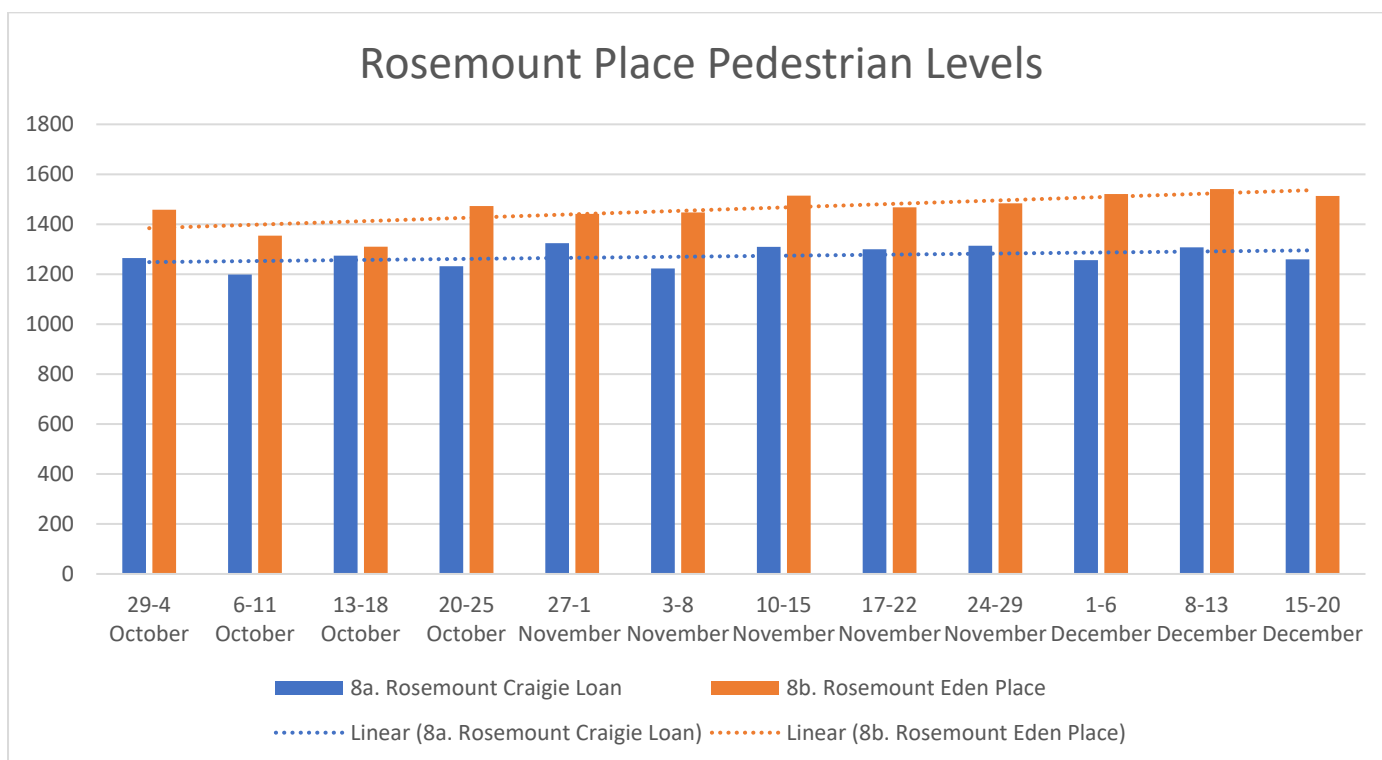


Fig 24 Rosemount Place Pedestrian Levels

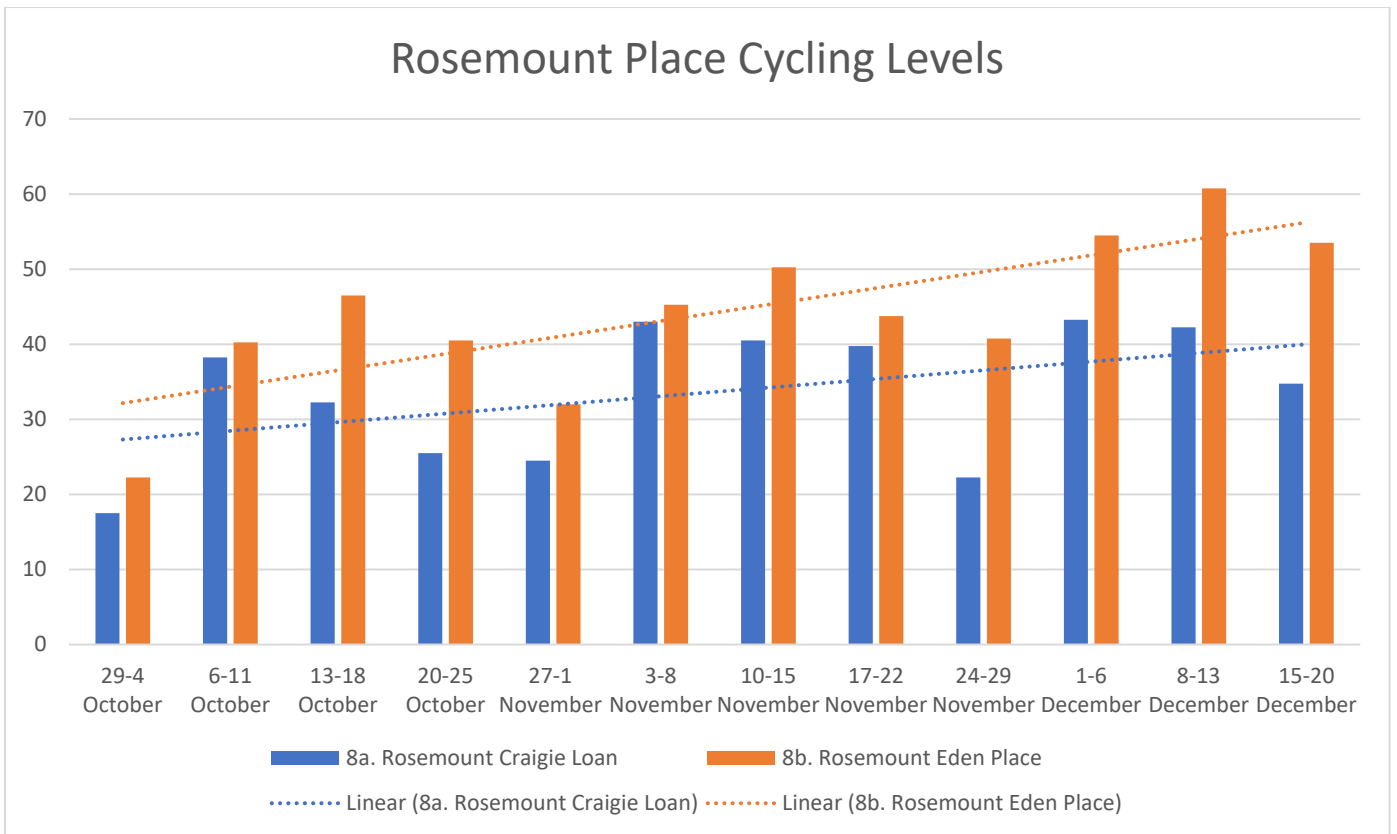


Fig 25 Rosemount Place Cycling Levels

Rosemount saw a similar small increase in pedestrian levels over the period with much stronger growth in cycling levels.

The observational data for Rosemount (Craigie Loanings end) showed:-

- 1,900 walking and cycling movements per day during the week and 800 on the weekend.
- Pedestrians observed to maintain physical distancing and to use the reallocated carriage way space.
- No illegal vehicle movements observed despite changes in road layout.
- Cars observed to park considerably to prevent conflicts with pedestrians, vehicles, and cyclists.
- On Week 7, temporary traffic lights were put in place between this site and Site 8b. The lights caused some queuing, but no issues to pedestrians or cyclists.

The observational data for Rosemount (Eden Place) showed:-

- 1,800-2,000 walking and cycling movements per day during the week, with 1,200 on Saturday and 900 on Sunday
- Total active travel levels increased each day apart from Tuesday over the period.
- Pedestrians observed to maintain physical distancing.
- No illegal vehicle movements observed despite changes in road layout.
- Cars observed to park considerably to prevent conflicts with pedestrians, vehicles, and cyclists.

1.6 The Beach (Shops)

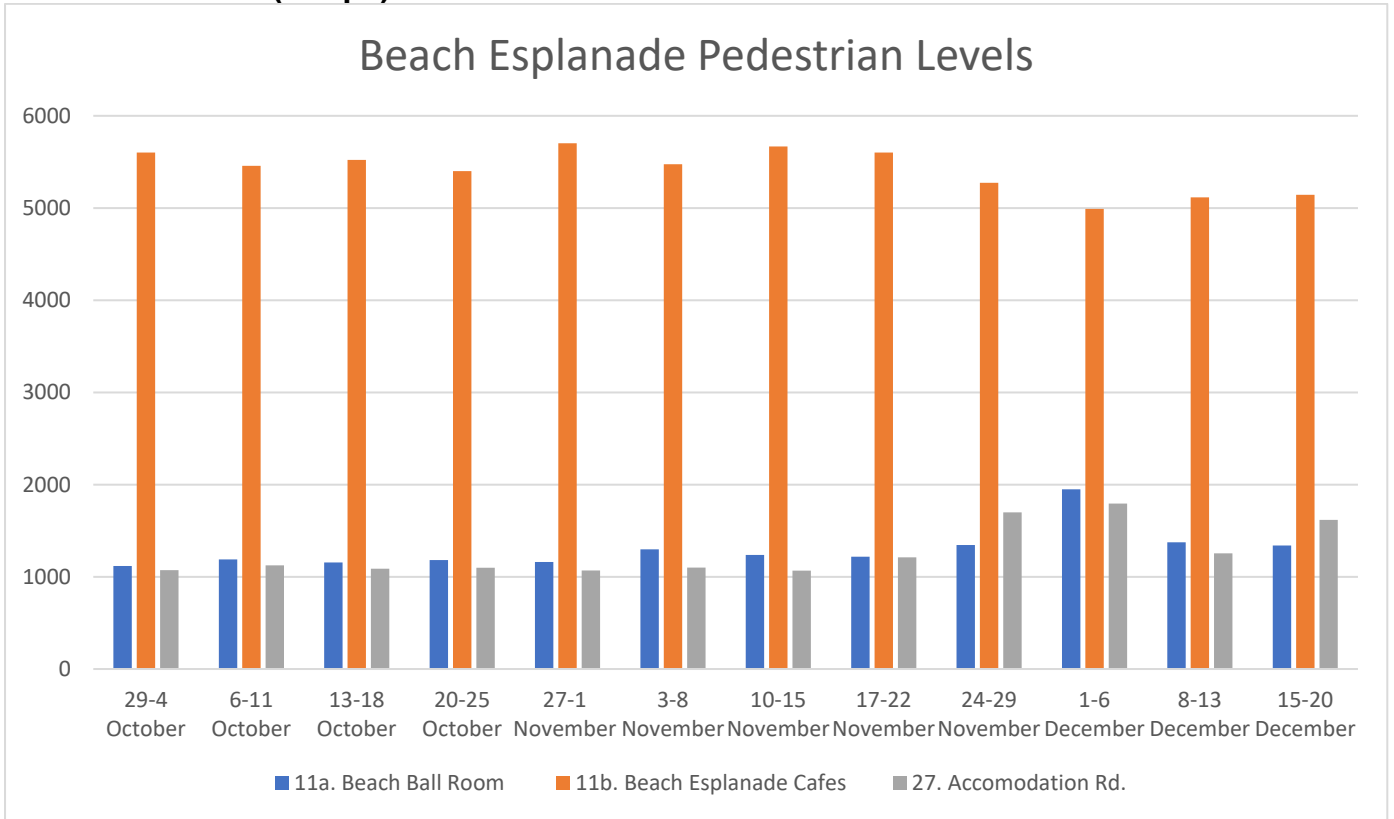


Fig 26 Beach Esplanade Pedestrian Levels

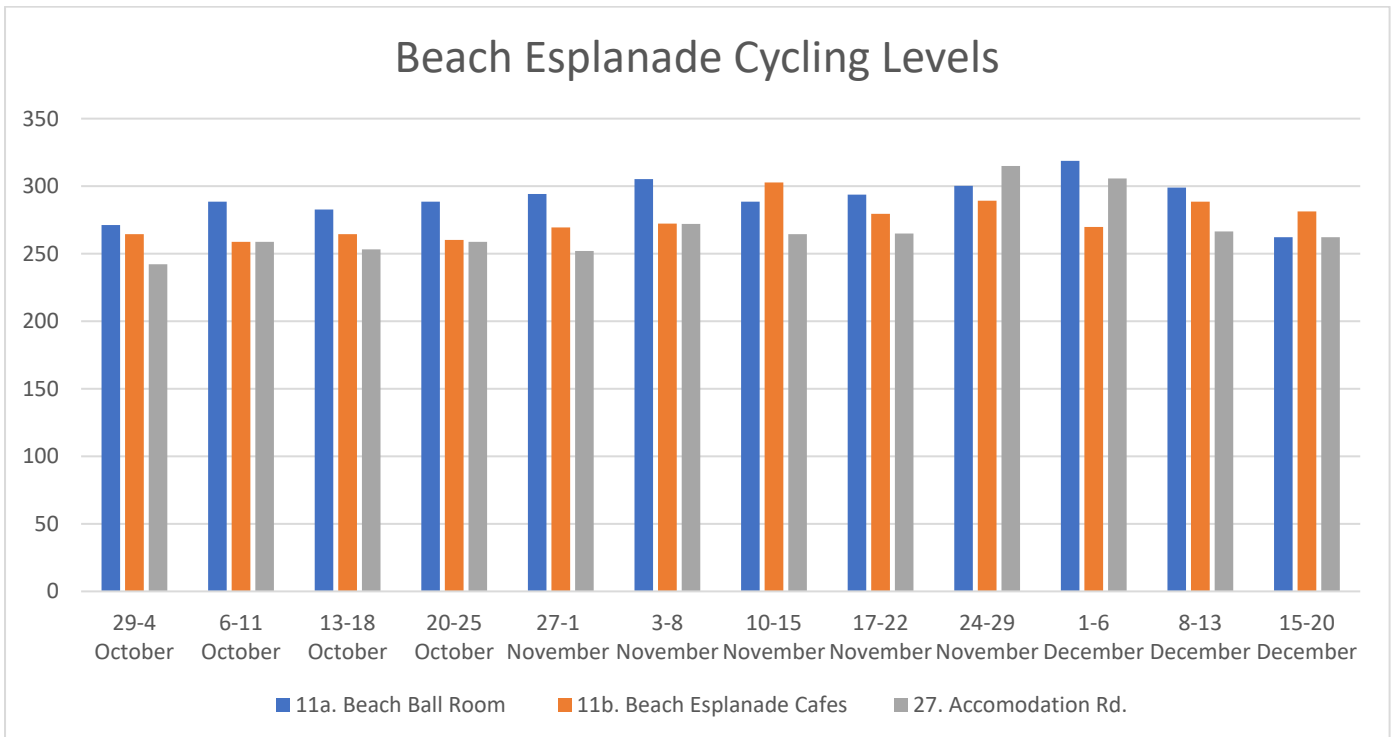


Fig 27 Beach Esplanade Cycling Levels

1. Sections of the Esplanade were closed from 31st of August 2020 for SfP Active Travel Corridor implementation works.
2. Beach Esplanade Counts from September 2020 onwards do not include users of the newly installed bi-directional cycle lane, therefore the stated figure does not include all cycles passing this count site.
3. Sections of the Esplanade were closed from 23rd of November 2020 for SfP Active Travel Corridor removal works.

The observational data for Beach Esplanade (Ballroom) showed:-

- Busier at weekends with 1,600 to 1,700 walking and cycling movements and 1,300-1,400 on weekdays.
- Busiest site for cyclists in city with between 250-350 daily.
- All days showed an increase in total active travel levels over the period.
- Physical distancing generally adhered to.
- Cyclists make good use of cycle lanes and do use footways or road.
- Majority of pedestrians use pavement closest to seafront.

The observational data for Beach Esplanade (Café's) showed:-

- Busier at weekends with 4,800-5,300 walking and cycling movements per day during the week and 6,700-6,800 at the weekend. In the top 5 busiest active travel sites at the weekends.
- Second busiest cycling site in city with between 240 and 320. Busier with them on weekdays.
- Total active travel levels increased on all days apart from Tuesday over the survey period.
- Physical distancing continues to be adhered to.
- Cyclists make good use of marked cycle lanes, and do not use footways or road.
- No issues observed with drivers misusing new one-way system.
- On occasion, red and white boundary markers have been damaged, possibly by reversing vehicles from parking bays.

The observational data for Beach Esplanade (Accommodation Road) showed:-

- Higher daily active travel levels at weekends, 1,400-1,600 versus 1,100 – 1,200 through the week
- 2nd busiest cycling site on Wednesday and 3rd busiest all other days (220-320 per day).
- All pedestrians observed to be on seafront side of road.
- Pedestrians generally adhered to physical distancing.
- Cyclists made good use of cycle lane markings and did not cycle on road or pavement.
- However, on occasion cyclists would cycle two abreast in cycle lanes, which could potentially cause conflict with cyclists coming in opposite direction.
- Despite proximity of parking bays to cycle lane, drivers parked considerately, causing no conflicts with drivers or cyclists, and causing no damage to red and white boundary markers.



## 1.7 Clipboard Survey Summary (Taken from the Committee Report).

The results of the clipboard surveys which were undertaken to assess the impact of the interventions are summarised below, and the full data is included in the Appendix 3. 956 people were surveyed over the 18<sup>th</sup> and 19<sup>th</sup> of December which is a very encouraging number particularly in the context of the pandemic.

People were surveyed at all locations and were given the opportunity to comment on their experience of any interventions across the city. Overall, the response was very positive towards the interventions and the following are a selection of the questions asked and the responses received.

## 1.8 What was their opinion on the temporary measure brought in to help enable physical distancing?

People were asked to score their view of the interventions from “**Very Positive**” to “**Very Negative**” across 5 options.

Across all sites an average of 80% of people said their experience was “**Very Positive**” or “**Positive**”. All sites scored “**Very Positive**”, “**Positive**” or “**Neutral**” for the top three responses except for Union Square which had a third-place score of 11% of people stating, “**Generally Negative**”. The beach scored the highest “**Very Positive**” at 63%.

## 1.9 How did people visit these locations?

In all cases the top three modes of transport to get to the locations were on foot, by car as a driver or by car as a passenger. For two of the locations cycling entered the top three options, those were the recreational sites of the beach and the parks.

## 1.10 Why have they visited certain locations less?

People were given a number of options to choose from for this question and could choose more than one option. There was a joint top score for this question with “**Working from home**” and “**Fear of Contracting COVID**” both scoring 70%, “**Fear of being unable to social stance**” was second at 67%. Interestingly the “**Ability to shop online**” was given by 62% as a reason for not visiting.

## 1.11 Why had they visited certain locations more?

For this the majority said “**Because they felt safer**”, then “**To be around other people**” and finally “**For exercise**”. The parks also scored well for “**Mental health benefits**”.

## 1.12 Have people been visiting the intervention locations to the same degree as pre COVID?

People were given three options for this question, that they visited more, the same or less frequently. Across all the locations the highest scored response was the “**same frequency**” ranging from 45% for the City Centre to 72% for George Street and Rosemount. This higher percentage for residential locations such as Rosemount and George Street is probably reflective of the residential population shopping locally. Three locations saw a second highest score for “**more frequent**” these were the Beach and the Parks, both in the mid 30%’s. The City Centre saw the most significant second preference “**less frequent**” response at 43%. This reflects the overall drop in footfall in the City Centre.

## 1.13 Other points

**Walking and Cycling** – Almost 90% of people agreed or totally agreed that they felt safer walking and cycling. 94% found it easier to walk or cycle.

**Access Bus Services** – 41% of people found accessing bus services the same with 34% saying it was easier and 24% saying it was harder.

**Parking** – 39% of people disagreed that access to car parking was easier, while 35% were neutral and 13% felt it was easier.

#### 1.14 **Survey Data**

The following data was gathered using temporary cameras set up across the intervention sites. The graphs represent average daily figures across the periods indicated, starting on the 29<sup>th</sup> of September 2020. Where data has been collected in multiple locations on the same street, these have been grouped and plotted against each other for clarity. Full details are attached in Appendix 4.



Your Ref:  
Our Ref:  
Contact: G.Beattie Strategic Place Planning  
Location: Business Hub 4  
Date: 24 November 2020

Karen McGregor  
Scotland Director Sustrans  
Sustrans Scotland  
Rosebery House  
9 Haymarket Terrace  
Edinburgh  
EH12 5EZ  
[karen.mcgregor@sustrans.org.uk](mailto:karen.mcgregor@sustrans.org.uk)

Dear Ms McGregor,

I hope this letter finds you well in these challenging times.

On the 28th of October officers of Aberdeen City Council (the Council) presented a report to our City Growth and Resources (CG&R) committee on the program of temporary interventions undertaken as part of Spaces for People (SfP). This committee was the first opportunity for officers to present such an update to elected members at a committee, allowing them to scrutinise the works undertaken to date and instruct any modifications or changes they deemed appropriate. One of the outcomes of that committee was an instruction to write to Sustrans and Transport Scotland to seek clarification on the date by which the funding must be spent.

From the outset of this program officers have been operating under a very clear instruction from our elected members. Due to the extreme pressure on the Council's finances, as a result of COVID 19, any works undertaken as part of SfP had to include the installation, maintenance, and removal of the works. To date that is the financial envelope within which officers have operated and in our recent report we included a financial statement which showed that an appropriate sum had been set aside for the maintenance of these interventions through the winter, and their subsequent removal at some time in the future when it was deemed appropriate to do so. In our discussions with Sustrans we have highlighted that the current spend date of May 2021 would result in officers having to begin the removal of the current temporary interventions in February, to ensure that all cost are incurred within the current agreement period and by no later than May 15th 2021.

At that same committee officers were instructed to monitor the current interventions and report back to February 2021 CG&R committee with recommendations on the future of these interventions. If the current spend date of May is not extended or modified in some way, it appears that officers may be required to recommend the removal of all the interventions in order to comply with our initial committee instruction.

From advice given by our partners at NHS Grampian, who are part of our governance group for SfP, as well as statements by both the First Minister and the Prime Minister, it is not clear at this time that any significant change is expected in public health guidance between now and February. We are aware that other SUSTRANS funding schemes are moving to a multiyear funding model and would suggest that extending the current scheme to eighteen months or two years would address our, and likely many other Local Authorities concerns. To clarify we do not seek additional funding, simply an extension to the currently agreed funding deadline, should the public health situation continue to require it, to ensure currently implemented measures can be maintained and removed at the most appropriate time .

We look forward to hearing from you on this matter at your earliest convenience.

Kind Regards

**Gale Beattie**  
Chief Officer Strategic Place Planning

Cc Mr Michael Matheson  
Cabinet Secretary for Transport, Infrastructure and Connectivity

**From:** [Spaces for People](#)  
**Subject:** Important - Action Required: Spaces for People - Apply for Extension to Funding  
**Date:** 18 December 2020 09:16:22

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Dear Partner,

Over the past year, we have seen a vast array of Spaces for People measures from local authority and health board partners. The evidence that we have seen from initial monitoring is that many of the schemes have been well used and made a real difference to how people carry on with their day to day lives while physically distancing.

With the end of our financial year in view we are looking at the completion date noted in the legal agreement of the 14 May 2021.

We realise that this may not be possible for all partners, and we have developed criteria for extension to be made to funding. These extensions are not automatic and will require action on your part.

To be eligible for an extension in funding beyond May 2021 the following conditions must be met:

- By end February 2021 – Partners have requested an extension and provided Sustrans with an updated spend profile and programme.
- By end March 2021 – The majority of interventions have been delivered and are on the ground (at least 90% of the planned interventions).
- By end April 2021 – At least 60% of funding has been drawn down and claims are in the portal (if it hasn't, consider reducing the grant request amount).
- By 14th May 2021 – All planned interventions are on the ground.

If you are approved for an extension of funding, it can be used for amending existing interventions, maintaining them, removing them or making them permanent. Extended funding cannot be used to implement new interventions as this is an emergency response, all the interventions must already be in place.

If you have any questions regarding the funding deadline or criteria, please do not hesitate to contact either myself or the team via [SpacesForEveryone@sustrans.org.uk](mailto:SpacesForEveryone@sustrans.org.uk).

Kind regards,

Spaces for People Team

Rosebery House | 9 Haymarket Terrace | Edinburgh | EH12 5EZ

*Sign up for updates on our infrastructure funding and design and implementation services in Scotland: <https://www.showcase-sustrans.org.uk/contact>*

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Site of questionnaire response	Responses	Percentage
Union Street pedestrianised area	409	42.78
Union Street near Bon Accord	299	31.28
Beach	40	4.18
Chapel St	71	7.43
George St	27	2.82
Rose St	20	2.09
Rosemount	14	1.46
Thistle St	76	8.88
Surveyed in total	956	100.93

**Key**  
Most popular answer  
2nd most popular answer  
3rd most popular answer



Q1. Postcode of respondents	AB10	AB11	AB12	AB13	AB14	AB15	AB16	AB18	AB21
Percentage	20.92050209	10.77405858	7.845188285	0.209205021	0.627615063	10.66945607	9.937238494	0.523012552	5.439331
Number	200	103.00	75	2	6	102	95	5	52

Q2. Are you currently employed or in education?	Yes	No	Total
Percentage	59.41422594	40.59	100
Number	568	388.00	956

Q3- If yes, what best describes your working status? (Tick all that apply)	Percentage	Number
Working / studying at home all the time	21.76	208.00
Working / studying at home some days	30.13	288.00
Commuting to work / place of study	18.10	173.00
Traveling to various locations for work / study	20.92	200.00
Furloughed	9.00	86.00
Other (Please state)	0.10	1.00
Total	100.00	956.00

Q4. Since the middle of March 2020, when COVID-19 restrictions first began, have you visited the following areas of the city more frequently, less frequently or the same amount?	More frequently	Same frequency	Less frequently	Not at all	Total
Q4a- Visited the City Centre? (percentage)	12.97	44.46	42.57		100
Q4a- Visited the City Centre? (number)	124.00	425.00	407.00		956
Q4b- Visited Union Square? (percentage)	11.19	46.23	42.57		100
Q4b- Visited Union Square? (number)	107.00	442.00	407.00		956
Q4c- Visited the Beach? (percentage)	35.98	58.05	5.96		100
Q4c- Visited the Beach? (number)	344.00	555.00	57.00		956
Q4d- Visited George Street? (percentage)	14.12	72.18	13.70		100
Q4d- Visited George Street? (number)	135.00	690.00	131.00		956
Q4e- Visited Rosemount? (percentage)	8.47	71.76	19.77		100
Q4e- Visited Rosemount? (number)	81.00	686.00	189.00		956
Q4f- Visited the parks? (percentage)	38.64	55.50	5.86		100
Q4f- Visited the parks? (number)	369.00	530.00	56.00		955

Q5. How have you visited these places? (please tick all that apply)	Foot	Cycle	Bus	Taxi	Car/ van passenger	Car/ van driver	Motorbike	Other
Q5a How have you visited the City Centre? (percentage)	70.71	16.00	7.74	0.00	63.70	67.57	0.00	0.00
Q5a- How have you visited the City Centre? (number)	676.00	153.00	74.00	0.00	609.00	646.00	0.00	0.00
Q5b- How have you visited Union Square? (percentage)	77.09	19.25	11.61	0.00	50.73	61.19	0.00	0.00
Q5b- How have you visited Union Square? (number)	737.00	184.00	111.00	0.00	485.00	585.00	0.00	0.00
Q5c- How have you visited the Beach? (percentage)	75.31	53.56	0.00	0.00	36.40	33.37	0.00	0.00

<u>Q5c- How have you visited the Beach? (number)</u>	720.00	512.00	0.00	0.00	348.00	319.00	0.00	0.00
<u>Q5d- How have you visited George Street? (percentage)</u>	77.20	29.08	8.37	0.00	39.85	50.10	0.00	0.00
<u>Q5d- How have you visited George Street? (number)</u>	738.00	278.00	80.00	0.00	381.00	479.00	0.00	0.00
<u>Q5e- How have you visited Rosemount? (percentage)</u>	79.29	31.17	8.37	0.00	44.04	43.83	0.00	0.00
<u>Q5e- How have you visited Rosemount? (number)</u>	758.00	298.00	80.00	0.00	421.00	419.00	0.00	0.00
<u>Q5f- How have you visited the parks? (percentage)</u>	75.21	51.15	0.00	0.00	35.25	32.43	0.00	0.00
<u>Q5f- How have you visited the parks? (number)</u>	719.00	489.00	0.00	0.00	337.00	310.00	0.00	0.00

<b>Q6. If you have visited these places less, has anything prevented you from visiting these places more? (Please tick all that apply)</b>	<b>Home working means less need</b>	<b>I am able to shop online</b>	<b>Fear of being unable to socially distance</b>	<b>Fear of others behaving irresponsibly</b>	<b>I don't feel safe travelling by usual means</b>	<b>Fear of contracting COVID</b>	<b>Need to self isolate</b>	<b>Other (Please state)</b>
<u>Q6a What has reduced your travel to the City Centre? (percentage)</u>	69.67	61.19	66.74	55.33	66.63	69.67	0.00	0.00
<u>Q6a- What has reduced your travel to the City Centre? (number)</u>	666.00	585.00	638.00	529.00	637.00	666.00	0.00	0.00
<u>Q6b- What has reduced your travel to Union Square? (percentage)</u>	67.78	64.44	71.34	50.10	60.67	64.44	0.00	0.00
<u>Q6b- What has reduced your travel to Union Square? (number)</u>	648.00	616.00	682.00	479.00	580.00	616.00	0.00	0.00
<u>Q6c- What has reduced your travel to the Beach? (percentage)</u>	0.00	0.00	71.55	62.13	62.66	71.23	0.00	0.00
<u>Q6c- What has reduced your travel to the Beach? (number)</u>	0.00	0.00	684.00	594.00	599.00	681.00	0.00	0.00
<u>Q6d- What has reduced your travel to George Street? (percentage)</u>	66.84	64.54	71.55	50.94	61.09	64.54	0.00	0.00
<u>Q6d- What has reduced your travel to George Street? (number)</u>	639.00	617.00	684.00	487.00	584.00	617.00	0.00	0.00
<u>Q6e- What has reduced your travel to Rosemount? (percentage)</u>	68.51	63.08	72.80	51.05	60.04	62.55	0.00	0.00
<u>Q6e- What has reduced your travel to Rosemount? (number)</u>	655.00	603.00	696.00	488.00	574.00	598.00	0.00	0.00
<u>Q6f- What has reduced your travel to the parks? (percentage)</u>	0.00	0.00	71.23	63.28	63.08	70.50	0.00	0.00
<u>Q6f- What has reduced your travel to the parks? (number)</u>	0.00	0.00	681.00	605.00	603.00	674.00	0.00	0.00

956

Page 280

<b>Q7. If you have visited these places more, what are the reasons for this (tick all that apply)</b>	<b>To meet people outside of home</b>	<b>Exercise</b>	<b>Work</b>	<b>I feel safer there than other places</b>	<b>To be around other people</b>	<b>To get a change of scenery</b>	<b>Mental health benefits</b>	<b>Other (please state)</b>
<u>Q7a What has increased your travel to the City Centre? (percentage)</u>	64.23	72.49	37.55	17.26	55.13	52.72	55.02	0.00
<u>Q7a- What has increased your travel to the City Centre? (number)</u>	614.00	693.00	359.00	165.00	527.00	504.00	526.00	0.00
<u>Q7b- What has increased your travel to Union Square? (percentage)</u>	55.65	59.31	63.18	63.18	55.96	48.64	43.93	0.00
<u>Q7b- What has increased your travel to Union Square? (number)</u>	532.00	567.00	604.00	604.00	535.00	465.00	420.00	0.00
<u>Q7c- What has increased your travel to the Beach? (percentage)</u>	54.92	59.83	0.00	64.44	58.05	50.63	46.97	0.00
<u>Q7c- What has increased your travel to the Beach? (number)</u>	525.00	572.00	0.00	616.00	555.00	484.00	449.00	0.00
<u>Q7d- What has increased your travel to George Street? (percentage)</u>	54.60	59.00	0.00	65.06	63.60	54.60	45.40	0.00
<u>Q7d- What has increased your travel to George Street? (number)</u>	522.00	564.00	0.00	622.00	608.00	522.00	434.00	0.00
<u>Q7e- What has increased your travel to Rosemount? (percentage)</u>	53.77	56.38	0.00	63.81	63.91	53.77	44.98	0.00
<u>Q7e- What has increased your travel to Rosemount? (number)</u>	514.00	539.00	0.00	610.00	611.00	514.00	430.00	0.00
<u>Q7f- What has increased your travel to the parks? (percentage)</u>	56.69	59.52	0.00	64.85	83.68	48.64	63.49	0.10
<u>Q7f- What has increased your travel to the parks? (number)</u>	542.00	569.00	0.00	620.00	800.00	465.00	607.00	1.00

956

<b>Q8. What is your opinion of the temporary measures brought in to help enable physical distancing in the city?</b>	<b>Very positive</b>	<b>Generally positive</b>	<b>Neither positive nor negative</b>	<b>Generally negative</b>	<b>Very negative</b>	<b>No opinion</b>	<b>Total</b>
<u>Q8a- Opinion of physical distancing measure in the City Centre? (percentage)</u>	46.03	36.19	6.69	6.38	3.14	1.57	100
<u>Q8a- Opinion of physical distancing measure in the City Centre? (number)</u>	440.00	346.00	64.00	61.00	30.00	15.00	956
<u>Q8b- Opinion of physical distancing measure in Union Square? (percentage)</u>	27.30	52.09	6.38	11.09	3.14	0.00	100
<u>Q8b- Opinion of physical distancing measure in Union Square? (number)</u>	261.00	498.00	61.00	106.00	30.00	0.00	956
<u>Q8c- Opinion of physical distancing measure at the beach? (percentage)</u>	62.66	34.21	3.14	0.00	0.00	0.00	100
<u>Q8c- Opinion of physical distancing measure at the beach? (number)</u>	599.00	327.00	30.00	0.00	0.00	0.00	956
<u>Q8d- Opinion of physical distancing measure in George Street? (percentage)</u>	14.54	57.53	16.74	4.81	6.38	0.00	100

956



<b>Q8d- Opinion of physical distancing measure in George Street? (number)</b>	139.00	550.00	160.00	46.00	61.00		956
<b>Q8e- Opinion of physical distancing measure in Rosemount? (percentage)</b>	18.51	41.95	18.31	13.08	8.16	0.00	100
<b>Q8e- Opinion of physical distancing measure in Rosemount? (number)</b>	177.00	401.00	175.00	125.00	78.00		956
<b>Q8f- Opinion of physical distancing measure in the parks? (percentage)</b>	46.13	41.11	6.38	4.81	0.00	1.57	100
<b>Q8f- Opinion of physical distancing measure in the parks? (number)</b>	441.00	393.00	61.00	46.00		15.00	956

<b>Q9. Please tell us how much you agree with the following statements?</b>	<b>Totally agree</b>	<b>Generally agree</b>	<b>Neither agree nor disagree</b>	<b>Generally disagree</b>	<b>Totally disagree</b>	<b>No opinion</b>	<b>Total</b>
<b>Q9a- I feel safer walking and cycling in city due to new measures (percentage)</b>	39.23	50.00	7.85	2.93	0.00	0.00	100
<b>Q9a- I feel safer walking and cycling in city due to new measures (number)</b>	375.00	478.00	75.00	28.00			956
<b>Q9b- I find walking / cycling easier due to new measures (percentage)</b>	40.17	53.77	3.97	1.05	1.05	0.00	100
<b>Q9b- I find walking / cycling easier due to new measures (number)</b>	384.00	514.00	38.00	10.00	10.00		956
<b>Q9c- I find it easier to get to places due to new measures (percentage)</b>	2.09	41.00	37.55	18.31	1.05	0.00	100
<b>Q9c- I find it easier to get to places due to new measures (number)</b>	20.00	392.00	359.00	175.00	10.00		956
<b>Q9d- I find it easier to access bus services due to new measures (percentage)</b>	0.94	33.58	40.69	19.04	4.81	0.94	100
<b>Q9d- I find it easier to access bus services due to new measures (number)</b>	9.00	321.00	389.00	182.00	46.00	9.00	956
<b>Q9e- I find it easier to access parking in the city due to new measures (percentage)</b>	0.00	13.39	34.73	39.02	11.82	1.05	100
<b>Q9e- I find it easier to access parking in the city due to new measures (number)</b>	0.00	128.00	332.00	373.00	113.00	10.00	956

<b>Q10. Are there any particular areas of the city where you think the temporary measures have worked well? If so, please tell us where and why.</b>	<b>Beach</b>	<b>Union St</b>	<b>Station</b>	<b>Shops</b>	<b>N/a</b>	<b>Total</b>
<b>Percentage</b>	15.37656904	19.9790795	0.10460251	0.10460251	64.43514644	100
<b>Number</b>	147	191	1	1	616	956

<b>Q11. Are there any areas of the city where you think the temporary measures have not worked well? If so, please tell us where and why.</b>	<b>N/A</b>
<b>Percentage</b>	100
<b>Number</b>	956

<b>Q12. Is there anything you would have liked to have seen done differently with the temporary measures and, if so, anywhere in particular?</b>	<b>Improve bus stops</b>	<b>Improve signage</b>	<b>Advertise changes better</b>	<b>N/A</b>	<b>Total</b>
<b>Percentage</b>	0.313807531	0.313807531	0.10460251	99.26778243	100
<b>Number</b>	3	3	1	949	956

<b>Q13. Do you think consideration should be given to whether any of the temporary measures could be beneficial longer-term? If so, which, and what are your reasons?</b>	<b>N/A</b>	<b>Keep Union St Pedestrianised</b>	<b>Total</b>
<b>Percentage</b>	96.9665272	3.033472803	100
<b>Number</b>	927	29	956

<b>Q14. Would you like to see any of the changes removed? If so, which ones?</b>	<b>N/A</b>
<b>Percentage</b>	100
<b>Number</b>	956

<b>Q15- Any further comments?</b>	<b>N/A</b>
<b>Percentage</b>	100
<b>Number</b>	956

<u>Q16 - Age bracket</u>	<b>Number</b>	<b>Percentage</b>
Under 16	78	8.16
16 - 25	172	17.99
26 - 35	230	24.06
36 - 45	258	26.99
46 - 55	125	13.08
56 - 65	13	1.36
Over 65	80	8.37
<b>Total</b>	<b>956</b>	<b>100</b>

<u>Q17- Gender</u>	<b>Number</b>	<b>Percentage</b>
Male	465	48.64016736
Female	491	51.35983264
Non-binary	0	
Prefer not to say	0	
Prefer to self describe (add description)	0	
<b>Total</b>	<b>956</b>	<b>100</b>

AB22	AB23	AB24	AB25	AB31	AB32	AB35	AB37	AB38	AB39	AB41	AB42	AB45	AB51	REFUSE	Total
5.543933	7.217573	4.288703	7.322176	1.25523	2.09205	0.104603	0.523013	0.209205	0.104603	0.941423	0.732218	0.523013	0.209205	1.987448	100
53	69	41	70	12	20	1	5	2	1	9	7	5	2	19	956

956      956      956      956      956      956      956

- 1 = Foot
- 2 = Cycle
- 3 = Bus
- 4 = Taxi
- 5 = Car / Van Passenger

6 = Car / Van Driver  
7 = Motorbike  
8 = Other

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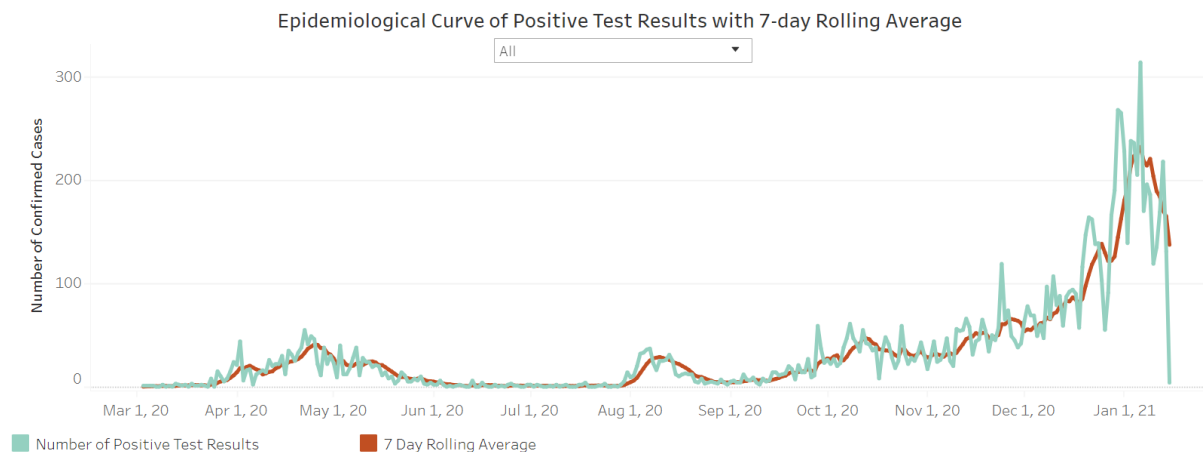
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## Appendix 5 – Current NHS Data as of 15<sup>th</sup> of January

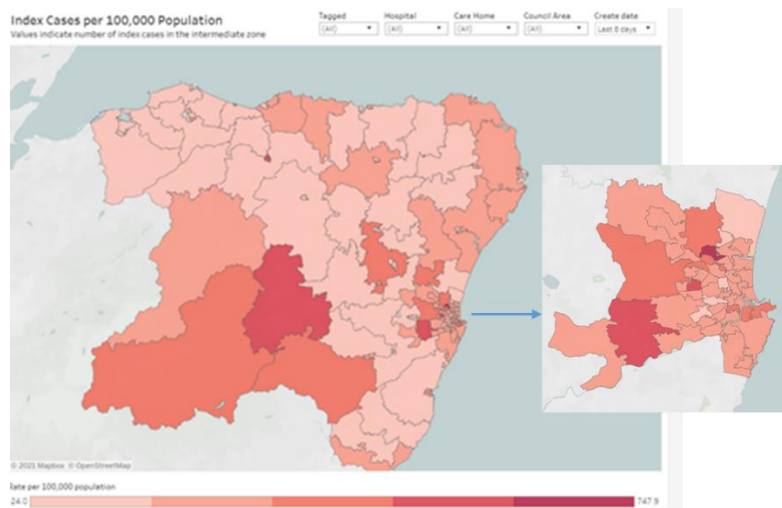
### Current Position in Aberdeen

We have seen some change in positive test results over the past week, suggesting at least a levelling off of case numbers in Grampian. However the numbers remain at a very high level and with new variants emerging, the situation remains fragile and uncertain. On 11/1, our 7 day rate was 229.8 per 100,000, down from 250 the week before. Aberdeenshire, City and Moray rates were 226, 261 and 141 respectively.



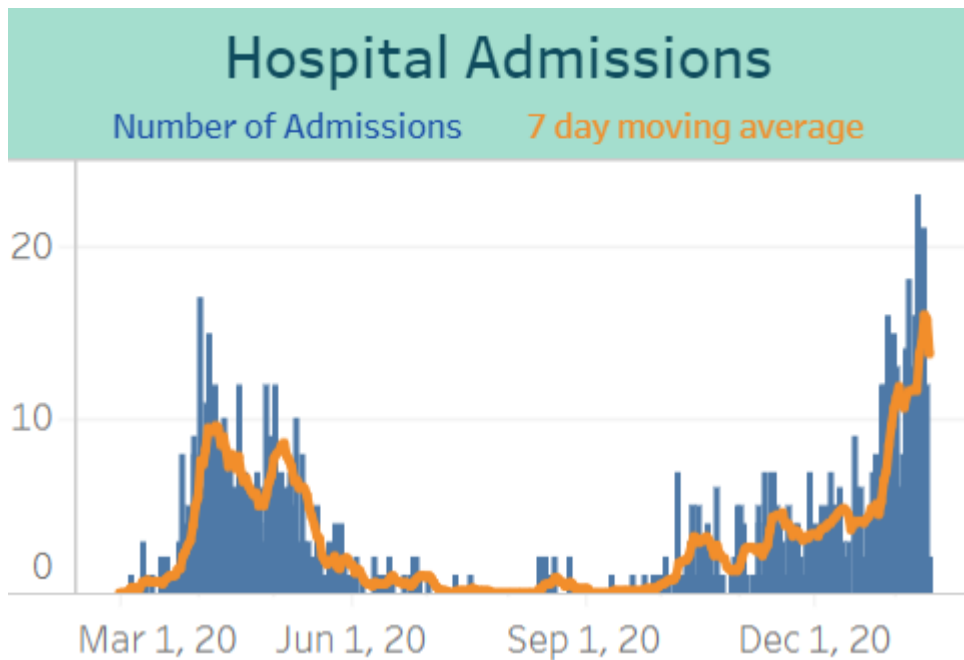
### COVID continues to be widely dispersed in all communities.

Test positivity remains high in the community at 13.89% (pillar 2 tests) and less than a third of cases can be linked to a known event or outbreak.



**Pressure on health services is continuing to grow.**

Right now we are seeing an average of 14 daily COVID admissions compared to 10 in the busiest period of 2019. Hospital occupancy is 47% higher now than it was in the spring. Combining the complex needs of medical emergencies and COVID patients, our acute hospital has been coping typically with occupancy levels between 88-92% for many weeks. The challenges continue with high occupancy in community hospitals and care homes, and staff absence due to COVID isolation.



**Key messages**

This week we saw a further tightening of restrictions and closing a number of loopholes. This is very welcome and will enable people to work within the spirit and not just the letter of the law. Grampian is forging ahead well with the vaccination programme and today we heard the announcement of asymptomatic community testing with Grampian Local Authorities being the first to implement targeted testing. Our hospital admissions continue to rise as predicted. Our services are coping but are under severe strain and the next few weeks will be tough.

During this fragile and uncertain period, we know that public health actions really do make a difference. You may have saved the life of someone you do not even know by washing your hands, wearing a face covering, keeping your distance on essential errands and limiting your contact with people outside of your own household.

Thank you for your continued support as ambassadors and role models in keeping our population protected.





## ABERDEEN CITY COUNCIL

<b>COMMITTEE</b>	City Growth and Resources
<b>DATE</b>	03 February 2021
<b>EXEMPT</b>	No
<b>CONFIDENTIAL</b>	No
<b>REPORT TITLE</b>	External Transportation Links to Aberdeen South Harbour and Wellington Road Multimodal Corridor Study – STAG Part 2
<b>REPORT NUMBER</b>	COM/21/001
<b>DIRECTOR</b>	Steve Whyte
<b>CHIEF OFFICER</b>	Gale Beattie
<b>REPORT AUTHOR</b>	Ken Neil
<b>TERMS OF REFERENCE</b>	3.2

### 1. PURPOSE OF REPORT

- 1.1 To advise the Committee of the outcomes of the (1) External Transportation Links to the Aberdeen South Harbour (ASH) Scottish Transport Appraisal Guidance (STAG) Part 2 study and progress on (2) Wellington Road Multimodal Corridor Study – STAG Part 2.

### 2. RECOMMENDATION(S)

That the Committee :-

- 2.1 Note the contents and outcomes of the Aberdeen South Harbour (ASH) Scottish Transport Appraisal Guidance (STAG) Part 2 study, as per Appendix 4;
- 2.2 Approves the progression of recommended Road (Option A4), Public Transport (Options B1 and B2) and Active Travel (Options C1 and C4) from the External Transportation Links to the Aberdeen South Harbour Scottish Transport Appraisal Guidance (STAG) STAG Part 2 Appraisal Report, as shown in Appendix 1;
- 2.3 Subject to approval of the of options in 2.2, instruct the Chief Officer – Capital to develop a business case for these options and to report this to the City Region Deal Joint Committee upon completion, and
- 2.4 Subject to approval of the of options in 2.2, instruct the Chief Officer – Strategic Place Planning to continue with the Wellington Road Multimodal Corridor Study, ensuring that subsequent appraisal work reflects the decision of this Committee on a preferred option from the External Transportation Links to the Aberdeen South Harbour study, and to report the outcomes of the Wellington Road STAG Part 2 appraisal to this Committee in June 2021.

### 3. BACKGROUND

#### External Transportation Links to Aberdeen South Harbour

- 3.1 The External Transportation Links to Aberdeen South Harbour Study was originally commissioned in 2017 by Aberdeen City Council with the aim of examining transport connectivity to / from the new Aberdeen South Harbour at the Bay of Nigg, and to identify appropriate transport improvements which would then be taken forward for detailed appraisal of a preferred option. The study is an Aberdeen City Region Deal project, fully funded by the Scottish Government and United Kingdom Government and has been undertaken in line with the Scottish Transport Appraisal Guidance (STAG). The City Region Deal Agreement confirms commitment to investing up to an indicative £25 million in supporting state-aid compliant roads infrastructure to maximise the impact of the harbour project on the wider regional economy, subject to satisfactory business case.
- 3.2 Reference is made to the report to the 'City Growth and Resources' Committee of 27 November 2018 on the initial study which covered the 'Initial Appraisal: Case for Change' and 'Preliminary Options Appraisal' stages of STAG. Following approval of options, Aberdeen City Council commissioned the subsequent stage of STAG, the 'Detailed Options Appraisal'. Throughout the study, cognisance has been taken of the potential wider economic benefit the new harbour can bring to the region. The study fully recognises that improved connectivity to the harbour, and the industrial areas located nearby, can act as a key driver in improving the region's attractiveness for international trade and investment, and can support businesses in the oil and gas supply chain to internationalise in key global markets. This will help address the economic challenges facing the region and capitalise on available opportunities, such as the transition to renewables.
- 3.3 The emergence of the proposed Energy Transition Zone (ETZ) means the study now has a wider remit focussing on ensuring appropriate transport connectivity to / from the harbour, the proposed ETZ sites and the surrounding industrial area and ensuring appropriate access between the harbour and proposed ETZ area. Any new connections therefore need to ensure appropriate linkages between the harbour, proposed ETZ, the nearby industrial areas of Altens and East Tullos, as well as to the wider business districts around Aberdeen, and further afield.
- 3.4 The work being undertaken for this study has also taken cognisance of the ongoing 'Wellington Road Multi-modal Corridor Study'. Where options have the potential to constrain or support the proposals of the 'Wellington Road Multi-modal Corridor Study' this is noted within the appraisal reporting.
- 3.5 An Executive Summary of the consultant's STAG Part 2 report is provided in Appendix 3, while the full report is provided in Appendix 4. A list of the options that have been assessed for the External Links to Aberdeen South Harbour are as follows:

Option	Description	Cost Estimate
Road - A2a/b	New road link from either Greenwell Road (Option A2a) or Greenbank Road (Option A2b) across St Fitticks Park to new Coast Road junction (new underbridge at the railway line)	A2a- £11.1m A2b- £8.9m
Road - A3a/b	New road link from Greenwell Road (Option A3a) or Greenbank Road (Option A3b) across the former Ness Landfill Site and a new bridge across the railway to Coast Road	A3a- £15.1m A3b- £13.9m
Road - A4	New bridge on Coast Road combined with potential widening of Coast Road	£6.5m
Road - A5	New road link between Coast Road and Souter Head Road and new bridge over the railway	£7.7m
Bus - B1	Extend existing / reinstate bus services so that they serve Aberdeen South Harbour and the proposed ETZ sites	Annual subsidy - £0.15m
Bus - B2	New direct bus service between Aberdeen South Harbour and Aberdeen City Centre primarily for cruise tourists	Maximum Annual Contract Cost - £0.02m
Bus - B4	New direct regular bus service between the city centre and Aberdeen South Harbour and both proposed ETZ sites	Annual subsidy - £0.08m
Bus - B5	New circular bus service linking the city centre and Aberdeen South Harbour, proposed ETZ site at St. Fitticks Park and East Tullos.	Annual subsidy - £0.09m
Active Travel - C1	Enhanced active travel routes between ASH / proposed ETZ sites and Aberdeen City Centre / Deeside Way	Segregated path -£1.83m
Active Travel - C4	Enhanced active travel routes between ASH / proposed ETZ sites and Wellington Road (South)	Tiered cycleway - £0.86m

3.6 The road cost estimates include optimism bias but do not include allowances for:

- Costs associated with land / property acquisition;
- Statutory approvals / consents;
- Adjustments to existing public utility apparatus;
- Surveys and investigations;
- Design and works supervision fees; or
- Value Added Tax (VAT) and Inflation, as the date of construction is yet to be established.

Cost estimates presented above will be further developed during subsequent stages of design development as the results of ground, utility and other investigations become known and design work progressed.

A number of annual Bus subsidy scenarios and Active Travel options were developed and the cost estimates relate to the potential maximum cost for each option.

- 3.7 An online public consultation event was held in conjunction with the Wellington Road Multi-Modal Corridor study during November/December 2020 and the STAG report contains a summary of the feedback from this event. The consultation responses indicate that for the road options, Option A4 is the only option where the overall feeling was agreement with the option as opposed to disagreement. There is a particularly negative feeling towards Options A2a and A2b and a mixed feeling towards Options A3a and A3b. There is also a mixed feeling towards the bus options (Options B1, B2, B4 and B5) but an overall positive agreement with the proposed active travel options (Options C1 and C4).
- 3.8 Additional discussions were held with the company which would be most affected by the progression of Option A5. This was useful in understanding the additional range of issues and costs that could be associated with this option, in terms of business impacts, and site impacts.
- 3.9 Aberdeen Harbour Board have been a key stakeholder throughout the study, and provided relevant information on the new harbour and future activity projections and have worked with the study team at each of the key reporting stages. A key aspiration remains both the improvement of connectivity to the wider region, as well as both Altens and East Tullos industrial estates.
- 3.10 A summary of the key outcomes for each option from the STAG Part 2 is provided in Appendix 2. An Executive Summary of the consultant's report is also provided in Appendix 3, while the full STAG Part 2 report is provided in Appendix 4.
- 3.11 Officers have considered the outcomes of the STAG report and in comparing the outcomes from the appraisal for each option and particularly considering how they meet the scheme objectives, have concluded the following:

#### Roads Options

Options A4 and A5 provide the greatest economic benefits over the 60 year assessment period (benefit to cost ratio). Both options provide consistently reduced journey times to the Harbour / proposed ETZ area across all time periods and there would be no additional traffic on Wellington Road north of Hareness Road. They also both significantly reduce the current constraint caused by the existing road over rail bridge on the Coast Road.

Option A4 provides the lowest cost estimate and has the least risk attached to it.

In the public consultation Option A4 is the only option where the overall feeling was agreement with the option as opposed to disagreement

The technical feasibility for Option A4 from an environmental, topographical, ground and transport perspective would make construction of this option significantly less problematic when compared with other options.

The appraisal suggests that if Option A4 is preferred, then in the longer term the extension to include a link through Souter Head Road within Option A5 would provide additional benefits. However, the significant additional cost and risk means that its provision is not supported in the shorter term. If Option A4 is progressed, then there is the potential that the scheme could be phased and the additional work to upgrade to Option A5 can be added at a future date, if future demand justifies this approach.

The constraints of the railway line, site topography, and the location and status of the Ness Landfill Site preclude officers from being able to recommend an option that provides an improved link to East Tullos Industrial Estate, at this time. Reflecting the importance of such a link to Aberdeen Harbour Board, it is recommended that officers continue to examine the feasibility of such a link, which could form a future variant to Option A4.

#### Public Transport Options

Options B1 would improve access between potential workers and the new harbour and both proposed ETZ sites, particularly for those without access to a car. It would also link to the city centre enabling interchange to other bus services / rail.

Option B2 boosts the ability of the harbour to cater for cruise tourism and benefits the economy of the wider area by encouraging cruise passengers to explore the local tourism offering. The cost of the service depends on hours of operation and whether the service is operated on a contract basis or as a registered local service but could be operated to be commercially viable if cruise passengers were encouraged to come ashore.

#### Active Travel Options

Options C4 follows the route and therefore complements Road Option A4 in that it provides an active travel route from Aberdeen (South) to both the Aberdeen South Harbour area and with the inclusion of Option C1 a route through to the city centre.

- 3.12 Following approval of any option, it is anticipated that the next stage would be the development of a business case for consideration by the City Region Deal Joint Committee prior to seeking approval from the UK Government and Scottish Government. Thereafter, the work would quickly move to design stages, with the aim being to commit the majority of funding within the ten year period of the City Region Deal. The exact steps for UK and Scottish Government approval are currently being confirmed.

## Wellington Road Multi-Modal Corridor Study

- 3.13 The Wellington Road Multimodal Corridor Study aims to identify and appraise options for improving conditions for all modes of transport on the A956 Wellington Road corridor, between the A92 / A956 Charleston Interchange and Queen Elizabeth Bridge.
- 3.14 Developed in tandem with the External Transportation Links to ASH study, the Wellington Road study is similarly at Detailed Appraisal stage, following completion of the Initial Appraisal in 2018. This considers the road, public transport and active travel options identified and approved from the STAG Part 1 reporting process to a more detailed and quantified level of appraisal. The 8 options taken forward from the STAG Part 1 study for more detailed consideration are:
1. Strategic Cycle Improvements;
  2. Shared Bus/HGV Priority Lane;
  3. Souterhead Roundabout Improvements and More/Better Crossings at Souterhead Roundabout;
  4. Hareness Roundabout Improvements and More/Better Crossings at Hareness Roundabout;
  5. Additional capacity between Souterhead and Hareness Roundabouts;
  6. Upgrade to dual carriageway at former HM Craiginches Prison Site;
  7. Bus Quality Package; and
  8. Right-turn/Traffic Signals Priorities Review Package.
- 3.15 As part of the more detailed STAG Part 2 appraisal, 16 individual concepts (based on the STAG Part 1 options) are currently subject to assessment, both individually and as packages of options, with the options being modelled in the recently developed Wellington Road Corridor Traffic Model. This includes modelling the options in combination with External Transportation Links to ASH options to understand the combined impacts of different options and scenarios, and the compatibility of the options under consideration in the separate studies. The options currently being assessed for Wellington Road are:
1. Northbound Shared HGV/Bus Lane between Souterhead Roundabout and Queen Elizabeth Bridge;
  2. Southbound Shared HGV/Bus Lane between Queen Elizabeth Bridge and Souterhead Roundabout;
  3. Shared HGV/Bus Lane in Both Directions between Souterhead Roundabout and Queen Elizabeth Bridge;
  4. Existing Northbound Bus Lane Converted to Shared HGV/Bus Lane;
  5. Existing Souterhead Roundabout with New Pedestrian Crossings;
  6. Souterhead Junction Improvement;
  7. Hareness Junction Improvement;
  8. Additional Lane between Charleston Road North and Hareness Roundabout (Northbound);
  9. Dualling between Grampian Place and Polwarth Road (Southbound);
  10. Extension to Existing Northbound Bus Lane;
  11. New Southbound Bus Lane (Grampian Place to Kerloch Place);
  12. Right-Turn Ban (Wellington Road to Abbotswell Road);

13. Right-Turn Ban (Wellington Road to Girdleness Road);
14. Right-Turn Ban (Wellington Road to Abbotswell Road and Wellington Road to Girdleness Road);
15. Two-Way Segregated Cycleway; and
16. Bi-Directional Cycleway.

3.16 It has become clear during the assessment process to date that some options for the northern sections of Wellington Road may be incompatible with certain options under consideration as part of the External Transportation Links to ASH Study, and that agreement on the options to be taken forward for the latter study is required prior to further development and more meaningful appraisal of the options for Wellington Road.

3.17 The proposed next steps are therefore to:

- Finalise the Wellington Road option packages and carry out a detailed appraisal in line with STAG, reflecting the decisions of this Committee in relation to the options for the External Transportation Links to ASH study (from February 2021);
- Undertake additional consultation on Wellington Road's detailed appraisal outcomes (Spring 2021);
- Present the outcomes to the June 2021 meeting of this Committee.

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

4.1 The project's funding was approved as part of the Aberdeen City Region Deal by both Councils on 17th August 2016 and by the UK and Scottish Governments on 21st November 2016. Within the Aberdeen City Region Deal, £25m has been allocated from the UK Government (£12.5m) and Scottish Government (£12.5m) for the transport infrastructure to support the harbour expansion. To date £0.4m has been spent on the STAG appraisal process and the overall cost for the recommended Road, Bus and Active Travel options is estimated to be within the overall £25m budget.

4.2 The Wellington Road Multimodal Corridor Study is currently funded by Nestrans. The financial implications of the delivery of the recommended appraisal outcomes will be considered when the outcomes of this study are reported in June 2021.

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

5.1 Any external support required as part of the development of the detailed business case will be undertaken in line with the Council's Procurement Regulations.

5.2 An assessment may be required in terms of subsidy control commitments as part of the assessment of "implementability" of any road upgrade option, although this assessment was not required as part of this stage of the appraisal process.

## 6. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
<b>Strategic Risk</b>	Delivery of a transport link to the new harbour supports a number of the Councils strategic objectives relating to economy and a sustainable transport network. Failure to deliver could undermine the Councils ability to meet these aspirations.	M	Ensure appraisal is evidence based, fully supported by the STAG criteria of environment, safety, economy, integration, accessibility and social inclusion.
<b>Compliance</b>	Any option may be subject to objection as we move through the design and procurement/ delivery process. This may be a particular issue for land acquisition through the Compulsory Purchase process and any planning applications required.	M	Continue to work with the public and stakeholders to understand and mitigate potential issues. Management of the project in accordance with internal procedures, scheme of governance, and external City Region Deal governance requirements.
<b>Operational</b>	There may be risk around the continued operation of the existing route during the construction process but these are not defined at this stage.	M	Identify and monitor risks, and identify mitigations as the project moves from feasibility to design and delivery.
<b>Financial</b>	The project can be achieved within the allocated budget.	M	Regular reporting to the Aberdeen City Region Deal Transport Working Group to enable appropriate monitoring of budgets moving forward.
<b>Reputational</b>	There is a risk inherent in not progressing this key infrastructure	M	Continuing to progress the project and regularly communicating progress with partners will



	improvement set out in the Aberdeen City Regional Deal which will deliver a range of benefits including improved access to a major new development facility in the south of Aberdeen. There is a reputational risk to the City if it does not invest in transport infrastructure that caters for the needs of a high performing international city economy by providing a transport network with capacity to cope with the demands of a major facility.		demonstrate the Council's commitment to tackling these issues and that action is being taken.
<b>Environment / Climate</b>	There are a number of environmental designations in the study area such as, a Site of Special Scientific Interest, Local Nature Conservation Sites and a community park. There are also several listed building and scheduled monuments within the study area. The site of the former Ness Landfill is located within the study area.	M	One of the key Transport Planning Objectives is to minimise the environmental impacts. This will form part of the detailed design process with the development of Environmental Impact Assessment, including any mitigations, for the approved option. This project also now takes into account the proposed ETZ, which contributes to the Council's Net Zero Carbon objectives.

## 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 Economy - Policy Statement 5 Support the Aberdeen Harbour expansion and work collaboratively to maximise tourism opportunities, including attracting high value cruises. The report seeks to improve transport links to the new harbour

	thereby maximising the economic potential of the facility. Aberdeen Harbour Expansion is a City Region Deal Project.
<b>Aberdeen City Local Outcome Improvement Plan</b>	
Prosperous Economy Stretch Outcomes	The proposals within this report support the delivery of Stretch Outcome 1 in the LOIP: <i>10% increase in employment across priority and volume growth sectors by 2026</i> . The implementation of transport infrastructure improvements for the Harbour Development at Bay of Nigg directly supports a range of economic policies and strategies that will benefit the economy and support access to key employment areas.
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. The options include measures to increase the use active travel and public transport elements thereby producing less greenhouse gas emissions, leading 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 the options to increase active travel and public transport will also reduce carbon emissions, as well as the linkage to the ETZ. The report also supports the delivery of Stretch Outcome 15: <i>38% of people walking and 5% of people cycling as main mode of travel by 2026</i>
<b>Regional and City Strategies</b>	The proposals within this report support the Regional Transport Strategy, 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, Local Development Plan and Aberdeen Net Zero Vision.
<b>UK and Scottish Legislative and Policy Programmes</b>	The proposals within this report support the aims of Aberdeen City Region Deal. Delivery of active travel and public transport measures contributes towards the delivery of the Scottish National Transport Strategy (NTS2), Clean Air Strategy, 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).
Data Protection Impact Assessment	Not required

## 9. BACKGROUND PAPERS

- 9.1 [External Transportation Links to Aberdeen South Harbour Pre-Appraisal and STAG Part 1 Report](#)
- 9.2 [City Growth and Resources Committee Report – 27 November 2018 - External Transportation Links to Aberdeen South Harbour Pre-Appraisal and STAG Part 1 Study – Item 12](#)
- 9.3 Wellington Road Multi-Modal Corridor Pre-Appraisal and STAG Part 1 Report
- 9.4 [City Growth and Resources Committee Report – 18 September 2018 - Wellington Road Multi-Modal Corridor Study – Item 16](#)

## 10. APPENDICES

- 10.1 Appendix 1 - Road, Bus and Active Travel Option Plans
- 10.2 Appendix 2 - External Transportation Links to Aberdeen South Harbour - Option Summary Tables
- 10.3 Appendix 3 - External Links to Aberdeen South Harbour - STAG Detailed Appraisal Report - Executive Summary
- 10.4 Appendix 4 - External Links to Aberdeen South Harbour - STAG Detailed Appraisal Report – Full Report

## 11. REPORT AUTHOR CONTACT DETAILS

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## **Appendix 1 – Scheme Layouts for Road, Bus and Active Travel**

# Detailed Options Appraisal: Road Options

Option	Option Description
A2 a/b	New road connection from Greenwell Road or Greenbank Road via St Fitticks Community Park to Coast Road with a new underbridge under the railway line
A3 a/b	New road connection from Greenwell Road or Greenbank Road via the former Ness Landfill site and a new bridge over the railway
A4	Improve existing route via Hareness Road through provision of a new bridge over the railway on Coast Road and the widening of Coast Road
A5	New road connection between Coast Road and Souter Head Road, and a new bridge over the railway on Coast Road with widening of Coast Road



# Detailed Options Appraisal: Public Transport Options

The public transport options were also revisited at this stage of the appraisal given the emergence of the proposed ETZ sites.



**New Option B4**  
New bus route to city centre serving both ETZ sites and harbour



**Option B2**  
New bus route to city centre serving cruise passengers



**New Option B5**  
New bus route loop to city centre utilising road Option 2A/b

Option	Option Description
B1	Extend / enhance existing bus services between ASH / proposed ETZ sites (at both St. Fitticks and Doonies Farm) and Aberdeen City Centre
B2	New bus service between ASH and Aberdeen City Centre for cruise passengers
B4	New direct bus service linking Aberdeen City Centre with ASH and both proposed ETZ sites
B5	New bus service loop linking Aberdeen City Centre with ASH, proposed ETZ site (at St. Fitticks) and East Tullis Industrial Estate (dependent on new road link between proposed ETZ site at St. Fitticks and East Tullis)

# Detailed Options Appraisal: Active Travel Options

The active travel options were also revisited at this stage of the appraisal given the emergence of the proposed ETZ sites.

Option	Option Description
C1	Enhanced active travel routes between ASH / proposed ETZ sites and Aberdeen City Centre / Deeside Way
C4	Enhanced active travel routes between ASH / proposed ETZ sites and Wellington Road (South)



## Appendix 2 – Option Summary Tables



Option	Description	Key Advantages	Key Disadvantages
Road - A2a/b	New road link from either Greenwell Road (Option A2a) or Greenbank Road (Option A2b) across St Fitticks Park to new Coast Road junction (new underbridge at the railway line)	<p>Provide less circuitous routeing to the new ASH / proposed ETZ area for HGV traffic from the city centre / West (George VI bridge)</p> <p>Enhances transport resilience and improves perceptions through provision of additional route and crossing of the railway (underbridge)</p> <p>Provides connection between the new ASH / proposed ETZ and East Tullos Industrial estate helping to maximise and support the regeneration of East Tullos</p> <p>Minor accident benefits (vehicles on lower speed roads)</p> <p>Provides the greatest increase in overall workforce accessibility to the area</p>	<p>Route requires cutting into the Ness landfill site to south of the railway line, likely to be a costly exercise, with need to remove material and hazardous substances. High cost uncertainty associated with this.</p> <p>Underpass height clearance / alignment would limit route use by some abnormal loads</p> <p>Increased HGV traffic on Wellington Road (between Hareness Road and Greenbank / Greenwells Road)</p> <p>Benefit Cost Ratio (BCR) is estimated in range: A2a: -0.3 to +0.3 and A2b: +0.8 to +1.1. BCRs less than one indicate benefits less than scheme costs. Negative BCR indicates overall negative benefits – driven by the impact to existing traffic on Wellington Road – more pronounced in A2a due to new signals on Wellington Road at Greenwell Road</p> <p>Impact on commercial property at eastern extent of Greenwell / Greenbank Road</p> <p>Constrains potential for sustainable transport options on Wellington Road (developed as part of the Wellington Road Multi-modal Corridor study)</p> <p>Constrains land availability within the proposed ETZ site at St. Fitticks due to space</p>

Option	Description	Key Advantages	Key Disadvantages
			<p>required for new road and associated earthworks / flood treatment</p> <p>Would impact on St Fitticks Community Park and potentially the northern tip of Tullos Hill Conservation Site</p> <p>Strong public disagreement with both option proposals.</p>
Road – A3a/b	New road link Greenwell Road across the former Ness Landfill Site and a new bridge across the railway to Coast Road	<p>Provide less circuitous routing to the new ASH / proposed ETZ area for HGV traffic from the city centre / West (George VI bridge)</p> <p>Enhances transport resilience and improve perceptions through provision of additional route and crossing of the railway (bridge)</p> <p>Provides connection between the new ASH / proposed ETZ and East Tullos Industrial estate helping to maximise and support the regeneration of East Tullos</p> <p>Does not constrain proposed ETZ activities as road does not route through the proposed site</p> <p>Minor accident benefits (vehicles on lower speed roads)</p>	<p>Road gradient required from Coast Road to new bridge across railway (around 18%) is far higher than that recommended for HGVs on a strategic route and would not be useable by abnormal loads. In addition, a new Scottish Water access road would be at a gradient of 20%</p> <p>Retaining wall required would encroach on Scottish Water land and require significant cutting into the landfill site south of the railway line, likely to be a costly exercise, with need to remove material and hazardous substances. Very high levels of engineering &amp; cost risk &amp; uncertainty associated with this scale of intrusion into Ness landfill site</p> <p>Benefit Cost Ratio is estimated in range: A3a: 0.0 to +0.1 and A3b: +0.3 to +0.8. BCRs less than one indicate benefits less than scheme costs – with low benefits driven by the impact on existing traffic on Wellington Road – more pronounced in A3a due to new signals on</p>

Option	Description	Key Advantages	Key Disadvantages
			<p>Wellington Road at Greenwell Road</p> <p>Increased HGV traffic on Wellington Road (between Hareness Road and Greenbank / Greenwells Road)</p> <p>Impact on commercial property at the eastern extent of Greenwell / Greenbank Road</p> <p>Constrains the potential for sustainable transport options on Wellington Road (developed as part of the Wellington Road Multi-modal Corridor study)</p> <p>Strong public disagreement with both proposals, although less than Option A2a/b</p>
Road – A4	New bridge on Coast Road combined with potential widening of Coast Road	<p>Enhances existing route to Aberdeen South Harbour via Hareness Road</p> <p>Enhances existing route to Aberdeen South Harbour via Hareness Road</p> <p>Provides consistently reduced journey times to the Harbour / proposed ETZ area across all time periods</p> <p>Potential to provide access for long abnormal loads currently constrained by the alignment of the bridge on Coast Road</p> <p>Positive impact in terms of perception although Coast Road and Hareness Road remain the primary route to the harbour</p>	<p>Hareness Road would remain the primary route and therefore traffic in Altens and at the Hareness Road roundabout would increase with ASH and proposed ETZ traffic</p> <p>Parking restriction may be required on Hareness Road, impacting on businesses within the industrial estate</p> <p>Would not provide a direct new connection between ASH / proposed ETZ and East Tullis</p> <p>Delivery of new bridge may require construction works through the Taylor's former landfill site and therefore feasibility is uncertain and there is potential for negative environmental impacts</p>

Option	Description	Key Advantages	Key Disadvantages
		<p>No additional traffic on Wellington Road north of Hareness Road</p> <p>Less constraint on the potential for sustainable transport options on Wellington Road (developed as part of the Wellington Road Multi-modal Corridor study)</p> <p>Provides improved link between the proposed ETZ site at Doonies Farm and ASH / proposed ETZ site at St. Fitticks</p> <p>One of the lowest cost road options</p> <p>Benefit Cost Ratio estimated in range: +1.4 to +2.0 A BCR figure greater than 1 indicates the benefits of the scheme are greater than the estimated scheme costs</p> <p>Most publicly acceptable road option due to minimal impact on the environment and no impact on St Fitticks Park</p>	
Road – A5	New road link between Coast Road and Souter Head Road and new bridge over the railway	<p>Provides additional route to Aberdeen South Harbour</p> <p>Provides a shorter route to the AWPR than all existing routes</p> <p>Provides consistently reduced journey times (from Charleston junction and King George VI bridge) to Harbour / proposed ETZ area across all time periods (particularly to/from Charleston junction)</p> <p>Potential to provide access for long abnormal</p>	<p>Despite the realignment of Coast Road, there would be noise, vibration, and severance impacts, to some residents in Burnbanks Village – although this could be partly mitigated against through use of a low noise road surface</p> <p>Would not provide a direct connection between ASH / proposed ETZ and East Tullos</p> <p>Delivery of new bridge may require construction works through the Taylor's former landfill</p>

Option	Description	Key Advantages	Key Disadvantages
		<p>loads currently constrained by the alignment of the bridge on Coast Road</p> <p>Positive impact in terms of perception of access to the harbour</p> <p>Positive impact in terms of transport resilience</p> <p>No additional traffic impact on Wellington Road north of Hareness Rd and reduced traffic between Souter Head roundabout and Hareness Road</p> <p>Benefit Cost Ratio estimated in range: +1.5 – +2.3 A BCR figure greater than 1 indicates the benefits of the scheme are greater than the estimated scheme costs</p> <p>Less constraint on the potential for sustainable transport options on Wellington Road (developed as part of the Wellington Road Multi-modal Corridor study)</p> <p>Improved link between the proposed ETZ site at Doonies Farm and ASH/proposed ETZ site at St. Fitticks</p> <p>Reduces traffic on Langdykes Road</p>	<p>site and therefore feasibility is uncertain and there is potential for negative environmental impacts</p> <p>Increased traffic levels on Souter Head Road impacting on commercial properties there</p> <p>Impact on commercial property at east end of Souter Head Road which would be required to relocate</p> <p>Parking restriction may be required on Souter Head Road, impacting on businesses within the industrial estate</p> <p>Mixed public acceptability for the option with strong disagreement from Burnbanks Village residents</p>
Bus – B1	Extend existing / reinstate bus services so that they serve Aberdeen South Harbour and the proposed ETZ sites	Would improve access between potential workers and the new harbour and both proposed ETZ sites, particularly for those without access to a car	The cost of service operation far outstrips the estimated achievable passenger revenue. The option would be loss making and require substantial financial support.

Option	Description	Key Advantages	Key Disadvantages
		<p>Would improve access between the sites and other energy related businesses across the region</p> <p>May encourage modal shift to public transport amongst those accessing the new harbour and proposed ETZ sites</p> <p>Services route via city centre enabling interchange to other bus services / rail</p> <p>Provides improved link between the proposed ETZ site at Doonies Farm and ASH / proposed ETZ site at St. Fitticks</p>	<p>Mixed public acceptance of the proposals</p>
Bus – B2	<p>New bus service between Aberdeen South Harbour and Aberdeen City Centre primarily for cruise tourists</p>	<p>Boosts the ability of the harbour to cater for cruise tourism</p> <p>Benefits the economy of the wider area by encouraging cruise passengers to explore the local tourism offering</p> <p>The cost of the service depends on hours of operation and whether the service is operated on a contract basis or as a registered local service but could be operated to be commercially viable if cruise passengers were encouraged to come ashore</p>	<p>Viability is dependent on cruise passengers wanting to come ashore and competing ‘offers’. Careful planning and liaison with cruise operators is required.</p> <p>Mixed public acceptance of the proposals but with more people disagreeing than agreeing</p>
Bus B4	<p>New bus service between the city centre and Aberdeen South Harbour / both proposed ETZ sites</p>	<p>Would improve access between potential workers and the new harbour and both proposed ETZ sites, particularly for those without access to a car (although of all public transport options this option has the lowest improved access)</p>	<p>Only serves the city centre meaning likely interchange required for those accessing the new service from further afield</p> <p>The cost of service operation far outstrips the estimated achievable passenger revenue. The</p>

Option	Description	Key Advantages	Key Disadvantages
		<p>Would improve access between the proposed ETZ sites and other energy related businesses across the region (although of all public transport options this option has the lowest improved access)</p> <p>May encourage modal shift to public transport amongst those accessing the new harbour and proposed ETZ sites</p> <p>Sustainably connects both proposed ETZ sites</p> <p>Service routes via city centre enabling interchange to other bus services / rail</p>	<p>option would be loss making and require substantial financial support.</p> <p>There may be a transfer of passengers from existing services (those travelling between the city and Torry) to the new service which may erode the commercial viability of existing public transport provision</p> <p>Mixed public acceptance of the proposals</p>
Bus – B5	New circular bus service between the city centre and Aberdeen South Harbour / proposed ETZ site at St. Fillicks Park	<p>Would improve access between potential workers and the new harbour / proposed ETZ site at St. Fitticks, particularly for those without access to a car</p> <p>Would improve access between the proposed ETZ site at St. Fitticks and other energy related businesses across the region</p> <p>May encourage modal shift to public transport amongst those accessing the new harbour and proposed ETZ site at St. Fitticks</p> <p>Service routes via city centre enabling interchange to other bus services / rail</p>	<p>Is dependent on a new road being implemented between East Tullos and the proposed ETZ site at St. Fitticks</p> <p>Does not provide any improved public transport access to the proposed ETZ site at Doonies Farm</p> <p>The cost of service operation far outstrips the estimated achievable passenger revenue. The option would be loss making and require substantial financial support</p> <p>There may be a transfer of passengers from existing services (those travelling between the city and Torry) to the new service which may erode the commercial viability of existing public transport provision</p>

Option	Description	Key Advantages	Key Disadvantages
			Mixed public acceptance of the proposals but with more people disagreeing than agreeing
Active Travel – C1	Enhanced active travel routes between ASH / proposed ETZ sites and Aberdeen City Centre / Deeside Way	<p>Would provide a reasonably direct cycleway between Aberdeen city centre and new harbour / both proposed ETZ sites</p> <p>Connects the harbour / proposed ETZ area to the Deeside Way</p> <p>Partly off-road/segregated route which avoids heavily trafficked routes improves the safety of active travel access to the area</p> <p>Sustainable travel option strengthens the 'green transition' ethos of the proposed ETZ</p>	<p>There are several pinch points on the route where the footway is less than the required minimum standard for a shared use facility and there is limited potential for widening. This would need to be explored at the detailed design stage.</p> <p>Potential for providing improved active travel provision on Wellington Road may conflict with some of the proposals outlined in Wellington Road multi-modal corridor study</p>
Active Travel – C4	Enhanced active travel routes between ASH / proposed ETZ sites and Wellington Road (South)	<p>May encourage modal shift</p> <p>Aligns with policy aspirations to improve active travel access, including on Wellington Road</p> <p>Potential to build into the active travel proposal improvements on Wellington Road being considered in the Wellington Road multi-modal corridor study</p> <p>General public acceptance of the proposals with more people agreeing than disagreeing</p>	Interaction with HGV traffic on Hareness Road would need to be fully considered to avoid significant safety concerns. This would need to be explored at the detailed design stage Concerns may be raised from drivers / businesses should a reduction in carriageway space be required





# External Transportation Links to Aberdeen South Harbour

## STAG Detailed Options Appraisal Report Executive Summary

On behalf of **Aberdeen City Council**



Project Ref: 45816/001 | Rev: AA | Date: January 2021

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## Contents

<b>Executive Summary .....</b>	<b>1</b>
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## Figures

Energy Transition Zone and Aberdeen South Harbour Locations .....	3
Road Option for Detailed Appraisal .....	6
Public Transport Options for Detailed Appraisal .....	7
Active Travel Options for Detailed Appraisal .....	7

## Tables

Revised Transport Planning Objectives .....	5
Final options for Detailed Options Appraisal .....	5
Key Risks and Uncertainty .....	2

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## Executive Summary

### Background

The External Transportation Links to Aberdeen South Harbour Study was originally commissioned in 2017 by Aberdeen City Council with the aim of examining transport connectivity to / from the new Aberdeen South Harbour at the Bay of Nigg, and to identify appropriate transport improvements which would then be taken forward for detailed appraisal. The study is an Aberdeen City Region Deal project, fully funded by the Scottish and United Kingdom Governments and has been undertaken in line with the Scottish Transport Appraisal Guidance (STAG).

The City Region Deal Agreement recognises the importance of the new harbour in accommodating existing and future demands on the port, noting that the project has national and regional significance. The City Region Deal Agreement states that *'both the UK Government and the Scottish Government commit to maximising the impact of the harbour expansion on the wider regional economy'*. The study therefore seeks to develop transport interventions which can maximise the wider regional economic benefits of the harbour development.

In 2018, after completion of the initial study which covered the *'Initial Appraisal: Case for Change'* and *'Preliminary Options Appraisal'* stages of STAG, Aberdeen City Council commissioned the subsequent stage of STAG, the *'Detailed Options Appraisal'*. Both the initial and subsequent stages of the study have been led by Stantec (formerly Peter Brett Associates).

While the initial study focus was on connectivity to the new harbour, this focus has widened as the study has progressed (as discussed below). Throughout the study, cognisance has been taken of the potential wider economic benefit the new harbour can bring to the region. The study fully recognises that improved connectivity to the harbour, and the industrial areas located nearby, can act as a key driver in improving the region's attractiveness for international trade and investment, and can support businesses in the oil, gas, and renewable energy supply chain to internationalise in key global markets. This will help address the economic challenges facing the region and capitalise on available opportunities.

### Aberdeen South Harbour

Aberdeen South Harbour (ASH) is located at the Bay of Nigg, approximately 0.8km to the south east of Aberdeen city centre and the existing Aberdeen Harbour. The development is being taken forward in response to constraints at the existing harbour and is an expansion of activities aimed at capitalising on new and emerging markets as the harbour will be able to accommodate larger vessels. Once complete, the new harbour will provide:

- 1,400m of quay at water depths of up to 10.5m;
- a turning circle of 300 metres;
- a channel width of 165m;
- a laydown area of 125,000 m<sup>2</sup>; and
- heavy lift capacity.

The main access to the new harbour will be located close to the existing Coast Road / St. Fitticks Road / Greyhope Road junction. The site will include two single storey welfare / administration buildings, a car park, and a bus turning circle and it is anticipated that 20-25 harbour staff will be based at the site.

A Transport Assessment was produced in 2015. This concluded that the traffic generated by the harbour could be accommodated by existing transport infrastructure and therefore no junction

improvements or significant additional road infrastructure were required upon opening. In 2016, Aberdeen City Council approved the Bay of Nigg Development Framework<sup>1</sup>. This covers the new harbour development site and the surrounding hinterland area, including Altens and East Tullos, and was developed with the aim of maximising the opportunities presented by the new harbour. The Development Framework identifies a series of infrastructure interventions or gateways where significant investment in external road infrastructure is required to realise the potential of the area. These included upgrading the road network in and around Altens and providing a direct link from the Bay of Nigg to East Tullos.

The Transport Assessment and the Bay of Nigg Development Framework formed an important starting point for this study and the analysis and outputs were used to inform both the baselining and subsequent option generation process.

### Case for Change and Preliminary Options Appraisal

The initial stage of the study, the development of the *Case for Change*, considered the problems, opportunities, issues, and constraints for the study, set Transport Planning Objectives, and developed and sifted a list of multi-modal transport options which sought to improve connectivity to the new harbour. In the *Preliminary Options Appraisal*, these options were then appraised, against the objectives, the STAG appraisal criteria (Environment, Economy, Safety, Accessibility & Social Inclusion, and Integration), and against Implementability criteria (Feasibility, Affordability and Public Acceptability). Options were then rejected or selected for further development and more detailed appraisal in the *Detailed Options Appraisal*. This *Detailed Options Appraisal* is the focus of this report. Full details of the *Case for Change* and *Preliminary Options Appraisal* can be found in the report, *External Transport Links to Nigg Bay - Pre and Part 1 Appraisal Report - v3.0, Peter Brett Associates (now part of Stantec), October 2018*.

### An Evolution of the Focus

As noted above, the initial scope of the study was to examine transport connectivity for the new Aberdeen South Harbour. As such, the options developed and appraised at the initial study stages, were developed with this aim in mind. However, in March 2020 Aberdeen City Council published their Proposed 2020 Local Development Plan ('Proposed Plan') which set out new proposed land use changes in the area in the immediate vicinity of the harbour.

Changes to the oil and gas sector in recent years means the energy industry is having to adapt and evolve and consider the potential for new sustainable and low/zero carbon energy resources. A 70-acre site (split between two areas) has been identified close to the new harbour, which includes green space and the existing East Tullos industrial estate. The area has been earmarked in the Proposed Plan and described as the city's first 'Energy Transition Zone' (proposed ETZ). Under the proposals, the land would be set aside for the development of low or zero-carbon or renewable energy industries, with businesses focussing on wind, biomass, solar and tidal sectors. It would also see the creation of a hydrogen production plant and a shoreside energy hub.

The location identified for the proposed ETZ seeks to maximise development opportunities with the proximity of the harbour a key enabler in the development and success of the zone. Access to the harbour is key to encouraging and supporting the delivery of low carbon energy and technologies, and alternative fuel production at the site, to facilitate the transition from oil and gas to green energy production.

In June 2020, the Scottish Government announced £62m in funding to support the oil and gas sector, focussed on north-east Scotland, to help the industry deal with the dual economic impacts of the COVID-19 pandemic and the suppressed oil prices. The funding will go towards several projects, including the proposed ETZ.

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<sup>1</sup> <https://www.gov.scot/binaries/content/documents/govscot/publications/factsheet/2018/06/aberdeen-city-council-planning-authority-core-documents/documents/bay-nigg-development-framework-pdf/bay-nigg-development-framework-pdf/govscot%3Adocument/Bay%2Bof%2BNigg%2BDevelopment%2BFramework.pdf>

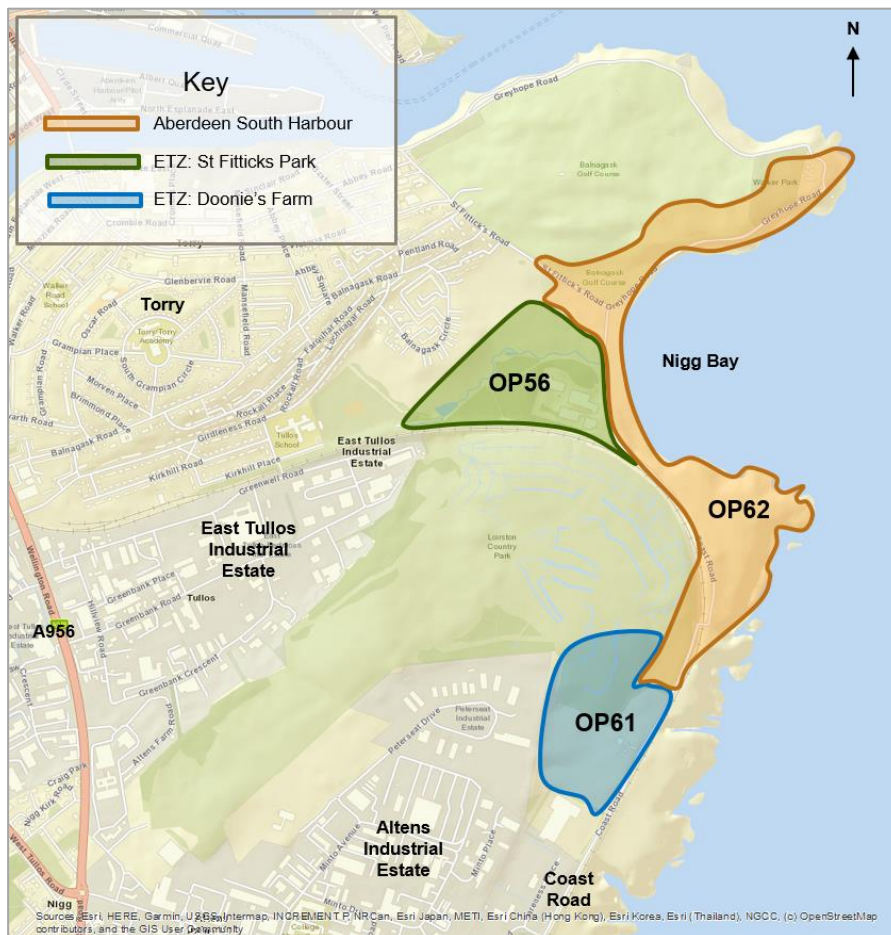
This emergence of the proposed ETZ means the study now requires to ensure appropriate transport connectivity **to / from** the harbour, the proposed ETZ and the surrounding industrial area and ensuring appropriate access **between** the harbour and proposed ETZ area. Any new connections therefore need to ensure appropriate linkages between the new harbour / proposed ETZ and business districts around Aberdeen and the wider regional economy, as well as with the nearby industrial areas of Altens and East Tullos.

*Proposed ETZ Background Details*

The Proposed Plan identifies two sites for the proposed ETZ:

- OP56 – St. Fitticks Park: 18.2ha site
- OP61 – Doonies Farm: 16.3ha site

The proposed sites for the proposed ETZ, OP56 and OP61, in relation to the new harbour, are shown in the figure below.



Energy Transition Zone and Aberdeen South Harbour Locations

Opportunity North East is leading on the development of an Outline Business Case (OBC) for the proposed ETZ, which includes the development of an outline masterplan to support the OBC.

It is recognised that several of the road options for this study provide a link between the East Tullos industrial estate, the proposed ETZ and the harbour with the alignment of these road options passing directly through the proposed ETZ site at St. Fitticks Park. This clearly has implications on the potential layout and useable land within this part of the proposed ETZ.

While this study and the work being undertaken to develop the proposed ETZ are being undertaken separately, both studies are fully cognisant of the work being undertaken within the other study. Clearly the proposed ETZ site at St. Fitticks has the potential to benefit from improved connections to East Tullos but the scale of the benefit will be dependent on the activities being undertaken at the proposed ETZ site – which at this stage are not yet fully established. These activities will, in turn, dictate the availability of land for a new road within the proposed ETZ site. Given the proposed ETZ masterplanning work is ongoing, it is too early to determine whether the activities to be located at the proposed ETZ could accommodate space for a road, and if a road is deemed to provide benefit, then the exact alignment of such a road through the site. To this end, while engineering work has been undertaken as part of this study to consider a link through St. Fitticks Park (linking East Tullos and the Coast Road), the exact alignments presented should not be taken as fixed and would be subject to change, if taken forward, as development of the proposed ETZ site progresses.

#### *Wellington Road Multi-modal Study*

The work being undertaken for this study has also taken cognisance of the ongoing *Wellington Road Multi-modal Corridor Study*. The study is looking at ways of improving travel for people and goods along the Wellington Road corridor. Among the objectives are improving air quality, facilitating school travel, safer travel for pedestrians and cyclists, and improving bus and freight movements. The study area is from A90(T) / A956 Charleston Interchange to the Queen Elizabeth Bridge. It also incorporates the side roads in proximity to Wellington Road, and any interaction with A90(T).

Additional traffic generated by the new harbour and proposed ETZ, as well as the infrastructure proposed under the various options being considered, have the ability to affect traffic flows, patterns and routing in the Wellington Road area. The need to collaborate to ensure that options are complementary has been important during the option development and appraisal process for both studies. Where options have the potential to constrain or support the proposals of the *Wellington Road Multi-modal Corridor Study* this is noted within the appraisal reporting.

#### **Smartening the Objectives**

The emergence of the proposed ETZ necessitated a review of both the Transport Planning Objectives (TPOs) for the study and the options themselves. The proposed ETZ and the activities likely to take place there are anticipated to generate additional traffic volumes to that envisaged for the new harbour and of a different traffic composition. The proposed ETZ has a transport impact in its own right and clearly has the potential to impact on the nature of the activities at the new harbour. This has implications not just on the likely benefits of any new road connection, but places additional weighting on public transport and active travel connections to ensure appropriate sustainable transport connections for those commuting to the sites.

Therefore, there are two main traffic variables:

- The quantity and type of traffic associated with **ASH**: commercial vehicle traffic; car-based travel; public transport journeys; and active travel journeys.
- The quantity and type of traffic associated with the **proposed ETZ**: commercial vehicle traffic; car-based travel; public transport journeys; and active travel journeys.

Given the widened focus of the study, the TPOs were revisited to ensure they are still relevant. This also provided an opportunity to rationalise the number of TPOs from the set of nine at the end of the Preliminary Options Appraisal stage. The final set of revised objectives agreed with the Client Group are shown in the table below.

Revised Transport Planning Objectives

Revised TPO No.	Revised Objective
TPO1	Provide a designated Heavy Goods Vehicle (HGV) route to/from ASH / proposed ETZ sites which is more efficient than alternative routes to: <ul style="list-style-type: none"> <li>minimise journey times to Aberdeen Western Peripheral Route (AWPR) / Charleston junction and King George VI Bridge; and</li> <li>help minimise inappropriate routing and environmental and nuisance impacts</li> </ul>
TPO2a	Maximise connectivity by all modes (car, public transport, and active travel) between Aberdeen South Harbour / Energy Transition Zone and prospective workers at the sites
TPO2b	Maximise connectivity between proposed ETZ and other energy-related businesses in the Aberdeen area (Business to Business)
TPO3	Futureproof access to the proposed ETZ / ASH for the widest range of abnormal loads possible and minimise the impact of abnormal loads travelling from and to the proposed ETZ / ASH
TPO4	Improve the resilience of transport connections to and from ASH /proposed ETZ
TPO5	Maximise the intermodal opportunities between the proposed ETZ and the existing rail network

### Revising the Options

A review of all the options recommended for detailed appraisal was also undertaken. No changes were required for the road options, but the public transport and active travel options were revised to ensure improved connectivity to the new harbour and the proposed ETZ sites by all transport modes.

The final set of options that have been appraised at the Detailed Appraisal Stage, with their appraisal presented within this report, are shown below in the table and corresponding figures. This includes four road options (with two variants within two of these), four public transport options and two active travel options.

Final options for Detailed Options Appraisal

Mode	Option	Option Description
Road	A2a/b	New road connection from Greenwell Road / Greenbank Road via St Fitticks Community Park to Coast Road with a new underbridge under the railway line
	A3a/b	New road connection from Greenwell Road / Greenbank Road via the former Ness Landfill site and a new bridge over the railway. Instead of this new bridge, a variant of Option A3 includes an additional link around the perimeter of the landfill site to a location south of the existing bridge on Coast Road
	A4	Improve the existing route via Hareness Road through the provision of a new bridge over the railway on Coast Road and capacity improvements.
	A5	New road connection between Coast Road and Souter Head Road and a new bridge over the railway on Coast Road.
Public Transport	B1	Extend / enhance existing bus services between ASH / proposed ETZ sites (at both St. Fitticks and Doonies Farm) and Aberdeen City Centre.
	B2	New bus service between ASH and Aberdeen City Centre for cruise passengers.



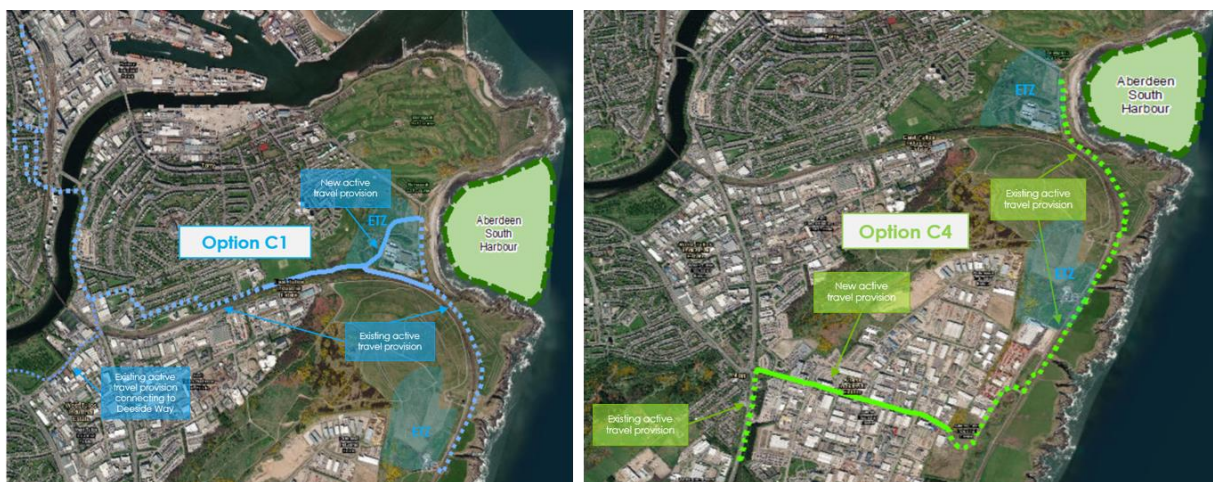
Mode	Option	Option Description
	B4	New direct bus service linking Aberdeen City Centre with ASH and proposed ETZ site(s)
	B5	New bus service loop linking Aberdeen city centre with ASH, proposed ETZ site (at St. Fitticks) and East Tullos Industrial Estate (dependent on new road link between proposed ETZ and East Tullos)
Active Travel	C1	Enhanced active travel routes between ASH / proposed ETZ sites and Aberdeen City Centre
	C4	Enhanced active travel routes between ASH / proposed ETZ sites and Wellington Road (south)



Road Option for Detailed Appraisal



Public Transport Options for Detailed Appraisal



Active Travel Options for Detailed Appraisal

## Detailed Options Appraisal

The detailed appraisal of the options has covered:

- Development of harbour and proposed ETZ anticipated traffic generation, geographical distribution, and profiling over the day
- Traffic modelling to inform various appraisal elements
- Assessment of the options against:
  - Transport Planning Objectives
  - STAG appraisal criteria
  - Implementability considerations (technical and operational)
- Cost to Government;
- Risk and Uncertainty
- Consultation and Engagement.

### Aberdeen South Harbour and proposed ETZ traffic generation

Traffic generation estimates for **ASH** were derived by:

- estimating annual cargo tonnage based on the relationship between quay length and cargo tonnage seen at comparator UK ports; and
- estimating annual trip generation – influenced by the anticipated cargo to be handled by the port – with an understanding of this derived through discussion with the Aberdeen Harbour Board and consideration of broad freight types at the comparator ports; and profiling trips across an average day, based on the 2015 Transport Assessment.

In the absence of definitive information on the exact nature of development at the **proposed ETZ**, the Siemens Green Port Hull (SGPH) at Alexandra Dock in Hull was used as a ‘model’ of the type of activity which could emerge at the site. SGPH comprises a wind turbine manufacturing facility, offices, warehousing, and a marine installation/commissioning base. Information from the Traffic and Transportation Chapter of the Environmental Statement for the Hull site was used to inform estimates of trip generation at the proposed ETZ.

### Traffic Modelling

To enable an economic assessment of the road options as well as feed into several further elements of the appraisal, the use of a traffic model was required. As well as providing traffic demand, trip distance and journey time data to feed into the assessment of the options, the traffic model provided visual representations of the operational performance of the options. A microsimulation traffic model developed by AECOM and being used in the *Wellington Road Multi-modal Corridor Study* was extended to allow the model to be effectively utilised for this study.

The 2019 ‘Base model’ simulates the behaviour of individual vehicles within the modelled road network and has formed the base platform for predicting the traffic patterns resulting from changes to traffic volumes and changes to the road network.

Future year traffic demands were generated for the future years of 2026 (the assumed opening year of any road option) and 2041 (15-years post opening). ‘Do Minimum’ models were developed to provide a representation of the future in 2026 and 2041 in the absence of any changes to the network. These

and each of the equivalent future models with the options in place included additional traffic demand over and above the 2019 Base model. This additional demand represents underlying background growth, local committed developments and the traffic estimated for the new harbour and proposed ETZ sites.

### **Cost to Government**

As the proposed road options are at the feasibility design stage, only high-level construction cost estimates have been developed. The estimates include optimism bias to reflect the uncertainties (at the 44% rate as per schemes at this stage of development). It is important to note that the cost estimates do not include allowances for the following:

- Costs associated with land / property acquisition;
- Statutory approvals / consents;
- Adjustments to existing public utility apparatus;
- Surveys and investigations;
- Design and works supervision fees; or
- Value Added Tax (VAT) and Inflation, as the date of construction is yet to be established.

At the next stage of preliminary and detailed design more detailed costs would be obtained. A high degree of cost uncertainty will remain until actual investigation and design work is undertaken.

### **Consultation and Engagement**

Consultation was undertaken with a number of key stakeholders during the Detailed Options Appraisal. This included discussion with the ETZ masterplanning team, Aberdeen South Harbour, bus operators, and a potentially impacted local business.

To inform the public acceptability appraisal of the options, a public engagement exercise was undertaken in late 2020. Due to the COVID-19 pandemic, it was not possible to run face-to-face public events. As such, all engagement activity was online. The key points from this engagement have been incorporated in the appraisal with full details of the engagement outcomes in the main body of this report and an associated appendix. Key points to note are:

- Of the road options (Options A2 – A5), Option A4 (a new bridge on Coast Road with Coast Road widening) was the only option where the overall engagement feedback highlighted net agreement with the option as opposed to net disagreement
- There was particularly negative response towards Options A2a and A2b (proposing an underpass of the railway and road route through St. Fitticks Park). In particular, there was negative feedback from the Torry community given the route through the park.
- There was also an overall net negative response towards Options A3a and A3b, although not as strong as towards Options A2a and A2b. Environmental concerns regarding the route through the landfill site were raised.
- There was a mixed response towards Option A5, with negative feedback from the local Burnbanks Village community
- There was a mixed response towards the bus options, Options B1, B2, B4 and B5
- There was overall positive agreement with the active travel options, Options C1 and C4.

### **Detailed Option Appraisal Summary**

The key advantages and disadvantages associated with each option from the Detailed Options Appraisal are presented below.

**Road Option A2a/b:**

**New road link from either Greenwell Road (Option A2a) or Greenbank Road (Option A2b) across St Fitticks Park to new Coast Road junction, including new underbridge at the railway line**

Complementary Measures:

Signalising Greenwell / Wellington Road junction (Option A2a only)

Surface upgrades, drainage works and footway improvements on Greenwell / Greenbank Road

Potential parking restrictions / enforcement on Greenwell / Greenbank Road

Approximate Outline Cost £9m - £11m



**Advantages**

- Provide less circuitous routing to the new ASH / proposed ETZ area for HGV traffic from the city centre / West (George VI bridge)
- Enhances transport resilience and improves perceptions through provision of additional route and crossing of the railway (underbridge)
- Provides connection between the new ASH / proposed ETZ and East Tullos Industrial estate helping to maximise and support the regeneration of East Tullos
- Minor accident benefits (vehicles on lower speed roads)
- Provides the greatest increase in overall workforce accessibility to the area

**Disadvantages**

- Route requires cutting into Ness landfill site to south of the railway line, likely to be a costly exercise, with need to remove material and hazardous substances. There is high-cost uncertainty associated with this
- Underpass height clearance / alignment would limit route use by some abnormal loads and places a constraint on the route
- Increased HGV traffic on Wellington Road (between Hareness Road and Greenbank / Greenwell Road)
- Benefit Cost Ratio (BCR) is estimated in range: A2a: -0.3 to +0.3 and A2b: +0.8 to +1.1. *BCRs less than one indicate benefits less than scheme costs. Negative BCR indicates overall negative benefits – driven by the impact to existing traffic on Wellington Road – more pronounced in A2a due to new signals on Wellington Road at Greenwell Road*
- Impact on commercial property at eastern extent of Greenwell / Greenbank Road
- Constrains potential for sustainable transport options on Wellington Road (developed as part of the Wellington Road Multi-modal Corridor study)
- Constrains land availability within the proposed ETZ site at St. Fitticks due to space required for new road and associated earthworks / flood treatment
- Would impact on St Fitticks Community Park and potentially the northern tip of Tullos Hill Conservation Site
- Strong public disagreement with both option proposals

**Road Option A3a/b (including variant)**

**New road link from either Greenwell Road (Option A3a) or Greenbank Road (Option A3b) across the former Ness Landfill Site and a new bridge across the railway to Coast Road.**

**Variant: no new bridge and instead a link around the perimeter of the landfill site to the Coast Road**

Complementary Measures:

Signalising Greenwell / Wellington Road junction (Option A3a only)

Surface upgrades, drainage works and footway improvements on Greenwell / Greenbank Road

Potential parking restrictions / enforcement on Greenwell / Greenbank Road

Approximate Outline Cost £14m - £15m



**Advantages**

- Provide less circuitous routing to the new ASH / proposed ETZ area for HGV traffic from the city centre / West (George VI bridge)
- Enhances transport resilience and improve perceptions through provision of additional route and crossing of the railway (bridge)
- Provides connection between the new ASH / proposed ETZ and East Tullos Industrial estate helping to maximise and support the regeneration of East Tullos
- Does not constrain proposed ETZ activities as road does not route through the proposed site
- Minor accident benefits (vehicles on lower speed roads)
- Variant would provide direct link between East Tullos and ASH/ETZ without the need for the new bridge as proposed under Option A3a/b (although the new bridge on the Coast Road as proposed in Option A4 would be required). This would support harbour activities and the regeneration of the industrial estate.

**Disadvantages**

- Road gradient required from Coast Road to new bridge across railway (around 18%) is far higher than that recommended for HGVs on a strategic route and would not be useable by abnormal loads. In addition, a new Scottish Water access road would be at a gradient of 20%
- Retaining wall would encroach on Scottish Water land and require significant cutting into Ness landfill, likely to be a costly exercise, with need to remove material and hazardous substances. Very high levels of risk and uncertainty associated with this scale of intrusion into Ness landfill site (with a substantially increased risk for the variant given the additional distance through the landfill site). The variant connection between ASH and the strategic road network would be indirect
- Benefit Cost Ratio is estimated in range: A3a: 0.0 to +0.1 and A3b: +0.3 to +0.8. (note: variant not estimated)  
*BCRs less than one indicate benefits less than scheme costs – with low benefits driven by the impact on existing traffic on Wellington Road – more pronounced in A3a due to new signals on Wellington Road at Greenwell Road*
- Increased HGV traffic on Wellington Road (between Hareness Road and Greenbank / Greenwells Road)
- Impact on commercial property at the eastern extent of Greenwell / Greenbank Road
- Constrains the potential for sustainable transport options on Wellington Road (developed as part of the Wellington Road Multi-modal Corridor study)
- Strong public disagreement with both option proposals, although less than Option A2a/b

### Road Option A4

**New bridge on Coast Road combined with widening of Coast Road.**

Approximate Outline Cost £7m



Advantages
<ul style="list-style-type: none"> <li>➤ Enhances existing route to Aberdeen South Harbour via Hareness Road</li> <li>➤ Provides consistently reduced journey times to the Harbour / proposed ETZ area across all time periods</li> <li>➤ Potential to provide access for long abnormal loads currently constrained by the alignment of the bridge on Coast Road</li> <li>➤ Positive impact in terms of perception although Coast Road and Hareness Road remain the primary route to the harbour</li> <li>➤ No additional traffic on Wellington Road north of Hareness Road</li> <li>➤ Less constraint on the potential for sustainable transport options on Wellington Road (developed as part of the Wellington Road Multi-modal Corridor study)</li> <li>➤ Provides improved link between the proposed ETZ site at Doonies Farm and ASH / proposed ETZ site at St. Fitticks</li> <li>➤ One of the lowest cost road options</li> <li>➤ Benefit Cost Ratio estimated in range: +1.4 to +2.0 <i>A BCR figure greater than 1 indicates the benefits of the scheme are greater than the estimated scheme costs</i></li> <li>➤ Most publicly acceptable road option due to minimal impact on the environment and no impact on St. Fitticks Park</li> </ul>

Disadvantages
<ul style="list-style-type: none"> <li>➤ Hareness Road would remain the primary route and therefore traffic in Altens and at the Hareness Road roundabout would increase with ASH and proposed ETZ traffic</li> <li>➤ Parking restriction may be required on Hareness Road, impacting on businesses within the industrial estate</li> <li>➤ Would not provide a direct new connection between ASH / proposed ETZ and East Tullos</li> <li>➤ Delivery of new bridge may require construction works through the Taylor's former landfill site and therefore feasibility is uncertain and there is potential for negative environmental impacts</li> </ul>



**Road Option A5**  
**New road link between Coast Road and Souter Head Road and new bridge over the railway.**

Complementary Measures

Re-alignment of southern section of Coast Road (away from Burnbank village) to make the new link and Souter Head Road the primary through route to ASH / proposed ETZ area

Widening of Coast Road

Surface upgrades, drainage works on Souter Head Road

Potential parking restrictions / enforcement on Souter Head Road

Approximate Outline Cost £8m



**Advantages**

- Provides additional route to Aberdeen South Harbour
- Provides a shorter route to the AWPR than all existing routes
- Provides consistently reduced journey times (from Charleston junction and King George VI bridge) to Harbour / proposed ETZ area across all time periods (particularly to/from Charleston junction)
- Potential to provide access for long abnormal loads currently constrained by the alignment of the bridge on Coast Road
- Positive impact in terms of perception of access to the harbour
- Positive impact in terms of transport resilience
- No additional traffic impact on Wellington Road north of Hareness Rd and reduced traffic between Souter Head roundabout and Hareness Road
- Benefit Cost Ratio estimated in range: +1.5 – +2.3  
*A BCR figure greater than 1 indicates the benefits of the scheme are greater than the estimated scheme costs*
- Less constraint on the potential for sustainable transport options on Wellington Road (developed as part of the Wellington Road Multi-modal Corridor study)
- Improved link between the proposed ETZ site at Doonies Farm and ASH/proposed ETZ site at St. Fitticks
- Reduces traffic on Langdykes Road

**Disadvantages**

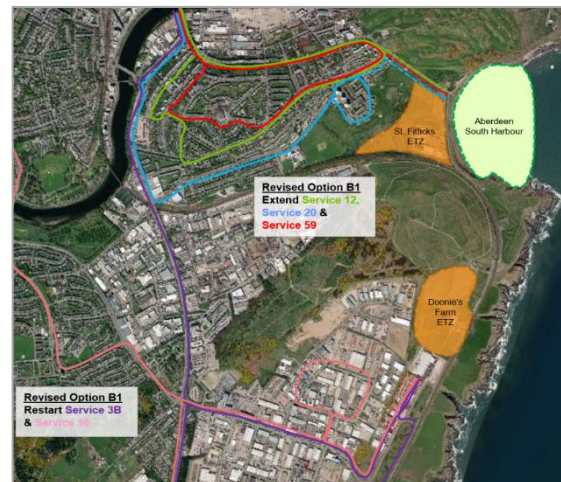
- Despite the realignment of Coast Road, there would be noise, vibration, and severance impacts, to some residents in Burnbanks Village – although this could be partly mitigated against through use of a low noise road surface
- Would not provide a direct connection between ASH / proposed ETZ and East Tullos
- Delivery of new bridge may require construction works through the Taylor’s former landfill site and therefore feasibility is uncertain and there is potential for negative environmental impacts
- Increased traffic levels on Souter Head Road impacting on commercial properties there
- Impact on commercial properties at east end of Souter Head Road with a potential requirement, at least in part, to relocate. Significant investment has been made at one specific site in recent years.
- Parking restriction may be required on Souter Head Road, impacting on businesses within the industrial estate
- Mixed public acceptability for the option with strong disagreement from Burnbanks village residents

**Public Transport Option B1**

**Extend existing / reinstate (recently reduced / removed) bus services so that they serve Aberdeen South Harbour and the proposed ETZ sites.**

Extend / reinstate (recently reduced / removed) services:

- First Aberdeen Bus Service 3b between Mastrick, city centre and Altens
- First Aberdeen Bus Service 12 between Torry, city centre and Heathryfold
- First Aberdeen Bus Service 18 between Dyce, city centre and Altens
- First Aberdeen Service 20 between Balnagask, city centre and Dubford
- Stagecoach Service 59 between Balnagask and Northfield (Aberdeen Royal Infirmary)



For appraisal it has been assumed that:

- Extended / reintroduced services will operate throughout the day with a greater number of extensions at envisaged 'peak times' for staff movements
- No additional bus infrastructure will be required (as route would utilise the new turning circle at Aberdeen South Harbour and existing bus corridors / bus stops)

Advantages
<ul style="list-style-type: none"> <li>➤ Would improve access between potential workers and the new harbour and both proposed ETZ sites, particularly for those without access to a car</li> <li>➤ Would improve access between the sites and other energy related businesses across the region</li> <li>➤ May encourage modal shift to public transport amongst those accessing the new harbour and proposed ETZ sites</li> <li>➤ Services route via city centre enabling interchange to other bus services / rail</li> <li>➤ Provides improved link between the proposed ETZ site at Doonies Farm and ASH / proposed ETZ site at St. Fitticks</li> </ul>

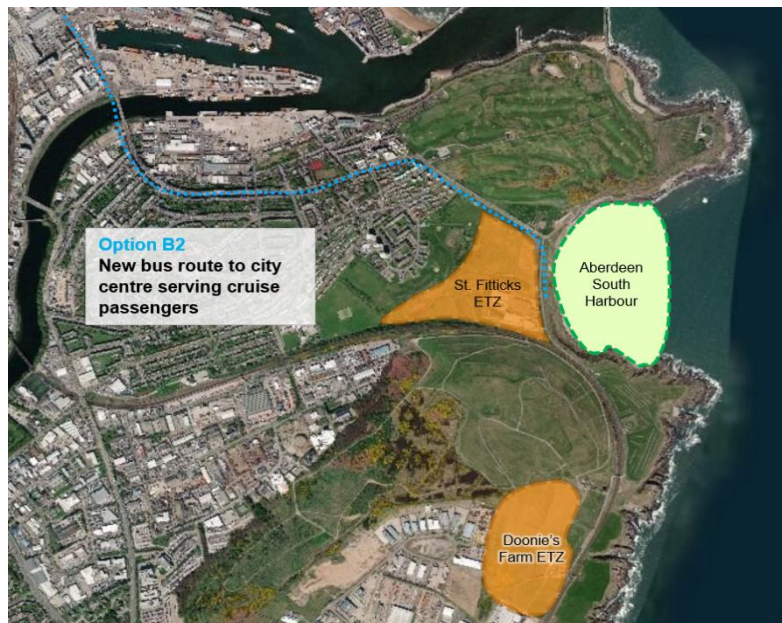
Disadvantages
<ul style="list-style-type: none"> <li>➤ The cost of service operation far outstrips the estimated achievable passenger revenue. The option would be loss making and require substantial financial support.</li> <li>➤ Mixed public acceptance of the proposals</li> </ul>

### Public Transport Option B2

#### New bus service between Aberdeen South Harbour and Aberdeen City Centre primarily for cruise tourists

For appraisal it is assumed that:

- The service will run hourly between 0700 and 1900 and would operate only during the cruise season (assumed to be an approximate 7-month period between March / April – September / October)
- No additional bus infrastructure will be required (as route would utilise the new turning circle at Aberdeen South Harbour and existing bus corridors / bus stops)



Advantages
<ul style="list-style-type: none"> <li>➤ Boosts the ability of the harbour to cater for cruise tourism</li> <li>➤ Benefits the economy of the wider area by encouraging cruise passengers to explore the local tourism offering</li> <li>➤ The cost of the service depends on hours of operation and whether the service is operated on a contract basis or as a registered local service but could be operated to be commercially viable if cruise passengers were encouraged to come ashore</li> </ul>

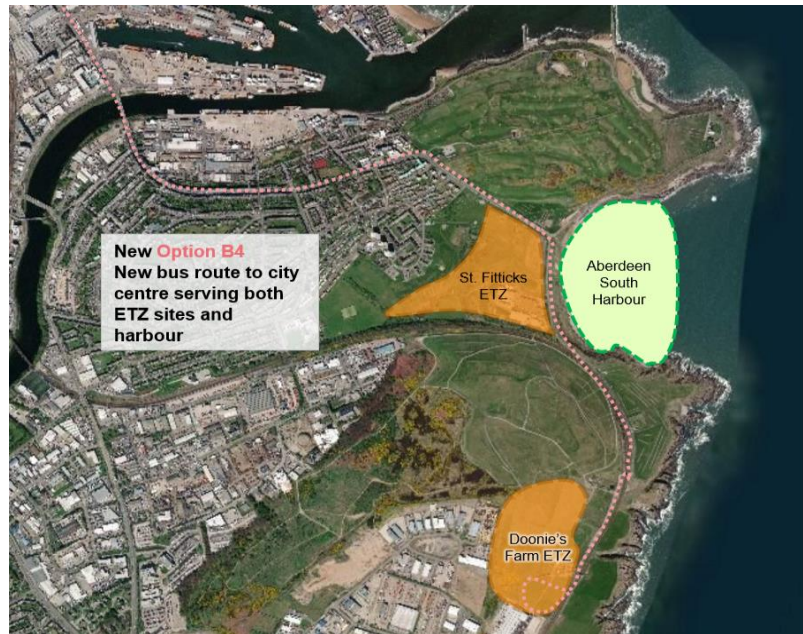
Disadvantages
<ul style="list-style-type: none"> <li>➤ Viability is dependent on cruise passengers wanting to come ashore and competing 'offers'. Careful planning and liaison with cruise operators is required.</li> <li>➤ Mixed public acceptance of the proposals but with more people disagreeing than agreeing</li> </ul>

**Public Transport Option B4**

**New bus service between the city centre and Aberdeen South Harbour / both proposed ETZ sites**

For appraisal it is assumed that:

- Service would operate in line with envisaged 'peak times' / shift movements for staff
- Bus infrastructure would need to be incorporated into the Doonies Farm proposed ETZ site to provide a turning point for the service



Advantages
<ul style="list-style-type: none"> <li>➤ Would improve access between potential workers and the new harbour and both proposed ETZ sites, particularly for those without access to a car (although of all public transport options this option has the lowest improved access)</li> <li>➤ Would improve access between the proposed ETZ sites and other energy related businesses across the region (although of all public transport options this option has the lowest improved access)</li> <li>➤ May encourage modal shift to public transport amongst those accessing the new harbour and proposed ETZ sites</li> <li>➤ Sustainably connects both proposed ETZ sites</li> <li>➤ Service routes via city centre enabling interchange to other bus services / rail</li> </ul>

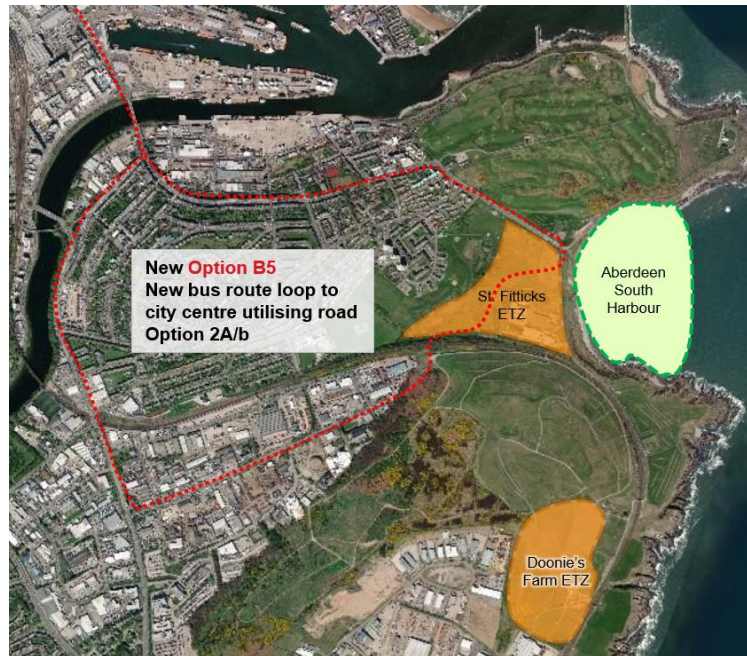
Disadvantages
<ul style="list-style-type: none"> <li>➤ Only serves the city centre meaning likely interchange required for those accessing the new service from further afield</li> <li>➤ The cost of service operation far outstrips the estimated achievable passenger revenue. The option would be loss making and require substantial financial support.</li> <li>➤ There may be a transfer of passengers from existing services (those travelling between the city and Torry) to the new service which may erode the commercial viability of existing public transport provision</li> <li>➤ Mixed public acceptance of the proposals</li> </ul>

### Public Transport Option B5

**New circular bus service between the city centre and Aberdeen South Harbour / proposed ETZ site at St. Fillicks Park**

For appraisal it is assumed that:

- Road option A2 a/b (or A3 a/b) is in place
- Service would operate in line with envisaged 'peak times' / shift movements for staff
- Bus infrastructure would need to be incorporated into the proposed ETZ site at St. Fitticks Park
- The underpass (if Option A2 a/b/ were implemented) would need to enable suitable height clearance to accommodate the service, dependent on the bus vehicle type used



Advantages
<ul style="list-style-type: none"> <li>➤ Would improve access between potential workers and the new harbour / proposed ETZ site at St. Fitticks, particularly for those without access to a car</li> <li>➤ Would improve access between the proposed ETZ site at St. Fitticks and other energy related businesses across the region</li> <li>➤ May encourage modal shift to public transport amongst those accessing the new harbour and proposed ETZ site at St. Fitticks</li> <li>➤ Service routes via city centre enabling interchange to other bus services / rail</li> </ul>

Disadvantages
<ul style="list-style-type: none"> <li>➤ Is dependent on a new road being implemented between East Tullos and the proposed ETZ site at St. Fitticks</li> <li>➤ Does not provide any improved public transport access to the proposed ETZ site at Doonies Farm</li> <li>➤ The cost of service operation far outstrips the estimated achievable passenger revenue. The option would be loss making and require substantial financial support</li> <li>➤ There may be a transfer of passengers from existing services (those travelling between the city and Torry) to the new service which may erode the commercial viability of existing public transport provision</li> <li>➤ Mixed public acceptance of the proposals but with more people disagreeing than agreeing</li> </ul>

### Active Travel Option C1

#### Enhanced active travel routes between ASH / proposed ETZ sites and Aberdeen City Centre / Deeside Way

The route would involve:

- A new off-road cycle route (at least 3m wide shared use / segregated facility) through St Fitticks Park to Kirkhill Place
- Sections of shared use cycleway / cycle lanes, including on Wellington Road and South College Street
- Appropriate crossing facilities and signage as required
- Would be incorporated into road design within the proposed ETZ

While the delivery of the route is broadly feasible more detailed design work would be required.



#### Advantages

- Would provide a reasonably direct cycleway between Aberdeen city centre and new harbour / both proposed ETZ sites
- Connects the harbour / proposed ETZ area to the Deeside Way
- Partly off-road/segregated route which avoids heavily trafficked routes improves the safety of active travel access to the area
- Sustainable travel option strengthens the 'green transition' ethos of the proposed ETZ
- May encourage modal shift
- Aligns with policy aspirations to improve active travel access, including on Wellington Road
- Potential to build into the active travel proposal improvements on Wellington Road being considered in the Wellington Road multi-modal corridor study
- General public acceptance of the proposals with more people agreeing than disagreeing

#### Disadvantages

- There are several pinch points on the route where the footway is less than the required minimum standard for a shared use facility and there is limited potential for widening. This would need to be explored at the detailed design stage.
- Potential for providing improved active travel provision on Wellington Road may conflict with some of the proposals outlined in Wellington Road multi-modal corridor study

### Active Travel Option C4

#### Enhanced active travel routes between ASH / proposed ETZ sites and Wellington Road (South)

The route would involve:

- A new delineated cycle route on Hareness Road to connect existing off-road provision on Coast Road and the shared footway provision on Wellington Road south of Souter Head roundabout
- Appropriate crossing facilities and signage as required

While the delivery of the route is broadly feasible more detailed design work would be required.



Advantages
<ul style="list-style-type: none"> <li>➤ Would provide a reasonably direct cycleway between the south / Cove and new harbour / both proposed ETZ sites</li> <li>➤ Partly off-road/segregated routes improve the safety of active travel access to the area</li> <li>➤ Sustainable travel option strengthens the 'green transition' ethos of the proposed ETZ</li> <li>➤ May encourage modal shift</li> <li>➤ Aligns with policy aspirations to improve active travel access, including on Wellington Road</li> <li>➤ Potential to build into the active travel proposal improvements considered in the Wellington Road multi-modal corridor study</li> <li>➤ General public acceptance of the proposals with more people agreeing than disagreeing</li> </ul>

Disadvantages
<ul style="list-style-type: none"> <li>➤ Interaction with HGV traffic on Hareness Road would need to be fully considered to avoid significant safety concerns. This would need to be explored at the detailed design stage</li> <li>➤ Concerns may be raised from drivers / businesses should a reduction in carriageway space be required</li> </ul>

## Risk and Uncertainty

All of the options have a level of attached risk and uncertainty surrounding their delivery and operation. The range of differing risks and uncertainty associated with each of the options has been considered as part of this appraisal. The most significant risks are noted here.

### Key Risks and Uncertainty

Option	Option Description	Key Risks and Uncertainty
Road - A2a/b	New road connection from Greenwell Road / Greenbank Road via St Fitticks Community Park to Coast Road with a new underbridge under the railway line	<ul style="list-style-type: none"> <li>▪ Complex nature of new railway underpass likely to require extensive consultation and approvals from Network Rail</li> <li>▪ Route design will likely constrain land availability within the proposed ETZ</li> <li>▪ Community opposition to loss of St. Fitticks Park</li> <li>▪ Potential escalation in landfill waste removal costs</li> <li>▪ Underpass unable to be utilised by certain abnormal loads, reducing the use of the route and attractiveness of the connection</li> <li>▪ Uncertainty around traffic estimates which may be too high, meaning a lower than estimated Benefit Cost Ratio for the scheme</li> </ul>
Road - A3a/b	New road connection from Greenwell Road / Greenbank Road via the former Ness Landfill site and a new bridge over the railway.	<ul style="list-style-type: none"> <li>▪ New railway bridge will require consultation and approvals from Network Rail</li> <li>▪ Gradient of new link from new bridge over the railway to Coast Road in excess of current design standards which may limit its use by freight traffic</li> <li>▪ High potential for escalation in landfill waste removal costs and appropriate engineering solution</li> <li>▪ Uncertainty around traffic estimates which may be too high, meaning a lower than estimated Benefit Cost Ratio for the scheme</li> </ul>
Road - A4	Improve the existing route via Hareness Road through the provision of a new bridge over the railway on Coast Road and capacity improvements.	<ul style="list-style-type: none"> <li>▪ Some potential escalation in landfill waste removal costs</li> <li>▪ Uncertain third-party land costs for adjacent landholdings along Coast Road to facilitate the creation of a wider road</li> <li>▪ Uncertainty around traffic estimates which may be too high, meaning a lower than estimated Benefit Cost Ratio for the scheme</li> </ul>
Road - A5	New road connection between Coast Road and Souter Head Road and a new bridge over the railway on Coast Road.	<ul style="list-style-type: none"> <li>▪ Cost and business disruption to impacted businesses required to relocate from eastern end of Souter Head Road, and businesses on Souter Head Road more generally</li> <li>▪ Opposition from residents of Burnbanks Village due to noise and vibration impacts.</li> <li>▪ Some potential escalation in landfill waste removal costs</li> <li>▪ Uncertain third-party land costs for adjacent landholdings along Coast Road to facilitate the creation of a wider road</li> </ul>



Option	Option Description	Key Risks and Uncertainty
		<ul style="list-style-type: none"> <li>▪ Uncertainty around traffic estimates which may be too high, meaning a lower than estimated Benefit Cost Ratio for the scheme</li> </ul>
Bus - B1 / B2 / B4	<p>B1: Extended existing bus services</p> <p>B4: New direct bus service linking Aberdeen City Centre with ASH and proposed ETZ site(s)</p> <p>B5: New bus service loop linking Aberdeen city centre with ASH, proposed ETZ site (at St. Fitticks) and East Tullos Industrial Estate</p>	<ul style="list-style-type: none"> <li>▪ Bus operators not willing to extend existing or operate new services on a commercial basis</li> <li>▪ Financial risk to the Council if subsidy required to introduce new services</li> <li>▪ Uncertainty around passenger demand estimates which may be too high, meaning higher subsidy may be required than that estimated</li> <li>▪ Impact on exiting bus services, which may be scaled back or withdrawn</li> <li>▪ If Option A2a or A2b is not implemented, then Option B5 is not possible as it requires the link through St. Fitticks park.</li> <li>▪ In order to not run in parallel with existing commercial services, new subsidised bus service options would need to show a clearly different purpose to existing services (per legislation as contained in <i>Section 63 of the Transport Act 1985 (as amended)</i>). This may be difficult.</li> </ul>
Bus - B2	New bus service between ASH and Aberdeen City Centre for cruise passengers.	<ul style="list-style-type: none"> <li>▪ Uncertainty around the volume of cruise ships expected to utilise the new harbour and the exact requirements of onward land-based travel when ships are docked</li> </ul>
Active travel - C1 / C4	<p>C1: Enhanced active travel routes between ASH / proposed ETZ sites and Aberdeen City Centre</p> <p>C4: Enhanced active travel routes between ASH / proposed ETZ sites and Wellington Road (south)</p>	<ul style="list-style-type: none"> <li>▪ If use of the routes is not sufficient, the routes will not generate value for money</li> <li>▪ There may be concerns raised from drivers / businesses within Altens industrial estate should a reduction in carriageway space be required on Hareness Road to accommodate the active travel proposals</li> </ul>

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# External Transportation Links to Aberdeen South Harbour

## STAG Detailed Options Appraisal Report

On behalf of **Aberdeen City Council**



Project Ref: 45816/001 | Rev: AA | Date: January 2021

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## Contents

<b>Executive Summary .....</b>	<b>1</b>
<b>1 Introduction.....</b>	<b>22</b>
1.2 An Evolution of the Focus: Energy Transition Zone.....	23
1.3 Energy Transition Zone Background.....	23
1.4 Wellington Road Multi-Modal Corridor Study .....	25
<b>2 Smartening the Transport Planning Objectives.....</b>	<b>26</b>
2.1 Introduction.....	26
2.2 Smartening the Objectives .....	26
<b>3 Revising the Options.....</b>	<b>29</b>
3.1 Options recommended from the Preliminary Options Appraisal .....	29
3.2 Revising the Options .....	32
3.3 Road Options.....	32
3.4 Public Transport Options.....	32
3.5 Active Travel Options .....	22
3.6 Final Options for Detailed Options Appraisal .....	24
<b>4 Detailed Options Appraisal: Geographical, Social and Economic Context .....</b>	<b>26</b>
4.1 Geographical Context.....	26
4.2 Social Context .....	26
4.3 Economic Context .....	27
<b>5 Detailed Options Appraisal: Aberdeen South Harbour and Energy Transition Zone - Scenario Development.....</b>	<b>29</b>
5.1 Introduction.....	29
5.2 Aberdeen South Harbour – Traffic Generation .....	29
5.3 Energy Transition Zone - Traffic Generation .....	30
<b>6 Detailed Options Appraisal: Traffic Modelling .....</b>	<b>33</b>
6.1 Introduction.....	33
6.2 Model Network.....	33
6.3 Model Audit.....	34
6.4 Further Base Model Development.....	35
6.5 Do Minimum Model.....	35
6.6 Traffic Scenario Modelling.....	36
<b>7 Detailed Options Appraisal: Appraisal against the Transport Planning Objectives .....</b>	<b>37</b>
7.1 Transport Planning Objectives .....	37
7.2 Appraisal against the TPOs: Methodology .....	37
7.3 Appraisal Against the TPOs .....	39
<b>8 Detailed Options Appraisal: Implementability.....</b>	<b>57</b>
8.1 Technical Feasibility .....	57
8.2 Operational Feasibility .....	62

<b>9</b>	<b>Detailed Options Appraisal: STAG Criteria .....</b>	<b>67</b>
9.1	Introduction .....	67
9.2	Environment Appraisal .....	67
9.3	Safety 81	
9.4	Economy .....	84
9.5	Integration .....	90
9.6	Accessibility and Social Inclusion .....	95
<b>10</b>	<b>Cost to Government .....</b>	<b>101</b>
10.1	Introduction .....	101
10.2	Road Options .....	101
10.3	Public Transport Operation Cost and Passenger Demand Estimates .....	104
10.4	Active Travel Cost Estimates .....	108
<b>11</b>	<b>Engagement .....</b>	<b>113</b>
11.1	Overview .....	113
11.2	All Option Overview .....	113
11.3	Option Summary .....	114
<b>12</b>	<b>Risk Register .....</b>	<b>117</b>
<b>13</b>	<b>Summary .....</b>	<b>127</b>

## Figures

Energy Transition Zone and Aberdeen South Harbour Locations .....	3
Road Option for Detailed Appraisal .....	6
Public Transport Options for Detailed Appraisal .....	7
Active Travel Options for Detailed Appraisal .....	7
Figure 1:1: Approximate Energy Transition Zone and Aberdeen South Harbour Locations .....	24
Figure 3:1: Road Options Recommended from Preliminary Options Appraisal .....	30
Figure 3:2: Public Transport Options Recommended from Preliminary Options Appraisal .....	31
Figure 3:3: Active Travel Options Recommended from Preliminary Options Appraisal .....	31
Figure 3:4: Revised Public Transport Option B1 .....	33
Figure 3:5: Public Transport Option B2 .....	20
Figure 3:6: Public Transport Option B4 .....	21
Figure 3:7: Public Transport Option B5 .....	22
Figure 3:8: Revised Active Travel Option C1 .....	23
Figure 3:9: New Active Travel Option C4 .....	24
Figure 4:1: SIMD 2020 .....	27
Figure 6:1: Base Traffic Model Network .....	34
Figure 10:1: Option C1 – Costed option route .....	109
Figure 10:2: Option C1 – 5m segregated cycleway (3m) and pedestrian footway (2m) .....	109
Figure 10:3: Option C1 – 3m shared use path .....	110
Figure 10:4: Option C4 – Tiered cycleway .....	111
Figure 11:1: Overview of the Responses from Public Engagement .....	114
Figure A:1: Option A2a .....	136
Figure A:2: Option A2b .....	137
Figure A:3: Option A3a .....	138
Figure A:4: Option A3b .....	139
Figure A:5: Option A4 .....	140
Figure A:6: Option A5 .....	141

Figure B:1: Tonnage by Quay Length at Comparator Ports.....	143
Figure C:1: Modelled 'Ghost Links' .....	160
Figure C:2: Option A2a modelled network .....	162
Figure C:3: Option A2b modelled network .....	163
Figure C:4: Option A3a modelled network .....	165
Figure C:5: Option A3b modelled network .....	166
Figure C:6: Option A4 modelled network .....	167
Figure C:7: Option A5 modelled network .....	169
Figure F:1: Environmental Designations within the Study Area .....	201
Figure J:1: Option A2a – Percentage Split of Responses.....	222
Figure J:2: Option A2b – Percentage Split of Responses.....	223
Figure J:3: Option A3a – Percentage Split of Responses.....	224
Figure J:4: Option A3b – Percentage Split of Responses.....	225
Figure J:5: Option A4 – Percentage Split of Responses.....	226
Figure J:6: Option A5 – Percentage Split of Responses.....	227
Figure J:7: Option B1 – Percentage Split of Responses.....	229
Figure J:8: Option B2 – Percentage Split of Responses.....	230
Figure J:9: Option B4 – Percentage Split of Responses.....	231
Figure J:10: Option B5 – Percentage Split of Responses.....	232
Figure J:11: Option C1 – Percentage Split of Responses.....	233
Figure J:12: Option C4 – Percentage Split of Responses.....	234
Figure K:1: Option A3a/b variant – Plan View .....	236
Figure K:2: Option A3a/b variant – Coast Road View .....	237

## Tables

Revised Transport Planning Objectives .....	5
Final options for Detailed Options Appraisal .....	5
Key Risks and Uncertainty .....	20
Table 2:1: Revising the Transport Planning Objectives .....	26
Table 2:2: Final Detailed Options Appraisal Transport Planning Objectives .....	27
Table 3:1: Options recommended for further appraisal at Detailed Options Appraisal stage.....	29
Table 3:2: Final options for Detailed Options Appraisal .....	24
Table 5:1: Aberdeen South Harbour – Daily Trip Generation – Core Scenario .....	29
Table 5:2: Aberdeen South Harbour – Daily Trip Generation – High Scenario .....	30
Table 5:3: Energy Transition Zone – Daily Trip Generation – Core Scenario.....	31
Table 5:4: Energy Transition Zone – Daily Trip Generation – High Scenario .....	32
Table 7:1: Appraisal against the Transport Planning Objectives – Summary.....	39
Table 7:2: Appraisal against the Transport Planning Objectives – Road Options .....	41
Table 7:3: Appraisal against the Transport Planning Objectives – Public Transport Options .....	50
Table 7:4: Appraisal against the Transport Planning Objectives – Active Travel Options.....	54
Table 8:1: Technical Feasibility .....	57
Table 8:2: Operational Feasibility .....	63
Table 9:1: Appraisal against the STAG Environmental Criteria – STAG Scoring.....	68
Table 9:2: Appraisal against the STAG Environmental Criteria .....	69
Table 9:3: Appraisal against the STAG Safety Criteria – STAG Scoring.....	81
Table 9:4: Appraisal against the STAG Safety Criteria .....	82
Table 9:5: Estimated Average Potential Journey Time Saving – Public Transport Options .....	85
Table 9:6: Appraisal against the STAG Economy Criteria – STAG Scoring .....	85
Table 9:7: Appraisal against the STAG Economy Criteria .....	86
Table 9:8: Appraisal against the STAG Integration Criteria – STAG Scoring.....	90
Table 9:9: Appraisal against the STAG Integration Criteria .....	91
Table 9:10: Appraisal against the STAG Accessibility and Social Inclusion Criteria – STAG Scoring .	96
Table 9:11: Appraisal against the STAG Accessibility and Social Inclusion Criteria .....	96
Table 10:1 Construction Cost Estimates .....	101

Table 10:2: All Road Options – Monetised Economic Summary (includes TEE, carbon and accident benefits)	103
Table 10:3: Public Transport Options – Operating Cost .....	105
Table 10:4: Public Transport Cost, Revenue and Subsidies.....	106
Table 10:5: Key Features of Regulatory Operating Models .....	106
Table 10:6: Indicative Annual Costs of Service Options .....	107
Table 10:7: Break-even Analysis (Assumes Service is Registered as a Local Bus Service) .....	108
Table 10:8: Option C1 Cost Estimate (to nearest £500) .....	110
Table 10:9: Option C4 Cost Estimate (to nearest £500) .....	111
Table 12:1: Risk and Uncertainty .....	118
Table 13:1: Appraisal Summary .....	128
Table 13:2: Option key Advantages and Disadvantages .....	130
Table B:1: Comparator Ports Cargo Tonnage.....	142
Table B:2: Comparator Ports Quay Lengths .....	142
Table B:3: Estimated ASH Cargo Tonnage (Core Scenario) .....	144
Table B:4: Estimated Vehicle Capacities by Cargo Type.....	144
Table B:5: Aberdeen South Harbour – Daily Trip Generation.....	145
Table B:8: SGPH Staff Numbers and Shifts.....	147
Table B:9: SGPH Daily Trip Generation by Phase.....	148
Table B:10: SGPH & proposed ETZ Daily Staff and Trip Volumes by Phase.....	149
Table B:11: proposed ETZ Weekday Trip Generation – Opening Phase .....	149
Table B:12: proposed ETZ Trip Distribution .....	150
Table C:1: Stationfields Trip Generation .....	155
Table C:2: Loirston Trip Generation .....	155
Table C:3: Altens East and Peterseat Trip Generation .....	156
Table C:4: EfW Trip Generation .....	157
Table C:5: EfW Trip Distribution .....	158
Table C:6: 2041 High scenario with 10% background growth – AM Traffic Flows .....	171
Table C:7: 2041 High scenario with 10% background growth – IP Traffic Flows .....	172
Table C:8: 2041 High scenario with 10% background growth – PM Traffic Flows .....	173
Table D:1: HGV Journey Times – Charleston junction to/from Harbour / proposed ETZ site - 2026 - Core Scenario.....	179
Table D:2: HGV Journey Times – Charleston junction to/from Harbour / proposed ETZ site - 2026 – High Scenario .....	179
Table D:3: HGV Journey Times – Charleston junction to/from Harbour / proposed ETZ site - 2026 – High Scenario with 10% background growth.....	180
Table D:4: HGV Journey Times – King George VI Bridge to/from Harbour / proposed ETZ site - 2026 – Core Scenario.....	180
Table D:5: HGV Journey Times – King George VI Bridge to/from Harbour / proposed ETZ site - 2026 – High Scenario .....	181
Table D:6: HGV Journey Times – King George VI Bridge to/from Harbour / proposed ETZ site - 2026 – High Scenario with 10% background growth.....	181
Table D:7: HGV Journey Times – Charleston junction to/from Harbour / proposed ETZ site – 2041 - Core Scenario.....	182
Table D:8: HGV Journey Times – Charleston junction to/from Harbour / proposed ETZ site – 2041 – High Scenario .....	182
Table D:9: HGV Journey Times – Charleston junction to/from Harbour / proposed ETZ site – 2041 – High Scenario with 10% background growth.....	183
Table D:10: HGV Journey Times – King George VI Bridge to/from Harbour / proposed ETZ site – 2041 – Core Scenario.....	183
Table D:11: HGV Journey Times – King George VI Bridge to/from Harbour / proposed ETZ site – 2041 – High Scenario .....	184
Table D:12: HGV Journey Times – King George VI Bridge to/from Harbour / proposed ETZ site – 2041 – High Scenario with 10% background growth.....	184
Table D:13: Traffic Impact – 2041 – High Scenario +10% background growth – Overall Property Impact Indicator .....	185
Table D:14: HGV Traffic Impact – 2041 – High Scenario +10% background growth – AM.....	187
Table D:15: HGV Traffic Impact – 2041 – High Scenario +10% background growth – IP.....	188



Table D:16: HGV Traffic Impact – 2041 – High Scenario +10% background growth – PM.....	189
Table D:17: Hansen Indicator – Road Options.....	192
Table D:18: Hansen Indicator – Public Transport Options.....	193
Table E:1: Existing services operating in the Aberdeen South Harbour / proposed ETZ area.....	195
Table E:2: Options for Existing Services to Serve proposed ETZ.....	195
Table E:3: Resource Requirements for Extending Existing Services to Harbour / proposed ETZ .....	196
Table E:4: Cruise Ship Indicative Timetable .....	198
Table E:5: Option B4 Indicative Timetable .....	199
Table E:6: Option B5 Indicative Timetable .....	200
Table F:1: Burnbanks Village Noise Assessment – Traffic Flows on Coast Road (Do Minimum vs. Option A5) .....	204
Table F:2: Monetised Carbon Emissions Benefits (positive figures indicate a saving).....	205
Table G:1: COBALT Accident Analysis .....	209
Table H:1: Option A2a – Transport Economic Efficiency .....	212
Table H:2: Option A2b – Transport Economic Efficiency .....	213
Table H:3: Option A3a – Transport Economic Efficiency .....	214
Table H:4: Option A3b – Transport Economic Efficiency .....	215
Table H:5: Option A4 – Transport Economic Efficiency .....	216
Table H:6: Option A5 – Transport Economic Efficiency .....	217

## Appendices

Appendix A	Final Road Options for Detailed Options Appraisal
Appendix B	Aberdeen South Harbour and Energy Transition Zone Scenario Development
Appendix C	Traffic Modelling
Appendix D	Transport Planning Objectives Appraisal
Appendix E	Public Transport Operational Implementability Appraisal
Appendix F	STAG Environmental Appraisal
Appendix G	STAG Safety Appraisal
Appendix H	STAG Economy Appraisal
Appendix I	STAG Integration Appraisal
Appendix J	Engagement
Appendix K	Option A3a/b extension (East Tullos to Coast Road link)

## Executive Summary

### Background

The External Transportation Links to Aberdeen South Harbour Study was originally commissioned in 2017 by Aberdeen City Council with the aim of examining transport connectivity to / from the new Aberdeen South Harbour at the Bay of Nigg, and to identify appropriate transport improvements which would then be taken forward for detailed appraisal. The study is an Aberdeen City Region Deal project, fully funded by the Scottish and United Kingdom Governments and has been undertaken in line with the Scottish Transport Appraisal Guidance (STAG).

The City Region Deal Agreement recognises the importance of the new harbour in accommodating existing and future demands on the port, noting that the project has national and regional significance. The City Region Deal Agreement states that *'both the UK Government and the Scottish Government commit to maximising the impact of the harbour expansion on the wider regional economy'*. The study therefore seeks to develop transport interventions which can maximise the wider regional economic benefits of the harbour development.

In 2018, after completion of the initial study which covered the *'Initial Appraisal: Case for Change'* and *'Preliminary Options Appraisal'* stages of STAG, Aberdeen City Council commissioned the subsequent stage of STAG, the *'Detailed Options Appraisal'*. Both the initial and subsequent stages of the study have been led by Stantec (formerly Peter Brett Associates).

While the initial study focus was on connectivity to the new harbour, this focus has widened as the study has progressed (as discussed below). Throughout the study, cognisance has been taken of the potential wider economic benefit the new harbour can bring to the region. The study fully recognises that improved connectivity to the harbour, and the industrial areas located nearby, can act as a key driver in improving the region's attractiveness for international trade and investment, and can support businesses in the oil, gas, and renewable energy supply chain to internationalise in key global markets. This will help address the economic challenges facing the region and capitalise on available opportunities.

### Aberdeen South Harbour

Aberdeen South Harbour (ASH) is located at the Bay of Nigg, approximately 0.8km to the south east of Aberdeen city centre and the existing Aberdeen Harbour. The development is being taken forward in response to constraints at the existing harbour and is an expansion of activities aimed at capitalising on new and emerging markets as the harbour will be able to accommodate larger vessels. Once complete, the new harbour will provide:

- 1,400m of quay at water depths of up to 10.5m;
- a turning circle of 300 metres;
- a channel width of 165m;
- a laydown area of 125,000 m<sup>2</sup>; and
- heavy lift capacity.

The main access to the new harbour will be located close to the existing Coast Road / St. Fitticks Road / Greyhope Road junction. The site will include two single storey welfare / administration buildings, a car park, and a bus turning circle and it is anticipated that 20-25 harbour staff will be based at the site.

A Transport Assessment was produced in 2015. This concluded that the traffic generated by the harbour could be accommodated by existing transport infrastructure and therefore no junction

improvements or significant additional road infrastructure were required upon opening. In 2016, Aberdeen City Council approved the Bay of Nigg Development Framework<sup>1</sup>. This covers the new harbour development site and the surrounding hinterland area, including Altens and East Tullos, and was developed with the aim of maximising the opportunities presented by the new harbour. The Development Framework identifies a series of infrastructure interventions or gateways where significant investment in external road infrastructure is required to realise the potential of the area. These included upgrading the road network in and around Altens and providing a direct link from the Bay of Nigg to East Tullos.

The Transport Assessment and the Bay of Nigg Development Framework formed an important starting point for this study and the analysis and outputs were used to inform both the baselining and subsequent option generation process.

### Case for Change and Preliminary Options Appraisal

The initial stage of the study, the development of the *Case for Change*, considered the problems, opportunities, issues, and constraints for the study, set Transport Planning Objectives, and developed and sifted a list of multi-modal transport options which sought to improve connectivity to the new harbour. In the *Preliminary Options Appraisal*, these options were then appraised, against the objectives, the STAG appraisal criteria (Environment, Economy, Safety, Accessibility & Social Inclusion, and Integration), and against Implementability criteria (Feasibility, Affordability and Public Acceptability). Options were then rejected or selected for further development and more detailed appraisal in the *Detailed Options Appraisal*. This *Detailed Options Appraisal* is the focus of this report. Full details of the *Case for Change* and *Preliminary Options Appraisal* can be found in the report, *External Transport Links to Nigg Bay - Pre and Part 1 Appraisal Report - v3.0, Peter Brett Associates (now part of Stantec), October 2018*.

### An Evolution of the Focus

As noted above, the initial scope of the study was to examine transport connectivity for the new Aberdeen South Harbour. As such, the options developed and appraised at the initial study stages, were developed with this aim in mind. However, in March 2020 Aberdeen City Council published their Proposed 2020 Local Development Plan ('Proposed Plan') which set out new proposed land use changes in the area in the immediate vicinity of the harbour.

Changes to the oil and gas sector in recent years means the energy industry is having to adapt and evolve and consider the potential for new sustainable and low/zero carbon energy resources. A 70-acre site (split between two areas) has been identified close to the new harbour, which includes green space and the existing East Tullos industrial estate. The area has been earmarked in the Proposed Plan and described as the city's first 'Energy Transition Zone' (proposed ETZ). Under the proposals, the land would be set aside for the development of low or zero-carbon or renewable energy industries, with businesses focussing on wind, biomass, solar and tidal sectors. It would also see the creation of a hydrogen production plant and a shoreside energy hub.

The location identified for the proposed ETZ seeks to maximise development opportunities with the proximity of the harbour a key enabler in the development and success of the zone. Access to the harbour is key to encouraging and supporting the delivery of low carbon energy and technologies, and alternative fuel production at the site, to facilitate the transition from oil and gas to green energy production.

In June 2020, the Scottish Government announced £62m in funding to support the oil and gas sector, focussed on north-east Scotland, to help the industry deal with the dual economic impacts of the COVID-19 pandemic and the suppressed oil prices. The funding will go towards several projects, including the proposed ETZ.

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<sup>1</sup> <https://www.gov.scot/binaries/content/documents/govscot/publications/factsheet/2018/06/aberdeen-city-council-planning-authority-core-documents/documents/bay-nigg-development-framework-pdf/bay-nigg-development-framework-pdf/govscot%3Adocument/Bay%2Bof%2BNigg%2BDevelopment%2BFramework.pdf>

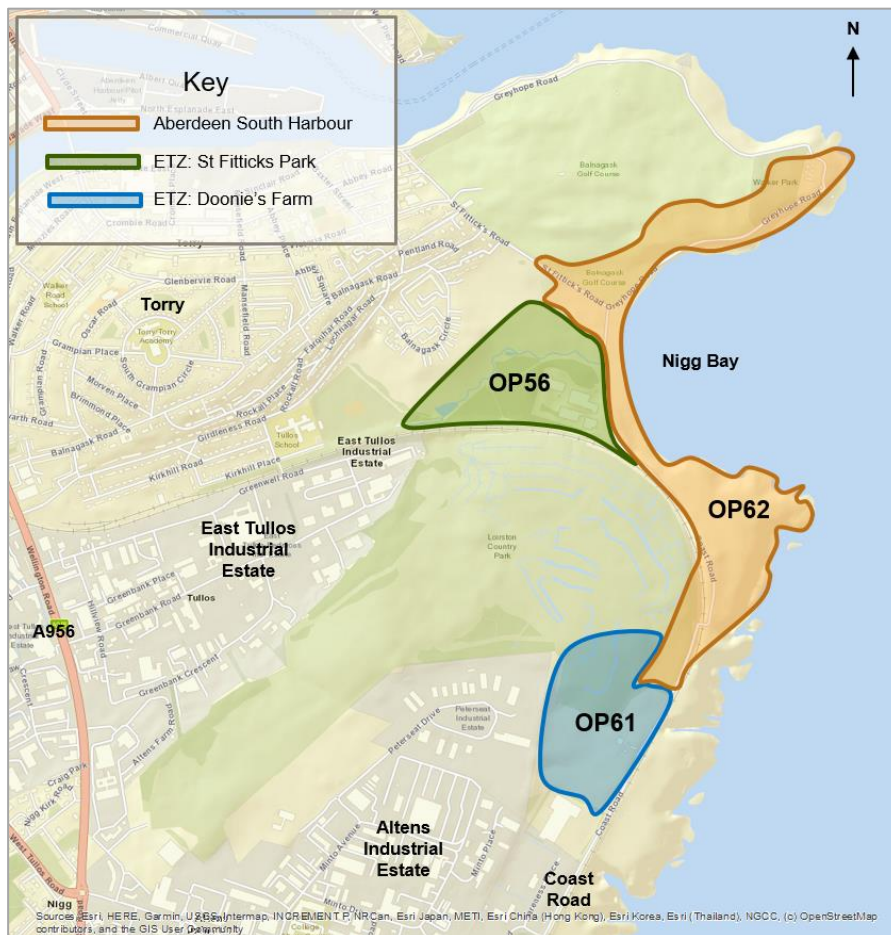
This emergence of the proposed ETZ means the study now requires to ensure appropriate transport connectivity **to / from** the harbour, the proposed ETZ and the surrounding industrial area and ensuring appropriate access **between** the harbour and proposed ETZ area. Any new connections therefore need to ensure appropriate linkages between the new harbour / proposed ETZ and business districts around Aberdeen and the wider regional economy, as well as with the nearby industrial areas of Altens and East Tullos.

*Proposed ETZ Background Details*

The Proposed Plan identifies two sites for the proposed ETZ:

- OP56 – St. Fitticks Park: 18.2ha site
- OP61 – Doonies Farm: 16.3ha site

The proposed sites for the proposed ETZ, OP56 and OP61, in relation to the new harbour, are shown in the figure below.



Energy Transition Zone and Aberdeen South Harbour Locations

Opportunity North East is leading on the development of an Outline Business Case (OBC) for the proposed ETZ, which includes the development of an outline masterplan to support the OBC.

It is recognised that several of the road options for this study provide a link between the East Tullos industrial estate, the proposed ETZ and the harbour with the alignment of these road options passing directly through the proposed ETZ site at St. Fitticks Park. This clearly has implications on the potential layout and useable land within this part of the proposed ETZ.

While this study and the work being undertaken to develop the proposed ETZ are being undertaken separately, both studies are fully cognisant of the work being undertaken within the other study. Clearly the proposed ETZ site at St. Fitticks has the potential to benefit from improved connections to East Tullos but the scale of the benefit will be dependent on the activities being undertaken at the proposed ETZ site – which at this stage are not yet fully established. These activities will, in turn, dictate the availability of land for a new road within the proposed ETZ site. Given the proposed ETZ masterplanning work is ongoing, it is too early to determine whether the activities to be located at the proposed ETZ could accommodate space for a road, and if a road is deemed to provide benefit, then the exact alignment of such a road through the site. To this end, while engineering work has been undertaken as part of this study to consider a link through St. Fitticks Park (linking East Tullos and the Coast Road), the exact alignments presented should not be taken as fixed and would be subject to change, if taken forward, as development of the proposed ETZ site progresses.

#### *Wellington Road Multi-modal Study*

The work being undertaken for this study has also taken cognisance of the ongoing *Wellington Road Multi-modal Corridor Study*. The study is looking at ways of improving travel for people and goods along the Wellington Road corridor. Among the objectives are improving air quality, facilitating school travel, safer travel for pedestrians and cyclists, and improving bus and freight movements. The study area is from A90(T) / A956 Charleston Interchange to the Queen Elizabeth Bridge. It also incorporates the side roads in proximity to Wellington Road, and any interaction with A90(T).

Additional traffic generated by the new harbour and proposed ETZ, as well as the infrastructure proposed under the various options being considered, have the ability to affect traffic flows, patterns and routing in the Wellington Road area. The need to collaborate to ensure that options are complementary has been important during the option development and appraisal process for both studies. Where options have the potential to constrain or support the proposals of the *Wellington Road Multi-modal Corridor Study* this is noted within the appraisal reporting.

#### **Smartening the Objectives**

The emergence of the proposed ETZ necessitated a review of both the Transport Planning Objectives (TPOs) for the study and the options themselves. The proposed ETZ and the activities likely to take place there are anticipated to generate additional traffic volumes to that envisaged for the new harbour and of a different traffic composition. The proposed ETZ has a transport impact in its own right and clearly has the potential to impact on the nature of the activities at the new harbour. This has implications not just on the likely benefits of any new road connection, but places additional weighting on public transport and active travel connections to ensure appropriate sustainable transport connections for those commuting to the sites.

Therefore, there are two main traffic variables:

- The quantity and type of traffic associated with **ASH**: commercial vehicle traffic; car-based travel; public transport journeys; and active travel journeys.
- The quantity and type of traffic associated with the **proposed ETZ**: commercial vehicle traffic; car-based travel; public transport journeys; and active travel journeys.

Given the widened focus of the study, the TPOs were revisited to ensure they are still relevant. This also provided an opportunity to rationalise the number of TPOs from the set of nine at the end of the Preliminary Options Appraisal stage. The final set of revised objectives agreed with the Client Group are shown in the table below.

Revised Transport Planning Objectives

Revised TPO No.	Revised Objective
TPO1	Provide a designated Heavy Goods Vehicle (HGV) route to/from ASH / proposed ETZ sites which is more efficient than alternative routes to: <ul style="list-style-type: none"> <li>minimise journey times to Aberdeen Western Peripheral Route (AWPR) / Charleston junction and King George VI Bridge; and</li> <li>help minimise inappropriate routing and environmental and nuisance impacts</li> </ul>
TPO2a	Maximise connectivity by all modes (car, public transport, and active travel) between Aberdeen South Harbour / Energy Transition Zone and prospective workers at the sites
TPO2b	Maximise connectivity between proposed ETZ and other energy-related businesses in the Aberdeen area (Business to Business)
TPO3	Futureproof access to the proposed ETZ / ASH for the widest range of abnormal loads possible and minimise the impact of abnormal loads travelling from and to the proposed ETZ / ASH
TPO4	Improve the resilience of transport connections to and from ASH /proposed ETZ
TPO5	Maximise the intermodal opportunities between the proposed ETZ and the existing rail network

### Revising the Options

A review of all the options recommended for detailed appraisal was also undertaken. No changes were required for the road options, but the public transport and active travel options were revised to ensure improved connectivity to the new harbour and the proposed ETZ sites by all transport modes.

The final set of options that have been appraised at the Detailed Appraisal Stage, with their appraisal presented within this report, are shown below in the table and corresponding figures. This includes four road options (with two variants within two of these), four public transport options and two active travel options.

Final options for Detailed Options Appraisal

Mode	Option	Option Description
Road	A2a/b	New road connection from Greenwell Road / Greenbank Road via St Fitticks Community Park to Coast Road with a new underbridge under the railway line
	A3a/b	New road connection from Greenwell Road / Greenbank Road via the former Ness Landfill site and a new bridge over the railway. Instead of this new bridge, a variant of Option A3 includes an additional link around the perimeter of the landfill site to a location south of the existing bridge on Coast Road
	A4	Improve the existing route via Hareness Road through the provision of a new bridge over the railway on Coast Road and capacity improvements.
	A5	New road connection between Coast Road and Souter Head Road and a new bridge over the railway on Coast Road.
Public Transport	B1	Extend / enhance existing bus services between ASH / proposed ETZ sites (at both St. Fitticks and Doonies Farm) and Aberdeen City Centre.
	B2	New bus service between ASH and Aberdeen City Centre for cruise passengers.

Mode	Option	Option Description
	B4	New direct bus service linking Aberdeen City Centre with ASH and proposed ETZ site(s)
	B5	New bus service loop linking Aberdeen city centre with ASH, proposed ETZ site (at St. Fitticks) and East Tullos Industrial Estate (dependent on new road link between proposed ETZ and East Tullos)
Active Travel	C1	Enhanced active travel routes between ASH / proposed ETZ sites and Aberdeen City Centre
	C4	Enhanced active travel routes between ASH / proposed ETZ sites and Wellington Road (south)



Road Option for Detailed Appraisal



Public Transport Options for Detailed Appraisal



Active Travel Options for Detailed Appraisal



## Detailed Options Appraisal

The detailed appraisal of the options has covered:

- Development of harbour and proposed ETZ anticipated traffic generation, geographical distribution, and profiling over the day
- Traffic modelling to inform various appraisal elements
- Assessment of the options against:
  - Transport Planning Objectives
  - STAG appraisal criteria
  - Implementability considerations (technical and operational)
- Cost to Government;
- Risk and Uncertainty
- Consultation and Engagement.

### Aberdeen South Harbour and proposed ETZ traffic generation

Traffic generation estimates for **ASH** were derived by:

- estimating annual cargo tonnage based on the relationship between quay length and cargo tonnage seen at comparator UK ports; and
- estimating annual trip generation – influenced by the anticipated cargo to be handled by the port – with an understanding of this derived through discussion with the Aberdeen Harbour Board and consideration of broad freight types at the comparator ports; and profiling trips across an average day, based on the 2015 Transport Assessment.

In the absence of definitive information on the exact nature of development at the **proposed ETZ**, the Siemens Green Port Hull (SGPH) at Alexandra Dock in Hull was used as a ‘model’ of the type of activity which could emerge at the site. SGPH comprises a wind turbine manufacturing facility, offices, warehousing, and a marine installation/commissioning base. Information from the Traffic and Transportation Chapter of the Environmental Statement for the Hull site was used to inform estimates of trip generation at the proposed ETZ.

### Traffic Modelling

To enable an economic assessment of the road options as well as feed into several further elements of the appraisal, the use of a traffic model was required. As well as providing traffic demand, trip distance and journey time data to feed into the assessment of the options, the traffic model provided visual representations of the operational performance of the options. A microsimulation traffic model developed by AECOM and being used in the *Wellington Road Multi-modal Corridor Study* was extended to allow the model to be effectively utilised for this study.

The 2019 ‘Base model’ simulates the behaviour of individual vehicles within the modelled road network and has formed the base platform for predicting the traffic patterns resulting from changes to traffic volumes and changes to the road network.

Future year traffic demands were generated for the future years of 2026 (the assumed opening year of any road option) and 2041 (15-years post opening). ‘Do Minimum’ models were developed to provide a representation of the future in 2026 and 2041 in the absence of any changes to the network. These

and each of the equivalent future models with the options in place included additional traffic demand over and above the 2019 Base model. This additional demand represents underlying background growth, local committed developments and the traffic estimated for the new harbour and proposed ETZ sites.

### **Cost to Government**

As the proposed road options are at the feasibility design stage, only high-level construction cost estimates have been developed. The estimates include optimism bias to reflect the uncertainties (at the 44% rate as per schemes at this stage of development). It is important to note that the cost estimates do not include allowances for the following:

- Costs associated with land / property acquisition;
- Statutory approvals / consents;
- Adjustments to existing public utility apparatus;
- Surveys and investigations;
- Design and works supervision fees; or
- Value Added Tax (VAT) and Inflation, as the date of construction is yet to be established.

At the next stage of preliminary and detailed design more detailed costs would be obtained. A high degree of cost uncertainty will remain until actual investigation and design work is undertaken.

### **Consultation and Engagement**

Consultation was undertaken with a number of key stakeholders during the Detailed Options Appraisal. This included discussion with the ETZ masterplanning team, Aberdeen South Harbour, bus operators, and a potentially impacted local business.

To inform the public acceptability appraisal of the options, a public engagement exercise was undertaken in late 2020. Due to the COVID-19 pandemic, it was not possible to run face-to-face public events. As such, all engagement activity was online. The key points from this engagement have been incorporated in the appraisal with full details of the engagement outcomes in the main body of this report and an associated appendix. Key points to note are:

- Of the road options (Options A2 – A5), Option A4 (a new bridge on Coast Road with Coast Road widening) was the only option where the overall engagement feedback highlighted net agreement with the option as opposed to net disagreement
- There was particularly negative response towards Options A2a and A2b (proposing an underpass of the railway and road route through St. Fitticks Park). In particular, there was negative feedback from the Torry community given the route through the park.
- There was also an overall net negative response towards Options A3a and A3b, although not as strong as towards Options A2a and A2b. Environmental concerns regarding the route through the landfill site were raised.
- There was a mixed response towards Option A5, with negative feedback from the local Burnbanks Village community
- There was a mixed response towards the bus options, Options B1, B2, B4 and B5
- There was overall positive agreement with the active travel options, Options C1 and C4.

### **Detailed Option Appraisal Summary**

The key advantages and disadvantages associated with each option from the Detailed Options Appraisal are presented below.

**Road Option A2a/b:**

**New road link from either Greenwell Road (Option A2a) or Greenbank Road (Option A2b) across St Fitticks Park to new Coast Road junction, including new underbridge at the railway line**

Complementary Measures:

Signalising Greenwell / Wellington Road junction (Option A2a only)

Surface upgrades, drainage works and footway improvements on Greenwell / Greenbank Road

Potential parking restrictions / enforcement on Greenwell / Greenbank Road

Approximate Outline Cost £9m - £11m



**Advantages**

- Provide less circuitous routing to the new ASH / proposed ETZ area for HGV traffic from the city centre / West (George VI bridge)
- Enhances transport resilience and improves perceptions through provision of additional route and crossing of the railway (underbridge)
- Provides connection between the new ASH / proposed ETZ and East Tullos Industrial estate helping to maximise and support the regeneration of East Tullos
- Minor accident benefits (vehicles on lower speed roads)
- Provides the greatest increase in overall workforce accessibility to the area

**Disadvantages**

- Route requires cutting into Ness landfill site to south of the railway line, likely to be a costly exercise, with need to remove material and hazardous substances. There is high-cost uncertainty associated with this
- Underpass height clearance / alignment would limit route use by some abnormal loads and places a constraint on the route
- Increased HGV traffic on Wellington Road (between Hareness Road and Greenbank / Greenwell Road)
- Benefit Cost Ratio (BCR) is estimated in range: A2a: -0.3 to +0.3 and A2b: +0.8 to +1.1. *BCRs less than one indicate benefits less than scheme costs. Negative BCR indicates overall negative benefits – driven by the impact to existing traffic on Wellington Road – more pronounced in A2a due to new signals on Wellington Road at Greenwell Road*
- Impact on commercial property at eastern extent of Greenwell / Greenbank Road
- Constrains potential for sustainable transport options on Wellington Road (developed as part of the Wellington Road Multi-modal Corridor study)
- Constrains land availability within the proposed ETZ site at St. Fitticks due to space required for new road and associated earthworks / flood treatment
- Would impact on St Fitticks Community Park and potentially the northern tip of Tullos Hill Conservation Site
- Strong public disagreement with both option proposals

**Road Option A3a/b (including variant)**

**New road link from either Greenwell Road (Option A3a) or Greenbank Road (Option A3b) across the former Ness Landfill Site and a new bridge across the railway to Coast Road.**

**Variant: no new bridge and instead a link around the perimeter of the landfill site to the Coast Road**

Complementary Measures:

Signalising Greenwell / Wellington Road junction (Option A3a only)

Surface upgrades, drainage works and footway improvements on Greenwell / Greenbank Road

Potential parking restrictions / enforcement on Greenwell / Greenbank Road

Approximate Outline Cost £14m - £15m



**Advantages**

- Provide less circuitous routing to the new ASH / proposed ETZ area for HGV traffic from the city centre / West (George VI bridge)
- Enhances transport resilience and improve perceptions through provision of additional route and crossing of the railway (bridge)
- Provides connection between the new ASH / proposed ETZ and East Tullos Industrial estate helping to maximise and support the regeneration of East Tullos
- Does not constrain proposed ETZ activities as road does not route through the proposed site
- Minor accident benefits (vehicles on lower speed roads)
- Variant would provide direct link between East Tullos and ASH/ETZ without the need for the new bridge as proposed under Option A3a/b (although the new bridge on the Coast Road as proposed in Option A4 would be required). This would support harbour activities and the regeneration of the industrial estate.

**Disadvantages**

- Road gradient required from Coast Road to new bridge across railway (around 18%) is far higher than that recommended for HGVs on a strategic route and would not be useable by abnormal loads. In addition, a new Scottish Water access road would be at a gradient of 20%
- Retaining wall would encroach on Scottish Water land and require significant cutting into Ness landfill, likely to be a costly exercise, with need to remove material and hazardous substances. Very high levels of risk and uncertainty associated with this scale of intrusion into Ness landfill site (with a substantially increased risk for the variant given the additional distance through the landfill site). The variant connection between ASH and the strategic road network would be indirect
- Benefit Cost Ratio is estimated in range: A3a: 0.0 to +0.1 and A3b: +0.3 to +0.8. (note: variant not estimated)  
*BCRs less than one indicate benefits less than scheme costs – with low benefits driven by the impact on existing traffic on Wellington Road – more pronounced in A3a due to new signals on Wellington Road at Greenwell Road*
- Increased HGV traffic on Wellington Road (between Hareness Road and Greenbank / Greenwells Road)
- Impact on commercial property at the eastern extent of Greenwell / Greenbank Road
- Constrains the potential for sustainable transport options on Wellington Road (developed as part of the Wellington Road Multi-modal Corridor study)
- Strong public disagreement with both option proposals, although less than Option A2a/b

### Road Option A4

**New bridge on Coast Road combined with widening of Coast Road.**

Approximate Outline Cost £7m



#### Advantages

- Enhances existing route to Aberdeen South Harbour via Hareness Road
- Provides consistently reduced journey times to the Harbour / proposed ETZ area across all time periods
- Potential to provide access for long abnormal loads currently constrained by the alignment of the bridge on Coast Road
- Positive impact in terms of perception although Coast Road and Hareness Road remain the primary route to the harbour
- No additional traffic on Wellington Road north of Hareness Road
- Less constraint on the potential for sustainable transport options on Wellington Road (developed as part of the Wellington Road Multi-modal Corridor study)
- Provides improved link between the proposed ETZ site at Doonies Farm and ASH / proposed ETZ site at St. Fitticks
- One of the lowest cost road options
- Benefit Cost Ratio estimated in range: +1.4 to +2.0  
*A BCR figure greater than 1 indicates the benefits of the scheme are greater than the estimated scheme costs*
- Most publicly acceptable road option due to minimal impact on the environment and no impact on St. Fitticks Park

#### Disadvantages

- Hareness Road would remain the primary route and therefore traffic in Altens and at the Hareness Road roundabout would increase with ASH and proposed ETZ traffic
- Parking restriction may be required on Hareness Road, impacting on businesses within the industrial estate
- Would not provide a direct new connection between ASH / proposed ETZ and East Tullos
- Delivery of new bridge may require construction works through the Taylor's former landfill site and therefore feasibility is uncertain and there is potential for negative environmental impacts

**Road Option A5**  
**New road link between Coast Road and Souter Head Road and new bridge over the railway.**

Complementary Measures

Re-alignment of southern section of Coast Road (away from Burnbank village) to make the new link and Souter Head Road the primary through route to ASH / proposed ETZ area

Widening of Coast Road

Surface upgrades, drainage works on Souter Head Road

Potential parking restrictions / enforcement on Souter Head Road

Approximate Outline Cost £8m



**Advantages**

- Provides additional route to Aberdeen South Harbour
- Provides a shorter route to the AWPR than all existing routes
- Provides consistently reduced journey times (from Charleston junction and King George VI bridge) to Harbour / proposed ETZ area across all time periods (particularly to/from Charleston junction)
- Potential to provide access for long abnormal loads currently constrained by the alignment of the bridge on Coast Road
- Positive impact in terms of perception of access to the harbour
- Positive impact in terms of transport resilience
- No additional traffic impact on Wellington Road north of Hareness Rd and reduced traffic between Souter Head roundabout and Hareness Road
- Benefit Cost Ratio estimated in range: +1.5 – +2.3  
*A BCR figure greater than 1 indicates the benefits of the scheme are greater than the estimated scheme costs*
- Less constraint on the potential for sustainable transport options on Wellington Road (developed as part of the Wellington Road Multi-modal Corridor study)
- Improved link between the proposed ETZ site at Doonies Farm and ASH/proposed ETZ site at St. Fitticks
- Reduces traffic on Langdykes Road

**Disadvantages**

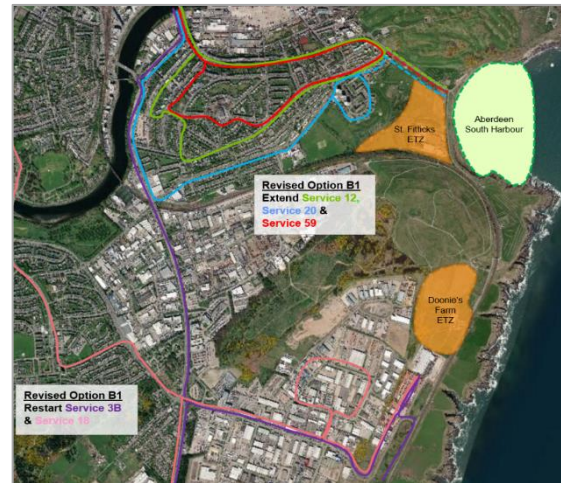
- Despite the realignment of Coast Road, there would be noise, vibration, and severance impacts, to some residents in Burnbanks Village – although this could be partly mitigated against through use of a low noise road surface
- Would not provide a direct connection between ASH / proposed ETZ and East Tullos
- Delivery of new bridge may require construction works through the Taylor’s former landfill site and therefore feasibility is uncertain and there is potential for negative environmental impacts
- Increased traffic levels on Souter Head Road impacting on commercial properties there
- Impact on commercial properties at east end of Souter Head Road with a potential requirement, at least in part, to relocate. Significant investment has been made at one specific site in recent years.
- Parking restriction may be required on Souter Head Road, impacting on businesses within the industrial estate
- Mixed public acceptability for the option with strong disagreement from Burnbanks village residents

**Public Transport Option B1**

**Extend existing / reinstate (recently reduced / removed) bus services so that they serve Aberdeen South Harbour and the proposed ETZ sites.**

Extend / reinstate (recently reduced / removed) services:

- First Aberdeen Bus Service 3b between Mastrick, city centre and Altens
- First Aberdeen Bus Service 12 between Torry, city centre and Heathryfold
- First Aberdeen Bus Service 18 between Dyce, city centre and Altens
- First Aberdeen Service 20 between Balnagask, city centre and Dubford
- Stagecoach Service 59 between Balnagask and Northfield (Aberdeen Royal Infirmary)



For appraisal it has been assumed that:

- Extended / reintroduced services will operate throughout the day with a greater number of extensions at envisaged 'peak times' for staff movements
- No additional bus infrastructure will be required (as route would utilise the new turning circle at Aberdeen South Harbour and existing bus corridors / bus stops)

Advantages
<ul style="list-style-type: none"> <li>➤ Would improve access between potential workers and the new harbour and both proposed ETZ sites, particularly for those without access to a car</li> <li>➤ Would improve access between the sites and other energy related businesses across the region</li> <li>➤ May encourage modal shift to public transport amongst those accessing the new harbour and proposed ETZ sites</li> <li>➤ Services route via city centre enabling interchange to other bus services / rail</li> <li>➤ Provides improved link between the proposed ETZ site at Doonies Farm and ASH / proposed ETZ site at St. Fitticks</li> </ul>

Disadvantages
<ul style="list-style-type: none"> <li>➤ The cost of service operation far outstrips the estimated achievable passenger revenue. The option would be loss making and require substantial financial support.</li> <li>➤ Mixed public acceptance of the proposals</li> </ul>

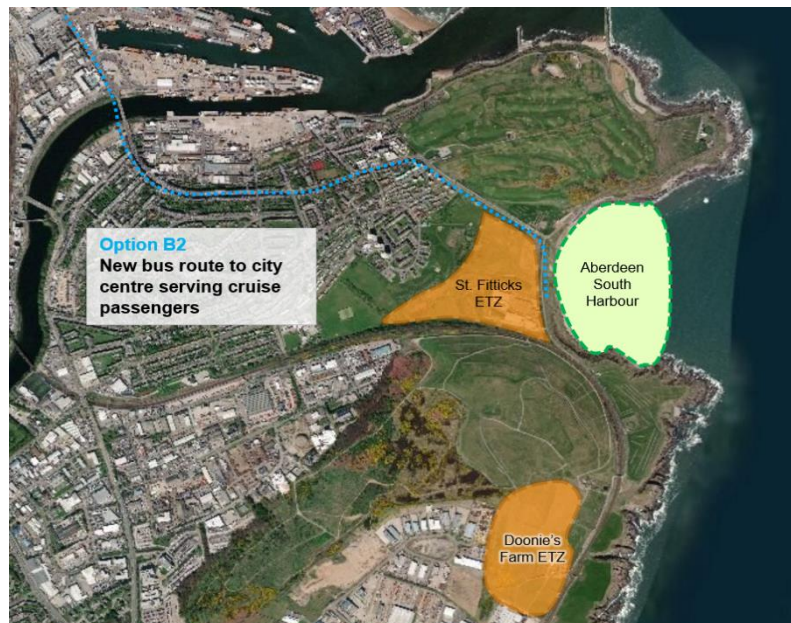


### Public Transport Option B2

#### New bus service between Aberdeen South Harbour and Aberdeen City Centre primarily for cruise tourists

For appraisal it is assumed that:

- The service will run hourly between 0700 and 1900 and would operate only during the cruise season (assumed to be an approximate 7-month period between March / April – September / October)
- No additional bus infrastructure will be required (as route would utilise the new turning circle at Aberdeen South Harbour and existing bus corridors / bus stops)



Advantages
<ul style="list-style-type: none"> <li>➤ Boosts the ability of the harbour to cater for cruise tourism</li> <li>➤ Benefits the economy of the wider area by encouraging cruise passengers to explore the local tourism offering</li> <li>➤ The cost of the service depends on hours of operation and whether the service is operated on a contract basis or as a registered local service but could be operated to be commercially viable if cruise passengers were encouraged to come ashore</li> </ul>

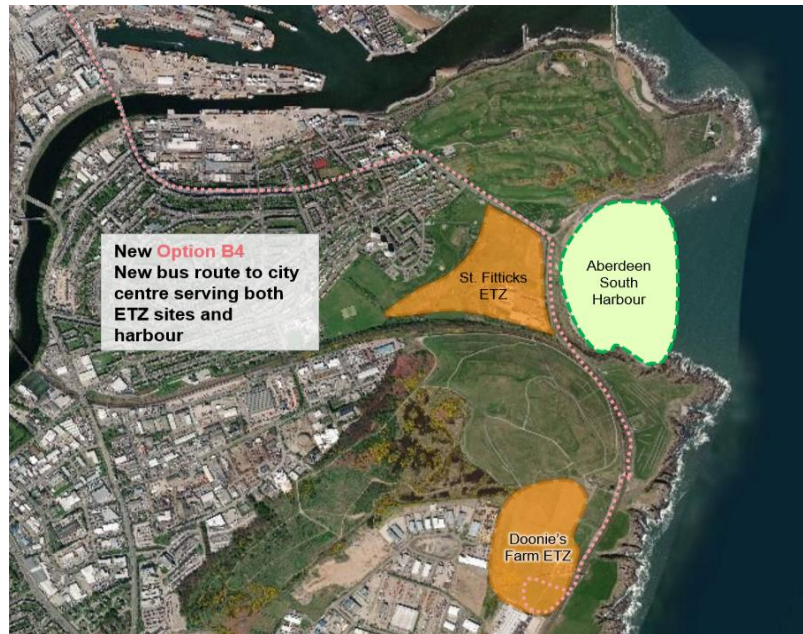
Disadvantages
<ul style="list-style-type: none"> <li>➤ Viability is dependent on cruise passengers wanting to come ashore and competing 'offers'. Careful planning and liaison with cruise operators is required.</li> <li>➤ Mixed public acceptance of the proposals but with more people disagreeing than agreeing</li> </ul>

### Public Transport Option B4

#### New bus service between the city centre and Aberdeen South Harbour / both proposed ETZ sites

For appraisal it is assumed that:

- Service would operate in line with envisaged 'peak times' / shift movements for staff
- Bus infrastructure would need to be incorporated into the Doonies Farm proposed ETZ site to provide a turning point for the service



Advantages
<ul style="list-style-type: none"> <li>➤ Would improve access between potential workers and the new harbour and both proposed ETZ sites, particularly for those without access to a car (although of all public transport options this option has the lowest improved access)</li> <li>➤ Would improve access between the proposed ETZ sites and other energy related businesses across the region (although of all public transport options this option has the lowest improved access)</li> <li>➤ May encourage modal shift to public transport amongst those accessing the new harbour and proposed ETZ sites</li> <li>➤ Sustainably connects both proposed ETZ sites</li> <li>➤ Service routes via city centre enabling interchange to other bus services / rail</li> </ul>

Disadvantages
<ul style="list-style-type: none"> <li>➤ Only serves the city centre meaning likely interchange required for those accessing the new service from further afield</li> <li>➤ The cost of service operation far outstrips the estimated achievable passenger revenue. The option would be loss making and require substantial financial support.</li> <li>➤ There may be a transfer of passengers from existing services (those travelling between the city and Torry) to the new service which may erode the commercial viability of existing public transport provision</li> <li>➤ Mixed public acceptance of the proposals</li> </ul>

### Public Transport Option B5

**New circular bus service between the city centre and Aberdeen South Harbour / proposed ETZ site at St. Fillicks Park**

For appraisal it is assumed that:

- Road option A2 a/b (or A3 a/b) is in place
- Service would operate in line with envisaged 'peak times' / shift movements for staff
- Bus infrastructure would need to be incorporated into the proposed ETZ site at St. Fitticks Park
- The underpass (if Option A2 a/b/ were implemented) would need to enable suitable height clearance to accommodate the service, dependent on the bus vehicle type used



#### Advantages

- Would improve access between potential workers and the new harbour / proposed ETZ site at St. Fitticks, particularly for those without access to a car
- Would improve access between the proposed ETZ site at St. Fitticks and other energy related businesses across the region
- May encourage modal shift to public transport amongst those accessing the new harbour and proposed ETZ site at St. Fitticks
- Service routes via city centre enabling interchange to other bus services / rail

#### Disadvantages

- Is dependent on a new road being implemented between East Tullos and the proposed ETZ site at St. Fitticks
- Does not provide any improved public transport access to the proposed ETZ site at Doonies Farm
- The cost of service operation far outstrips the estimated achievable passenger revenue. The option would be loss making and require substantial financial support
- There may be a transfer of passengers from existing services (those travelling between the city and Torry) to the new service which may erode the commercial viability of existing public transport provision
- Mixed public acceptance of the proposals but with more people disagreeing than agreeing

### Active Travel Option C1

#### Enhanced active travel routes between ASH / proposed ETZ sites and Aberdeen City Centre / Deeside Way

The route would involve:

- A new off-road cycle route (at least 3m wide shared use / segregated facility) through St Fitticks Park to Kirkhill Place
- Sections of shared use cycleway / cycle lanes, including on Wellington Road and South College Street
- Appropriate crossing facilities and signage as required
- Would be incorporated into road design within the proposed ETZ



While the delivery of the route is broadly feasible more detailed design work would be required.

Advantages
<ul style="list-style-type: none"> <li>➤ Would provide a reasonably direct cycleway between Aberdeen city centre and new harbour / both proposed ETZ sites</li> <li>➤ Connects the harbour / proposed ETZ area to the Deeside Way</li> <li>➤ Partly off-road/segregated route which avoids heavily trafficked routes improves the safety of active travel access to the area</li> <li>➤ Sustainable travel option strengthens the 'green transition' ethos of the proposed ETZ</li> <li>➤ May encourage modal shift</li> <li>➤ Aligns with policy aspirations to improve active travel access, including on Wellington Road</li> <li>➤ Potential to build into the active travel proposal improvements on Wellington Road being considered in the Wellington Road multi-modal corridor study</li> <li>➤ General public acceptance of the proposals with more people agreeing than disagreeing</li> </ul>

Disadvantages
<ul style="list-style-type: none"> <li>➤ There are several pinch points on the route where the footway is less than the required minimum standard for a shared use facility and there is limited potential for widening. This would need to be explored at the detailed design stage.</li> <li>➤ Potential for providing improved active travel provision on Wellington Road may conflict with some of the proposals outlined in Wellington Road multi-modal corridor study</li> </ul>

### Active Travel Option C4

#### Enhanced active travel routes between ASH / proposed ETZ sites and Wellington Road (South)

The route would involve:

- A new delineated cycle route on Hareness Road to connect existing off-road provision on Coast Road and the shared footway provision on Wellington Road south of Souter Head roundabout
- Appropriate crossing facilities and signage as required

While the delivery of the route is broadly feasible more detailed design work would be required.



Advantages
<ul style="list-style-type: none"> <li>➤ Would provide a reasonably direct cycleway between the south / Cove and new harbour / both proposed ETZ sites</li> <li>➤ Partly off-road/segregated routes improve the safety of active travel access to the area</li> <li>➤ Sustainable travel option strengthens the 'green transition' ethos of the proposed ETZ</li> <li>➤ May encourage modal shift</li> <li>➤ Aligns with policy aspirations to improve active travel access, including on Wellington Road</li> <li>➤ Potential to build into the active travel proposal improvements considered in the Wellington Road multi-modal corridor study</li> <li>➤ General public acceptance of the proposals with more people agreeing than disagreeing</li> </ul>

Disadvantages
<ul style="list-style-type: none"> <li>➤ Interaction with HGV traffic on Hareness Road would need to be fully considered to avoid significant safety concerns. This would need to be explored at the detailed design stage</li> <li>➤ Concerns may be raised from drivers / businesses should a reduction in carriageway space be required</li> </ul>

## Risk and Uncertainty

All of the options have a level of attached risk and uncertainty surrounding their delivery and operation. The range of differing risks and uncertainty associated with each of the options has been considered as part of this appraisal. The most significant risks are noted here.

### Key Risks and Uncertainty

Option	Option Description	Key Risks and Uncertainty
Road - A2a/b	New road connection from Greenwell Road / Greenbank Road via St Fitticks Community Park to Coast Road with a new underbridge under the railway line	<ul style="list-style-type: none"> <li>■ Complex nature of new railway underpass likely to require extensive consultation and approvals from Network Rail</li> <li>■ Route design will likely constrain land availability within the proposed ETZ</li> <li>■ Community opposition to loss of St. Fitticks Park</li> <li>■ Potential escalation in landfill waste removal costs</li> <li>■ Underpass unable to be utilised by certain abnormal loads, reducing the use of the route and attractiveness of the connection</li> <li>■ Uncertainty around traffic estimates which may be too high, meaning a lower than estimated Benefit Cost Ratio for the scheme</li> </ul>
Road - A3a/b	New road connection from Greenwell Road / Greenbank Road via the former Ness Landfill site and a new bridge over the railway.	<ul style="list-style-type: none"> <li>■ New railway bridge will require consultation and approvals from Network Rail</li> <li>■ Gradient of new link from new bridge over the railway to Coast Road in excess of current design standards which may limit its use by freight traffic</li> <li>■ High potential for escalation in landfill waste removal costs and appropriate engineering solution</li> <li>■ Uncertainty around traffic estimates which may be too high, meaning a lower than estimated Benefit Cost Ratio for the scheme</li> </ul>
Road - A4	Improve the existing route via Hareness Road through the provision of a new bridge over the railway on Coast Road and capacity improvements.	<ul style="list-style-type: none"> <li>■ Some potential escalation in landfill waste removal costs</li> <li>■ Uncertain third-party land costs for adjacent landholdings along Coast Road to facilitate the creation of a wider road</li> <li>■ Uncertainty around traffic estimates which may be too high, meaning a lower than estimated Benefit Cost Ratio for the scheme</li> </ul>
Road - A5	New road connection between Coast Road and Souter Head Road and a new bridge over the railway on Coast Road.	<ul style="list-style-type: none"> <li>■ Cost and business disruption to impacted businesses required to relocate from eastern end of Souter Head Road, and businesses on Souter Head Road more generally</li> <li>■ Opposition from residents of Burnbanks Village due to noise and vibration impacts.</li> <li>■ Some potential escalation in landfill waste removal costs</li> <li>■ Uncertain third-party land costs for adjacent landholdings along Coast Road to facilitate the creation of a wider road</li> </ul>

Option	Option Description	Key Risks and Uncertainty
		<ul style="list-style-type: none"> <li>▪ Uncertainty around traffic estimates which may be too high, meaning a lower than estimated Benefit Cost Ratio for the scheme</li> </ul>
Bus - B1 / B2 / B4	<p>B1: Extended existing bus services</p> <p>B4: New direct bus service linking Aberdeen City Centre with ASH and proposed ETZ site(s)</p> <p>B5: New bus service loop linking Aberdeen city centre with ASH, proposed ETZ site (at St. Fitticks) and East Tullos Industrial Estate</p>	<ul style="list-style-type: none"> <li>▪ Bus operators not willing to extend existing or operate new services on a commercial basis</li> <li>▪ Financial risk to the Council if subsidy required to introduce new services</li> <li>▪ Uncertainty around passenger demand estimates which may be too high, meaning higher subsidy may be required than that estimated</li> <li>▪ Impact on exiting bus services, which may be scaled back or withdrawn</li> <li>▪ If Option A2a or A2b is not implemented, then Option B5 is not possible as it requires the link through St. Fitticks park.</li> <li>▪ In order to not run in parallel with existing commercial services, new subsidised bus service options would need to show a clearly different purpose to existing services (per legislation as contained in <i>Section 63 of the Transport Act 1985 (as amended)</i>). This may be difficult.</li> </ul>
Bus - B2	New bus service between ASH and Aberdeen City Centre for cruise passengers.	<ul style="list-style-type: none"> <li>▪ Uncertainty around the volume of cruise ships expected to utilise the new harbour and the exact requirements of onward land-based travel when ships are docked</li> </ul>
Active travel - C1 / C4	<p>C1: Enhanced active travel routes between ASH / proposed ETZ sites and Aberdeen City Centre</p> <p>C4: Enhanced active travel routes between ASH / proposed ETZ sites and Wellington Road (south)</p>	<ul style="list-style-type: none"> <li>▪ If use of the routes is not sufficient, the routes will not generate value for money</li> <li>▪ There may be concerns raised from drivers / businesses within Altens industrial estate should a reduction in carriageway space be required on Hareness Road to accommodate the active travel proposals</li> </ul>

# 1 Introduction

- 1.1.1 Aberdeen City Council (ACC) commissioned Stantec (formerly Peter Brett Associates LLP) in October 2017 to undertake an appraisal of transport connections for the new Aberdeen South Harbour (ASH) located at the Bay of Nigg in Aberdeen. The aim of the study was to examine transport connectivity for the site and identify appropriate transport infrastructure and connectivity upgrades to be taken forward for detailed appraisal in the context of the Aberdeen City Region Deal.
- 1.1.2 The City Region Deal Agreement recognises the importance of the new harbour in accommodating existing and future demands on the port, noting that the project has national and regional significance. The City Region Deal Agreement states that '*both the UK Government and the Scottish Government commit to maximising the impact of the harbour expansion on the wider regional economy*'. The study therefore seeks to develop transport interventions which can maximise the wider regional economic benefits of the harbour development.
- 1.1.3 The study was undertaken in line with Scottish Transport Appraisal Guidance (STAG) and covered the *Initial Appraisal: Case for Change* (reported in June 2018) and *Preliminary Options Appraisal* (September 2018) stages. The Preliminary Options Appraisal presented an appraisal of the options generated against the:
- Transport Planning Objectives (TPOs);
  - STAG criteria (Environment, Economy, Safety, Accessibility & Social Inclusion, and Integration); and
  - Implementability criteria (Feasibility, Affordability, and Public Acceptability).
- 1.1.4 The options were sifted into a more refined list with a final set of options recommended for further appraisal at the STAG *Detailed Options Appraisal* stage.
- 1.1.5 Subsequently, in March 2019, Stantec was further commissioned to undertake a *Detailed Options Appraisal* for the short-listed options. This report details the work undertaken to appraise the options and presents the findings of the appraisal.
- 1.1.6 The *Detailed Options Appraisal* covers:
- Further option development;
  - Development of harbour market scenarios;
  - Traffic modelling and economic appraisal;
  - Assessment of the options against:
    - Transport Planning Objectives;
    - STAG appraisal criteria;
    - Implementability considerations;
    - Cost to Government; and Risk and Uncertainty; and
  - Consultation and Engagement.



## 1.2 An Evolution of the Focus: Energy Transition Zone

- 1.2.1 The initial scope of the study was to examine transport connectivity for the new Aberdeen South Harbour. The options developed at the *Initial Appraisal: Case for Change* stage and appraised at the *Preliminary Options Appraisal* stage were developed with this aim in mind. However, in March 2020, Aberdeen City Council published their Proposed 2020 Local Development Plan ('Proposed Plan'), which set out new proposed land use changes in the area in the immediate vicinity of the harbour.
- 1.2.2 Changes to the oil and gas sector in recent years means the industry is having to adapt and evolve and consider the potential for new more sustainable and lower/zero carbon energy resources. A 70-acre site (split between two areas) has been identified close to the new harbour which includes green space and the existing East Tullos industrial estates. The area has been earmarked in the Proposed 2020 Local Development Plan and described as the city's first 'Energy Transition Zone' (proposed ETZ). Under the proposals, the land would be set aside for the development of low or zero-carbon or renewable energy industries, with businesses focussing on wind, biomass, solar and tidal sectors. It would also see the creation of a hydrogen production plant and a shoreside energy hub.
- 1.2.3 The location identified for the proposed ETZ seeks to maximise development opportunities, with the proximity of the harbour a key enabler in the development and success of the zone. Access to the harbour is key to encouraging and supporting the delivery of low carbon energy and technologies, and alternative fuel production at the site, all facilitating the transition from oil and gas to green energy production.
- 1.2.4 In June 2020, the Scottish Government announced £62m in funding to support the oil and gas sector, focussed on north-east Scotland, to help the industry deal with the dual economic impacts of the COVID-19 pandemic and the crash in oil prices. The funding will go towards several projects, including the proposed ETZ.
- 1.2.5 This altered situation means the study now has a wider remit. This widened remit focusses on ensuring appropriate and robust transport connectivity for the harbour, the proposed ETZ and the surrounding industrial area, ensuring appropriate access to the harbour, and proposed ETZ area. Any new connections need to ensure appropriate linkages between the harbour, proposed ETZ, the nearby industrial areas of Altens and East Tullos, as well as to the wider business districts around Aberdeen, and further afield.
- 1.2.6 The emergence of the proposed ETZ necessitated a review of both the Transport Planning Objectives for the study and the options themselves. The size of the proposed ETZ and the activities likely to take place there are anticipated to generate traffic volumes greater than those envisaged for the new harbour and of a different vehicle composition. This has implications not just on the likely benefits of any new road connection, but places additional weighting on public transport and active travel connections to ensure appropriate sustainable transport connections for those employed to the site.

## 1.3 Energy Transition Zone Background

- 1.3.1 The Proposed Plan identifies two sites for the proposed ETZ:
- OP56 – St. FitticksPark: 18.2ha site
  - OP61 – Doonies Farm: 16.3ha site
- 1.3.2 It notes that "*OP56, along with OP61, will support renewable energy transition related industries in association with Aberdeen South Harbour. Any development at this site must have a functional association with the South Harbour which precludes it being located elsewhere, such as the size of the infrastructure preventing transport from other locations or requiring 'roll on / roll off' level access to the South Harbour. Appropriate environmental assessments will be*

required, including a Habitats Regulations Appraisal to accompany development proposals in order to avoid adverse effects on the qualifying interests of a range of Natura sites. A Flood Risk Assessment is also required. Other issues which need to be addressed include water quality, recreational access, habitat connectivity, compensatory planting and landscape buffering with residential areas. Joint Masterplan needed for OP56, OP61 and OP62 (Aberdeen South Harbour).”

- 1.3.3 The proposed sites for the proposed ETZ, OP56 and OP61, in relation to the new harbour, are shown in Figure 1:1.

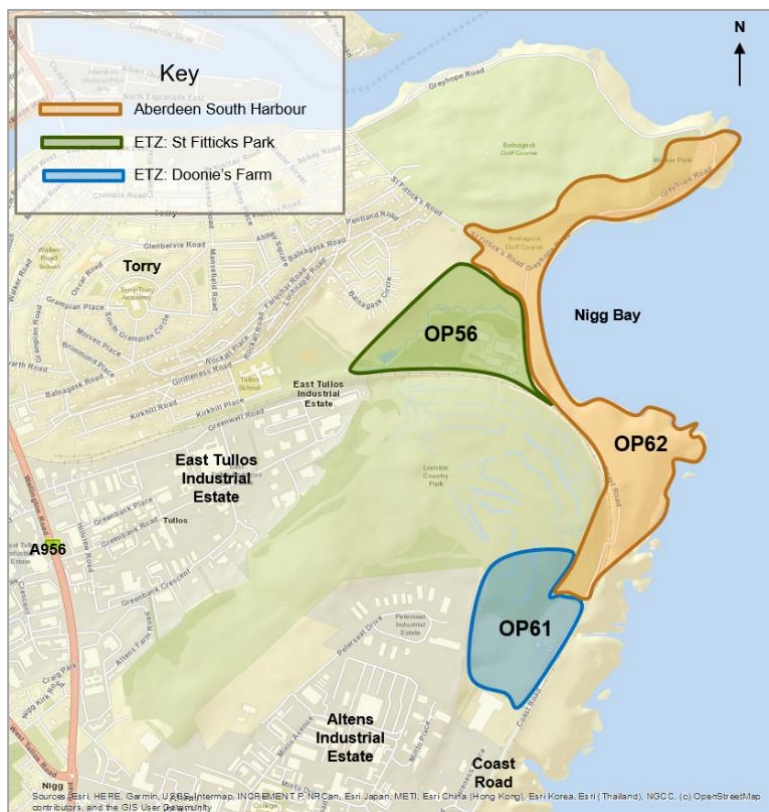


Figure 1:1: Approximate Energy Transition Zone and Aberdeen South Harbour Locations

- 1.3.4 Opportunity North East is leading on the development of an Outline Business Case (OBC) for the proposed ETZ, which includes the development of an outline masterplan to support the OBC.
- 1.3.5 It is recognised that several of the road options for this study provide a link between the East Tullos industrial estate, the proposed ETZ and the harbour with the alignment of these road options passing directly through the proposed ETZ site at St. Fitticks Park. This clearly has implications on the potential layout and useable land within the proposed ETZ.
- 1.3.6 While this study and the work being undertaken to develop the proposed ETZ are being undertaken separately, both studies are fully cognisant of the work being undertaken in the other study. Clearly the proposed ETZ site at St. Fitticks has the potential to benefit from improved connections to East Tullos but the scale of the benefit will be highly dependent on the activities being undertaken at the proposed ETZ site – which at this stage, are not yet fully established. These activities will, in turn, dictate the availability of land for a new road within the proposed ETZ site.
- 1.3.7 Given the proposed ETZ masterplanning work is ongoing, at this stage it is difficult to establish whether or not the proposed ETZ site and the activities to be located there can accommodate space for a road, and if a road is deemed to provide benefit, then the exact alignment of such a

road through the site and its purpose. To this end, while engineering work has been undertaken as part of this study to consider a link through St. Fitticks Park (linking East Tullos and the Coast Road), the exact alignments presented should not be taken as fixed and will be subject to change as development of the proposed ETZ site progresses.

#### **1.4 Wellington Road Multi-Modal Corridor Study**

- 1.4.1 The work being undertaken for this study has also taken cognisance of the ongoing *Wellington Road Multi-modal Corridor Study*. The study is looking at ways of improving travel for people and goods along the Wellington Road corridor. Among the objectives are improving air quality, facilitating school travel, safer travel for pedestrians and cyclists, and improving bus and freight movements. The study area is from A90(T) / A956 Charleston Interchange to the Queen Elizabeth Bridge. It also incorporates the side roads in proximity to Wellington Road, and any interaction with A90(T).
- 1.4.2 Additional traffic generated by the new harbour and proposed ETZ, as well as the infrastructure proposed under the various options being considered, have the ability to alter traffic flows, patterns, and routing in the Wellington Road area. The need to collaborate to ensure that options are complementary has been important during the option development and appraisal process for both studies. Where options have the potential to constrain or support the proposals of the *Wellington Road Multi-modal Corridor Study* this is noted within the appraisal reporting.

## 2 Smartening the Transport Planning Objectives

### 2.1 Introduction

2.1.1 The STAG states that at the start of any *Detailed Options Appraisal* the Transport Planning Objectives (TPOs) for the study should be revisited and ‘SMART-ened’ as much as possible. In this case there has been a material change in the form of new allocations from the Proposed Plan in the land neighbouring Aberdeen South Harbour (ASH). The allocation of the Energy Transition Zone (proposed ETZ) in the area would be expected to have a material effect on the volume and type of traffic moving to and from the ASH area.

2.1.2 The proposed ETZ is at the conceptual stage, albeit there are defined land packages in the LDP and the nature of the activity which would be permitted there has been very broadly defined as having a requirement to be in proximity to ASH. The proposed ETZ has a transport impact in its own right and clearly has the potential to impact on the nature of the activities at ASH.

2.1.3 There are therefore now two main variables:

- The quantity and type of traffic associated with **ASH**: commercial vehicle traffic; car-based travel; public transport journeys; and active travel journeys.
- The quantity and type of traffic associated with the **proposed ETZ**: commercial vehicle traffic; car-based travel; public transport journeys; and active travel journeys.

### 2.2 Smartening the Objectives

2.2.1 Given this widened focus of the study, the TPOs have been revisited to ensure they are still relevant. This has also provided an opportunity to rationalise the number of TPOs from the set of nine at the end of the Preliminary Appraisal.

2.2.2 Table 2:1 presents the original set of objectives on the left alongside their corresponding revised objectives on the right.

Table 2:1: Revising the Transport Planning Objectives

TPO No.	Preliminary Appraisal Objective	New TPO No.	Revised Objective
TPO1	Provide a designated Heavy Goods Vehicle (HGV) route to/from ASH which is more efficient than alternative routes to help minimise inappropriate routing, environmental and nuisance impacts	TPO1	Provide a designated Heavy Goods Vehicle (HGV) route to/from ASH / proposed ETZ sites which is more efficient than alternative routes to: <ul style="list-style-type: none"> <li>• minimise journey times to Aberdeen Western Peripheral Route (AWPR) / Charleston junction and King George VI Bridge; and</li> <li>• help minimise inappropriate routeing and environmental and nuisance impacts</li> </ul>
TPO2	Minimise the impacts of harbour traffic on Hareness Road, a key access route for proposed development	-	Wrapped up with TPO1.
TPO3	Maximise the landside opportunities for harbour related economic activity	TPO2a	Maximise connectivity by all modes (car, public transport, and active travel) between Aberdeen

TPO No.	Preliminary Appraisal Objective	New TPO No.	Revised Objective
			South Harbour / Energy Transition Zone and prospective workers at the sites
		TPO2b	Maximise connectivity between proposed ETZ and other energy-related businesses in the Aberdeen area (Business to Business)
TPO4	Minimise travel times by road between ASH and the Aberdeen Western Peripheral Route (AWPR) / Charleston junction and King George VI Bridge	-	Wrapped up with TPO1.
TPO5	Provide an access route to / from ASH for abnormal loads which avoids residential areas	TPO3	Futureproof access to the proposed ETZ / ASH for the widest range of abnormal loads possible and minimise the impact of abnormal loads travelling from and to the proposed ETZ / ASH
TPO6	Provide connections to / from ASH which help to tackle any perceptions of poor quality access to and from the harbour	-	-
TPO7	Provide appropriate public transport connections to / from ASH reflecting the type of activity at the harbour	-	Wrapped up in TPO2a
TPO8	Provide appropriate active travel connections to / from ASH reflecting the type of activity at the harbour	-	Wrapped up in TPO2a
TPO9	Improve the resilience of transport connections to and from ASH /proposed ETZ	TPO4	Improve the resilience of transport connections to and from ASH /proposed ETZ (Retained as is)
-	-	TPO5	Maximise the intermodal opportunities between the proposed ETZ and the existing rail network

2.2.3 The final TPOs for the Detailed Options Appraisal are shown in Table 2:2.

Table 2:2: Final Detailed Options Appraisal Transport Planning Objectives

TPO No.	Detailed Options Appraisal Objective
TPO1	Provide a designated Heavy Goods Vehicle (HGV) route to/from ASH which is more efficient than alternative routes to:

TPO No.	Detailed Options Appraisal Objective
	<ul style="list-style-type: none"> <li>• minimise journey times to Aberdeen Western Peripheral Route (AWPR) / Charleston junction and King George VI Bridge; and</li> <li>• help minimise inappropriate routeing and environmental and nuisance impacts</li> </ul>
TPO2a	Maximise connectivity between ASH / proposed ETZ and prospective workers at the site
TPO2b	Maximise connectivity between proposed ETZ and other energy-related businesses in the Aberdeen area (Business to Business)
TPO3	Futureproof access to the proposed ETZ / ASH for the widest range of abnormal loads possible and minimise the impact of abnormal loads travelling from and to the proposed ETZ / ASH
TPO4	Improve the resilience of transport connections to and from ASH /proposed ETZ
TPO5	Maximise the intermodal opportunities between the proposed ETZ and the existing rail network

2.2.4 Discussion on how each TPO has been appraised is presented in Chapter 6 with associated detail in Appendix D .

## 3 Revising the Options

### 3.1 Options recommended from the Preliminary Options Appraisal

3.1.1 At the end of the Preliminary Options Appraisal, several options were recommended for further appraisal. These included road, public transport, and active travel options. These options are described in Table 3:1, with the road, public transport and active travel options shown in Figure 3:1, Figure 3:2 and Figure 3:3 respectively.

Table 3:1: Options recommended for further appraisal at Detailed Options Appraisal stage

Mode	Option ID	Option Description
Road	A2a/b	New road connection from Greenwell Road / Greenbank Road via St Fitticks Community Park to Coast Road with a new underbridge under the railway line
	A3a/b	New road connection from Greenwell Road / Greenbank Road via the former Ness Landfill site and a new bridge over the railway <i>In addition, a variant of Option A3 which instead of a new bridge comprises a link around the perimeter of the Ness landfill site to Coast Road has been explored.</i>
	A4	Improve the existing route via Hareness Road through the provision of a new bridge over the railway on Coast Road and capacity improvements.
	A5	New road connection between Coast Road and Souter Head Road and a new bridge over the railway on Coast Road
Public Transport	B1	Extend / enhance existing bus services between ASH and Aberdeen City Centre.
	B2	New bus service between ASH and Aberdeen City Centre for cruise passengers.
Active Travel	C1	Enhanced active travel routes between the Bay of Nigg and Aberdeen City Centre.
	C3	Dedicated active travel route from Coast Road through Tullos Hill to the A956 with onward connections to the Deeside Way.



Figure 3:1: Road Options Recommended from Preliminary Options Appraisal





Figure 3.2: Public Transport Options Recommended from Preliminary Options Appraisal



Figure 3.3: Active Travel Options Recommended from Preliminary Options Appraisal

## 3.2 Revising the Options

- 3.2.1 As noted above, the initial scope of the study was to examine transport connectivity to / from the new Aberdeen South Harbour. Options appraised at the *Preliminary Options Appraisal* stage, and subsequently recommended for further appraised were assessed with this aim in mind. However, as noted above, in March 2020, Aberdeen City Council published their Proposed 2022 Local Development Plan, which set out land use changes in the area in the immediate vicinity of the harbour.
- 3.2.2 This altered situation means the study now has a wider remit. The altered focus now considers connectivity not just focussed on the harbour, but additionally on the proposed ETZ sites and the surrounding industrial area. This has required the options to be revisited. This has been undertaken to ensure appropriate access for both freight traffic to the harbour, and the volume of commuting traffic that the proposed ETZ is anticipated to generate. Appropriate linkages between the harbour, proposed ETZ, and the nearby industrial areas of Altens and Tullos, are vital to ensuring the success of the proposed ETZ and harbour area sites.

## 3.3 Road Options

- 3.3.1 The road options developed are still considered appropriate given the evolution of the study focus. The two proposed ETZ sites proposed in the Local Development Plan are located on the Coast Road and would benefit from the road options as recommended from the Preliminary Options Appraisal and shown in Figure 3:1. Some minor changes to the road options were however made at the Detailed Options Appraisal stage. These include:
- Option A2a and A3a: Inclusion of a short two-lane approach section on Greenwell Road at Wellington Road
  - Option A4: The removal of any improvement at the Hareness Road / Wellington Road roundabout. This was not deemed necessary on viewing the traffic model utilised for the study with the traffic flows anticipated. Consideration of potential changes at this junction are also being considered as part of the Wellington Road Multi-modal Corridor study.
  - Option A5: The removal of any improvement at the Hareness Road / Wellington Road roundabout and the Souter Head Road / Wellington Road roundabout. This was not deemed necessary on viewing the traffic model utilised for the study with the traffic flows anticipated. Consideration of potential changes at these junctions are also being considered as part of the Wellington Road Multi-modal Corridor study.
- 3.3.2 Appendix A presented more detailed engineering drawings showing the final road options for appraisal at this stage of the study.
- 3.3.3 It should be noted that Options A2a and A2b route through St. Fitticks Park to link to the Coast Road. When the route through the park was considered, the proposed ETZ had not yet emerged for consideration. Therefore, it is likely that the precise route the options would take through the park would be dependent on the Masterplan for the proposed ETZ site. It may be that the road may form a 'boundary' for the proposed ETZ, routeing along the edge of the site, or it may route centrally within the site. This would require close on-going dialogue with Aberdeen City Council and Opportunity North East as the masterplan for the site is progressed to ensure the road design is developed to best meet the needs of the site.
- 3.3.4 Detailed consideration of the feasibility of the roads options and their routeing is discussed in the Implementability Appraisal in Section 8.

## 3.4 Public Transport Options

- 3.4.1 The emergence of the proposed ETZ, and the activities likely to take place there are anticipated to generate traffic volumes far greater than those envisaged for the new harbour and of a

different vehicle composition. This has implications for the public transport options which previously focussed on access to the new harbour. To ensure appropriate sustainable transport connections for those commuting to the proposed ETZ sites (and the harbour), the public transport options have been revisited.

**Option B1: Enhancements to existing routes**

- 3.4.2 Following a review of Option B1 it was noted that existing proposals are sufficient to serve both ASH and the St Fitticks Park proposed ETZ site, but that additional action would be required to connect to the proposed ETZ site at Doonies Farm.
- 3.4.3 Prior to October 2019, First Bus operated peak time weekday variations to the service 3 and 18 bus routes which routed through the Altens Industrial Estate to the Hareness Place turning circle, approximately 400m south of the Doonies Farm site. However, by early 2020 both variations were all but removed from the timetable. It is proposed that both service variations are reinstated to support accessibility at to the Doonies Farm proposed ETZ site.
- 3.4.4 It is noted that these services would still require a short walk, around 400m, from the Hareness Place turning circle to the Doonies Farm site. A suitable access would be required around the boundary of the Suez recycling centre to provide access to Doonies Farm. An alternative route via the existing shared use path along Coast Road would extend the walk required to over 1km (walking back onto Hareness Road then over Coast Road to join the path and then re-crossing Coast Road further north to enter the Doonies Farm site).
- 3.4.5 Combined, these routes would offer good access to ASH and the proposed ETZ sites from the North, South and West. The revised Option B1 is shown in Figure 3:4.

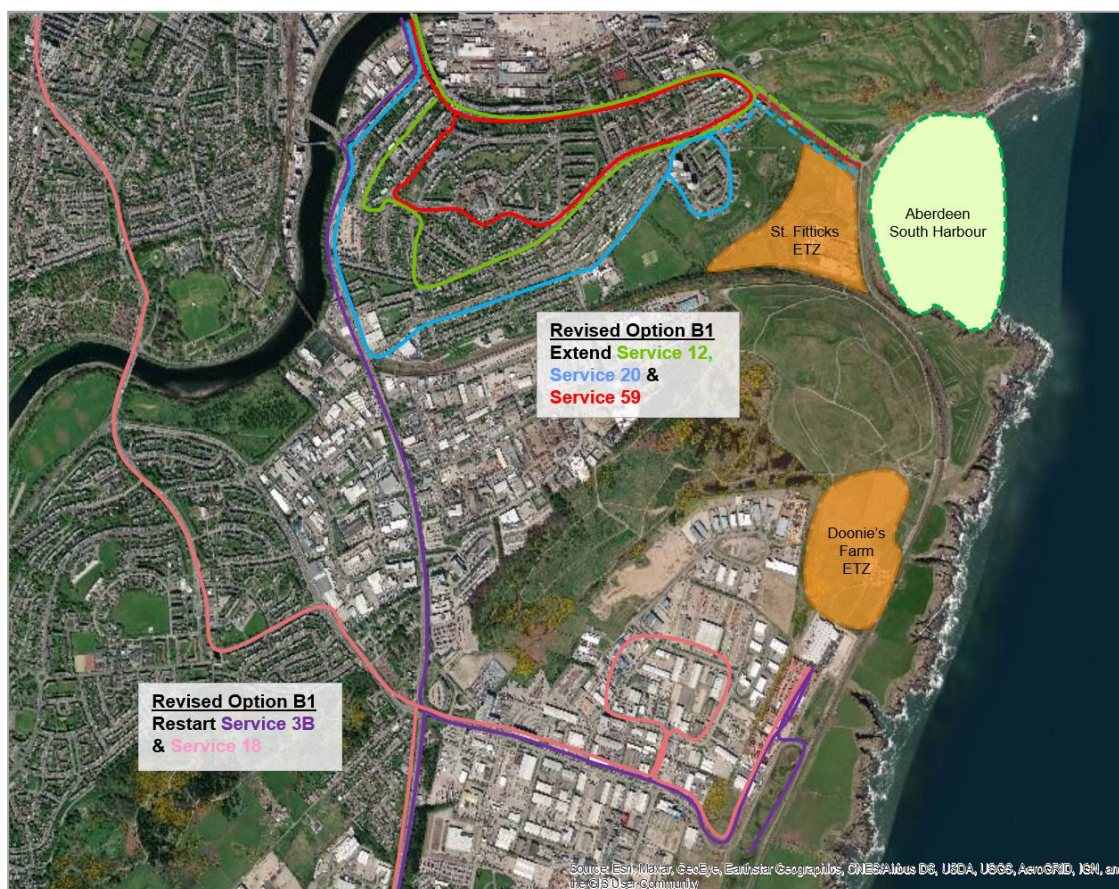


Figure 3:4: Revised Public Transport Option B1

**Option B2: New bus service for cruise passengers**

3.4.6 Option B2 aims to provide a new bus service between ASH and Aberdeen City Centre for cruise passengers. This is still considered appropriate and is retained as it is, as shown in Figure 3:5.



Figure 3:5: Public Transport Option B2

**Option B4: New bus service linking Aberdeen city centre with ASH and proposed ETZ sites**

3.4.7 A new bus route option is added, Option B4, which would be a service which will serve ASH and both the proposed ETZ sites at St. Fitticks and Doonies Farm. This route would not be reliant on any new road infrastructure. The route is shown in Figure 3:6.



Figure 3:6: Public Transport Option B4

3.4.8 It is provisionally anticipated that the new service would operate at a half hourly frequency during peak times and hourly during the interpeak, although more detailed consideration is required to understand anticipated shift patterns at the proposed ETZ and ASH sites and provide an appropriate service accordingly.

**Option B5: New bus service loop linking Aberdeen city centre with ASH, proposed ETZ site (at St. Fitticks) and East Tullos Industrial Estate**

3.4.9 A further new bus route option is added, Option B5, which would be a local loop through East Tullos and Torry serving the ASH and the proposed ETZ site at St. Fitticks. This route would require road Option A2a or Option A2b to be in place to provide the connection between the proposed ETZ and East Tullos. The route is shown in Figure 3:7. Similarly, to Option B4, it is provisionally anticipated that the new service would operate at a half hourly frequency during peak times and hourly during the interpeak, although more detailed consideration is required to understand anticipated shift patterns and provide an appropriate service accordingly.



Figure 3:7: Public Transport Option B5

### 3.5 Active Travel Options

3.5.1 The *Preliminary Options Appraisal* recommended that Active Travel Options C1 and C3 were brought forward for detailed appraisal. These options were:

- Option C1: Enhance active travel routes between the Bay of Nigg and Aberdeen City Centre. This option uses a combination of off-road infrastructure, segregated infrastructure, and quiet streets.
- Option C3: Provide a dedicated active travel route from Coast Road through Tullos Hill to the A956 with onward connections to the Deeside Way.

3.5.2 Revisions to these routes are discussed below.

#### Option C1: Enhanced active travel routes between ASH / proposed ETZ sites and Aberdeen City Centre

3.5.3 Option C1 provides access to and from ASH from the north with Option C3 providing access to and from the west.

3.5.4 Option C1, as defined from the *Preliminary Options Appraisal*, remains a suitable option for providing access to both ASH and the adjacent St. Fitticks proposed ETZ site. However, it is suggested that this route is amended to run through the proposed ETZ site to Coast Road (and be considered and included in any proposed ETZ Masterplan) or run along the route of the new road if road Option A2a/b is selected.

3.5.5 If road Option A2a/b were not progressed then to facilitate access southwards from the St. Fitticks proposed ETZ site to the Doonies Farm site, an additional section of path is proposed

to extend along the southern edge of the proposed ETZ (adjacent to waste water treatment works) to Coast Road (from where an existing path offers an off-road connection to Doonies Farm). There is currently a beaten earth track along this alignment, which would require to be formalised and upgraded, to additionally tie into the existing pedestrian bridge over the railway line. This option would then provide good access to both proposed ETZ sites and ASH from the north.

3.5.6 Additionally, Option C1 could be extended West to connect to the Deeside Way. This would require a section of route along Wellington Road and part way along Abbotswell Road, as shown below, before joining an off-road path to connect to the Deeside Way via the bridge over the River Dee on Great Southern Road.

3.5.7 The revised Option C1 is shown in Figure 3:8.



Figure 3:8: Revised Active Travel Option C1

**Option C3: Dedicated active travel route from Coast Road through Tullos Hill to the A956 with onward connections to the Deeside Way.**

3.5.8 Given the ability to link Option C1 to the Deeside Way, which would provide more direct access to the ASH and proposed ETZ sites, it is not recommended to progress Option C3 further.

**Option C4: Enhanced active travel routes between ASH / proposed ETZ sites and Wellington Road (south)**

3.5.9 A new option, Option C4 is proposed. With the formalisation of aspirations for the proposed ETZ, additional consideration is needed to provide active travel access to the Doonies Farm proposed ETZ site which sits approximately 1.5km south of ASH. As such, an additional active travel option, Option C4, is proposed to facilitate access from the south.

3.5.10 Option C4 would extend from the A956 Wellington Road eastwards along Hareness Road and north via the existing segregated Coast Road shared use path. Detailed examination of the various active travel improvements on Hareness Road would be required, including potential signage upgrades, widened pavements etc.

3.5.11 The new active travel option, Option C4, is shown in Figure 3:9.



Figure 3:9: New Active Travel Option C4

3.5.12 It should be noted that whichever road option is chosen should be designed to accommodate active travel modes. To this end, the road Option A2a/b would assume to include active travel provision alongside the route to connect from East Tullos into and through the proposed ETZ site at St. Fitticks. Similarly, road Option A5 would provide provision for an active travel route along the new link into and through Altens connecting to the existing Coast Road route.

### 3.6 Final Options for Detailed Options Appraisal

3.6.1 The final set of options, which have therefore been appraised at this Detailed Options Appraisal stage are shown in Table 3:2.

Table 3:2: Final options for Detailed Options Appraisal

Mode	Option ID	Option Description
Road	A2a/b	New road connection from Greenwell Road / Greenbank Road via St Fitticks Community Park to Coast Road with a new underbridge under the railway line
	A3a/b	New road connection from Greenwell Road / Greenbank Road via the former Ness Landfill site and a new bridge over the railway  <i>In addition, a variant of Option A3 which instead of a new bridge comprises a link around the perimeter of the landfill site to the</i>



Mode	Option ID	Option Description
		<i>location of the existing bridge on Coast Road will also be explored.</i>
	A4	Improved the existing route via Hareness Road through the provision of a new bridge over the railway on Coast Road with widening of Coast Road.
	A5	New road connection between Coast Road and Souter Head Road and a new bridge over the railway on Coast Road with widening of Coast Road.
Public Transport	B1	Extended / enhanced existing bus services between ASH / proposed ETZ sites (at both St. Fitticks and Doonies Farm) and Aberdeen City Centre
	B2	New bus service between ASH and Aberdeen City Centre for cruise passengers
	B4	New direct bus service linking Aberdeen City Centre with ASH and proposed ETZ site(s)
	B5	New bus service loop linking Aberdeen city centre with ASH, proposed ETZ site (at St. Fitticks) and East Tullos Industrial Estate (dependent on new road link between proposed ETZ and East Tullos)
Active Travel	C1	Enhanced active travel routes between ASH / proposed ETZ sites and Aberdeen City Centre / Deeside Way
	C4	Enhanced active travel routes between ASH / proposed ETZ sites and Wellington Road (south)

## 4 Detailed Options Appraisal: Geographical, Social and Economic Context

### 4.1 Geographical Context

- 4.1.1 ASH is located at the Bay of Nigg, approximately 0.8km to the south east of Aberdeen City Centre and the existing Aberdeen harbour. To the immediate north and west are the Nigg Bay Golf Club, Balnagask Golf Course and St. Fitticks Community Park, which form part of the broader Torry/Balnagask residential area. To the south west lies the Former Ness Landfill site and the Altens and East Tullos industrial estates.
- 4.1.2 The Proposed Plan proposed ETZ site, as shown in Figure 1:1, encompasses a site at St. Fitticks Park, due west of the new harbour and a site at Doonies Farm approximately 1.5km south of the new harbour. In addition, the overall strategy for the proposed ETZ encompasses the ongoing regeneration of East Tullos industrial estate.
- 4.1.3 Existing freight routes to the harbour permit HGV access to this area only from the south via the A956, Hareness Road and Coast Road/St. Fitticks Road, presenting a convoluted route for access from north or west Aberdeen. There is a general perception that access to and from the new harbour area is poor, with the Coast Road and Victoria Road viewed as unsuitable for large volumes of HGV and general traffic. In addition, the railway bridge on Coast Road is an issue for some abnormal loads, a particular issue for the renewables sector.

### 4.2 Social Context

- 4.2.1 The Torry residential area sits to the west of the proposed new harbour. Overall, Torry suffers from relatively high levels of unemployment, deprivation, and poor health.
- 4.2.2 SIMD 2020 shows five out of six datazones in Torry East are within the 10% most deprived in Scotland, and all six are within the 20% most deprived. In Torry West, three of the seven datazones fall within the 10% most deprived bracket, and six of seven are within the 20% most deprived, as shown in Figure 4:1. In general, these zones score poorly in all metrics except for geographic access.

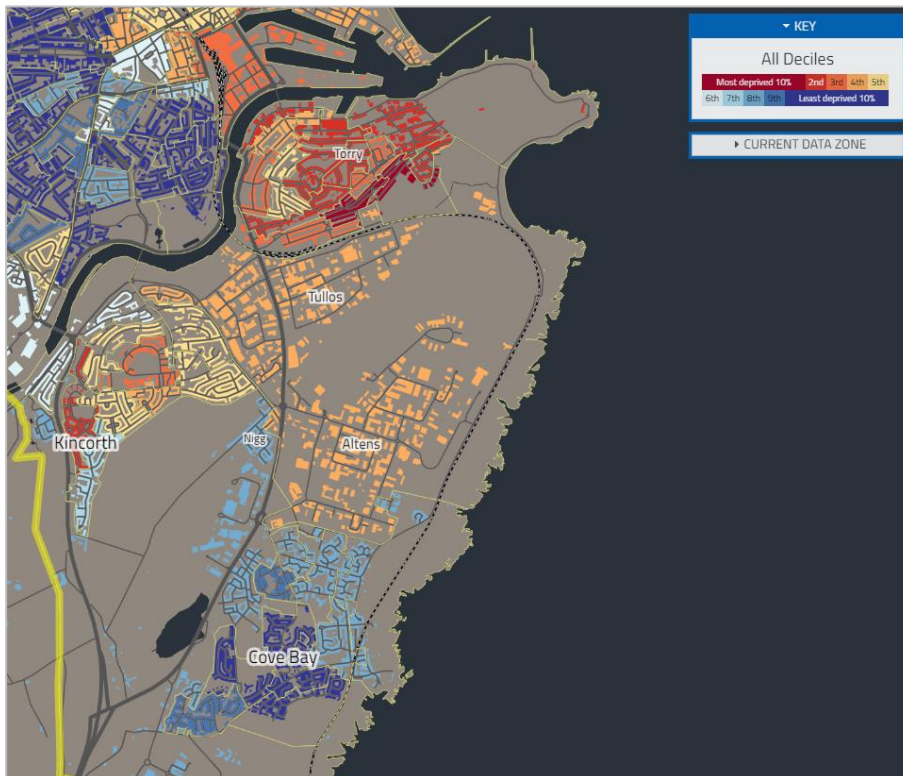


Figure 4:1: SIMD 2020<sup>2</sup>

- 4.2.3 In 2016, the median household income in Torry was £20,031 compared to £30,735 across Aberdeen as a whole. Within Torry itself there is considerable income inequality with median household incomes varying from £14,772 in one datazone to almost double that in others<sup>3</sup>.
- 4.2.4 It is planned that the new harbour, proposed ETZ and related infrastructure will provide local employment opportunities and reduce deprivation in these areas local to the harbour.

### 4.3 Economic Context

- 4.3.1 ASH and the proposed ETZ are located close to a large industrial area, which includes the Tullos and Altens industrial estates. These estates fall within the Cove North Intermediate Zone and in 2018 this area hosted approximately 16,000 jobs. The principal employment sectors are Professional, Scientific & Technical (3,000 employees), Mining, Quarrying & Utilities (2,250 employees) and Manufacturing (1,750 employees)<sup>4</sup>.
- 4.3.2 Like much of Aberdeen, employment in Cove North has historically been heavily dependent on the oil industry and the 2014 oil crash resulted in significant job losses. Between 2015 and 2018, 3,000 jobs were lost in Cove North (2,750 of which were lost from the Mining, quarrying and utilities sector).
- 4.3.3 While oil prices have again reached new lows, creation of a new harbour, the Energy Transition Zone and supporting infrastructure are likely to lead to opportunities for the wider hinterland. This is likely to help boost job numbers in Cove North and Torry and be a significant opportunity for both Altens and East Tullos industrial estates given their proximity to the harbour.

<sup>2</sup> <https://simd.scot/#/simd2020/>

<sup>3</sup> <https://communityplanningaberdeen.org.uk/wp-content/uploads/2016/05/Locality-1-Full-Strategic-Assessment.pdf>

<sup>4</sup> <https://www.ons.gov.uk/searchdata?q=BRES>

- 4.3.4 The facilities at ASH have been designed to be flexible and adaptable to accommodate a range of industry sectors. There are several markets for the new harbour including oil and gas, decommissioning, subsea activities, renewables, cruise tourism and general and bulk cargo.
- 4.3.5 Altens is at present a much more prosperous location than East Tullos, with the standard of units much higher and the area home to several head offices, particularly within the oil and gas sector. In contrast, East Tullos is an older industrial estate (one of Aberdeen's first) with poorer quality units, many of which were developed during the 1950s. As noted above, the plans for the development of the proposed ETZ encompass the regeneration of the East Tullos industrial estate area.

## 5 Detailed Options Appraisal: Aberdeen South Harbour and Energy Transition Zone - Scenario Development

### 5.1 Introduction

- 5.1.1 The options developed for this study aim to ensure appropriate and robust transport connectivity for the harbour, the proposed ETZ and the surrounding industrial area, ensuring suitable access for both freight traffic to the harbour, and the volume of commuting and business traffic that the proposed ETZ is anticipated to generate.
- 5.1.2 Before any appraisal work was undertaken, a key step was to estimate the potential traffic generation for both the new harbour and the proposed ETZ sites.
- 5.1.3 Two traffic generation scenarios were developed for both the ASH and the proposed ETZ:
- 'Core' scenario; and
  - 'High' scenario – the core scenario + 25% additional ASH and proposed ETZ traffic.
- 5.1.4 Appendix A sets out the methodology for the development of traffic demand estimates for both sites for the core scenario. A high-level summary is provided here.

### 5.2 Aberdeen South Harbour – Traffic Generation

- 5.2.1 A first principles estimate of ASH trip generation was undertaken. The approach taken involved the following broad steps:
- Estimating annual cargo tonnage at ASH – based on the relationship between quay length and cargo tonnage seen at comparator UK ports;
  - Estimating annual trip generation – influenced by the anticipated cargo to be handled by the port – with an understanding of this derived through discussion with the Aberdeen Harbour Board and consideration of broad freight types at the comparator ports; and
  - Profiling trips across an average day – based on the 2015 Transport Assessment developed for the new harbour with a similar traffic distribution pattern applied.
- 5.2.2 The resulting daily trips generated are shown in Table 5:1 and Table 5:2 for the Core and High traffic scenarios, respectively.

Table 5:1: Aberdeen South Harbour – Daily Trip Generation – Core Scenario

Time	Arrivals			Departures		
	Car/LGV	HGV	Total	Car/LGV	HGV	Total
0700-0800	47	12	59	8	18	26
0800-0900	31	11	41	16	14	30
0900-1000	31	16	47	25	13	38
1000-1100	32	22	54	30	21	52
1100-1200	39	24	63	53	21	74
1200-1300	37	16	53	36	17	52
1300-1400	28	21	49	28	15	43

Time	Arrivals			Departures		
	Car/LGV	HGV	Total	Car/LGV	HGV	Total
1400-1500	28	40	68	29	31	60
1500-1600	20	31	51	24	33	58
1600-1700	17	24	42	24	19	43
1700-1800	3	14	16	40	21	62
1800-0700	89	36	124	86	44	130
<b>Daily</b>	400	267	667	400	267	667

Table 5.2: Aberdeen South Harbour – Daily Trip Generation – High Scenario

Time	Arrivals			Departures		
	Car/LGV	HGV	Total	Car/LGV	HGV	Total
0700-0800	59	15	74	10	23	33
0800-0900	39	14	51	20	18	38
0900-1000	39	20	59	31	16	48
1000-1100	40	28	68	38	26	65
1100-1200	49	30	79	66	26	93
1200-1300	46	20	66	45	21	65
1300-1400	35	26	61	35	19	54
1400-1500	35	50	85	36	39	75
1500-1600	25	39	64	30	41	73
1600-1700	21	30	53	30	24	54
1700-1800	4	18	20	50	26	78
1800-0700	111	45	155	108	55	163
<b>Daily</b>	500	334	834	500	334	834

### 5.3 Energy Transition Zone - Traffic Generation

- 5.3.1 For the proposed ETZ, 34.5 hectares of land has been earmarked at St. Fitticks Park and Doonies Farm for development. Plans for the proposed ETZ are at a very early stage, and so the exact nature of development is unknown, but it is anticipated that the proposed ETZ will host a variety of businesses associated with the generation of renewable energy and the development of green technologies. Given the early stage of proposed ETZ planning, there is considerable uncertainty as to how much traffic will be generated at the site. For the purposes of appraisal and traffic modelling though an estimate is required.
- 5.3.2 In the absence of information on the exact nature of development at the proposed ETZ (and for example any meaningful data in traffic generation databases such as TRICS), the Siemens Green Port Hull (SGPH) site at Alexandra Dock in Hull was taken as a 'model' as the type of activity which may emerge at the site. SGPH comprises a wind turbine manufacturing facility, offices, warehousing, and a marine installation/commissioning base. Information from the Traffic and Transportation Chapter of the Environmental Statement for the SGPH site was therefore used to inform estimates of trip generation at the proposed ETZ. This included allowance for an opening phase and an operational phase for the site.
- 5.3.3 Daily staff numbers for the SGPH site were *pro-rated* down based on the size of the proposed ETZ sites in comparison to the Hull site. This provided an estimate of proposed ETZ daily staff numbers. Data was obtained from the 2011 census on the modal split of TTW trips for workplaces in the Cove North Intermediate Zone. This modal split was then applied to staff trip numbers to generate an estimate of trip generation by mode. The profiling of traffic arrivals and

departures at the site was developed assuming that each member of staff would make two trips in a 24 hour period, and that staff would arrive and depart the proposed ETZ at the same times and in the same proportions as staff at the SGPH site.

- 5.3.4 Heavy vehicle trip distribution was assumed to be as per the Aberdeen South Harbour Transport Assessment for both the St Fitticks and Doonies Farm sites. While there are more direct routes available for some traffic, HGV traffic must use the defined freight network which limits route options.
- 5.3.5 Light vehicle trip distribution was estimated based on the home origins of those working in the Cove North Intermediate Zone according to the TTW data from the 2011 Census Traffic.
- 5.3.6 The resulting daily trips generated are shown in Table 5:3 and Table 5:4 for the Core and High traffic scenarios, respectively.

Table 5:3: Energy Transition Zone – Daily Trip Generation – Core Scenario

<b>Proposed ETZ - OPENING PHASE (2026)</b>									
<b>Time</b>	<b>Arrivals</b>			<b>Departures</b>			<b>Arrivals + Departures</b>		
	<b>Light</b>	<b>Heavy</b>	<b>Total</b>	<b>Light</b>	<b>Heavy</b>	<b>Total</b>	<b>Light</b>	<b>Heavy</b>	<b>Total</b>
0700-0800	4	0	4	30	0	30	35	0	35
0800-0900	89	9	98	19	9	28	108	18	126
0900-1000	10	0	10	10	0	10	20	0	20
1000-1100	10	0	10	10	0	10	20	0	20
1100-1200	10	0	10	10	0	10	20	0	20
1200-1300	10	0	10	10	0	10	20	0	20
1300-1400	10	0	10	10	0	10	20	0	20
1400-1500	10	0	10	10	0	10	20	0	20
1500-1600	23	0	23	35	0	35	58	0	58
1600-1700	13	0	13	93	0	93	107	0	107
1700-1800	0	0	0	0	0	0	0	0	0
1800-0700	61	0	61	13	0	13	75	0	75
<b>Daily</b>	<b>250</b>	<b>9</b>	<b>259</b>	<b>250</b>	<b>9</b>	<b>259</b>	<b>500</b>	<b>18</b>	<b>518</b>
<b>Proposed ETZ - OPERATIONAL PHASE (2041)</b>									
<b>Time</b>	<b>Arrivals</b>			<b>Departures</b>			<b>Arrivals + Departures</b>		
	<b>Light</b>	<b>Heavy</b>	<b>Total</b>	<b>Light</b>	<b>Heavy</b>	<b>Total</b>	<b>Light</b>	<b>Heavy</b>	<b>Total</b>
0700-0800	6	0	6	45	0	45	51	0	51
0800-0900	120	12	132	20	12	33	140	25	165
0900-1000	16	0	16	16	0	16	32	0	32
1000-1100	16	0	16	16	0	16	32	0	32
1100-1200	16	0	16	16	0	16	32	0	32
1200-1300	16	0	16	16	0	16	32	0	32
1300-1400	16	0	16	16	0	16	32	0	32
1400-1500	16	0	16	16	0	16	32	0	32
1500-1600	37	0	37	54	0	54	91	0	91
1600-1700	13	0	13	125	0	125	139	0	139
1700-1800	0	0	0	0	0	0	0	0	0
1800-0700	90	0	90	21	0	21	111	0	111
<b>Daily</b>	<b>360</b>	<b>12</b>	<b>373</b>	<b>360</b>	<b>12</b>	<b>373</b>	<b>721</b>	<b>25</b>	<b>745</b>

Table 5.4: Energy Transition Zone – Daily Trip Generation – High Scenario

<b>Proposed ETZ - OPENING PHASE (2026)</b>									
<b>Time</b>	<b>Arrivals</b>			<b>Departures</b>			<b>Arrivals + Departures</b>		
	<b>Light</b>	<b>Heavy</b>	<b>Total</b>	<b>Light</b>	<b>Heavy</b>	<b>Total</b>	<b>Light</b>	<b>Heavy</b>	<b>Total</b>
0700-0800	5	0	5	38	0	38	44	0	44
0800-0900	111	11	123	24	11	35	135	23	158
0900-1000	13	0	13	13	0	13	25	0	25
1000-1100	13	0	13	13	0	13	25	0	25
1100-1200	13	0	13	13	0	13	25	0	25
1200-1300	13	0	13	13	0	13	25	0	25
1300-1400	13	0	13	13	0	13	25	0	25
1400-1500	13	0	13	13	0	13	25	0	25
1500-1600	29	0	29	44	0	44	73	0	73
1600-1700	16	0	16	116	0	116	134	0	134
1700-1800	0	0	0	0	0	0	0	0	0
1800-0700	76	0	76	16	0	16	94	0	94
<b>Daily</b>	<b>313</b>	<b>11</b>	<b>324</b>	<b>313</b>	<b>11</b>	<b>324</b>	<b>625</b>	<b>23</b>	<b>648</b>
<b>Proposed ETZ - OPERATIONAL PHASE (2041)</b>									
<b>Time</b>	<b>Arrivals</b>			<b>Departures</b>			<b>Arrivals + Departures</b>		
	<b>Light</b>	<b>Heavy</b>	<b>Total</b>	<b>Light</b>	<b>Heavy</b>	<b>Total</b>	<b>Light</b>	<b>Heavy</b>	<b>Total</b>
0700-0800	8	0	8	56	0	56	64	0	64
0800-0900	150	15	165	25	15	41	175	31	206
0900-1000	20	0	20	20	0	20	40	0	40
1000-1100	20	0	20	20	0	20	40	0	40
1100-1200	20	0	20	20	0	20	40	0	40
1200-1300	20	0	20	20	0	20	40	0	40
1300-1400	20	0	20	20	0	20	40	0	40
1400-1500	20	0	20	20	0	20	40	0	40
1500-1600	46	0	46	68	0	68	114	0	114
1600-1700	16	0	16	156	0	156	174	0	174
1700-1800	0	0	0	0	0	0	0	0	0
1800-0700	113	0	113	26	0	26	139	0	139
<b>Daily</b>	<b>450</b>	<b>15</b>	<b>466</b>	<b>450</b>	<b>15</b>	<b>466</b>	<b>901</b>	<b>31</b>	<b>931</b>



## 6 Detailed Options Appraisal: Traffic Modelling

### 6.1 Introduction

- 6.1.1 To enable an economic assessment of the road options as well as feed into further elements of the appraisal, a traffic model was required. The model provided information on the operational performance of the options, and traffic demand and journey time data.
- 6.1.2 It was agreed that the *Wellington Road microsimulation model* (at the time being developed and used in the *Wellington Road Multi-modal Corridor Study*), would be the most appropriate model. The traffic model was extended such that it was more suitable to be used for the purpose of this study.
- 6.1.3 The microsimulation traffic model was developed in Paramics Discovery software. A traffic microsimulation model simulates the behaviour of individual vehicles within a modelled road network and is used to predict the likely impact of changes in traffic patterns resulting from changes to traffic flow or from changes to the transport network.
- 6.1.4 The model was extended by AECOM and audited by Stantec. Future year matrices in line with the opening year for the harbour, 2026, and a further future design year, 2041 were then developed as part of this study.
- 6.1.5 Appendix C presents full details of the work undertaken in auditing the model and developing future years forecasts, with a high-level summary provided below.

### 6.2 Model Network

- 6.2.1 The area / road network covered by the Base model is shown in Figure 6:1. To reflect the existing road network hierarchy, 'major' routes are coloured red, with 'minor' routes blue. Major routes are those which are signposted or are the preferred route. Minor routes are those routes which are un-signposted, a rat-run or local road etc.

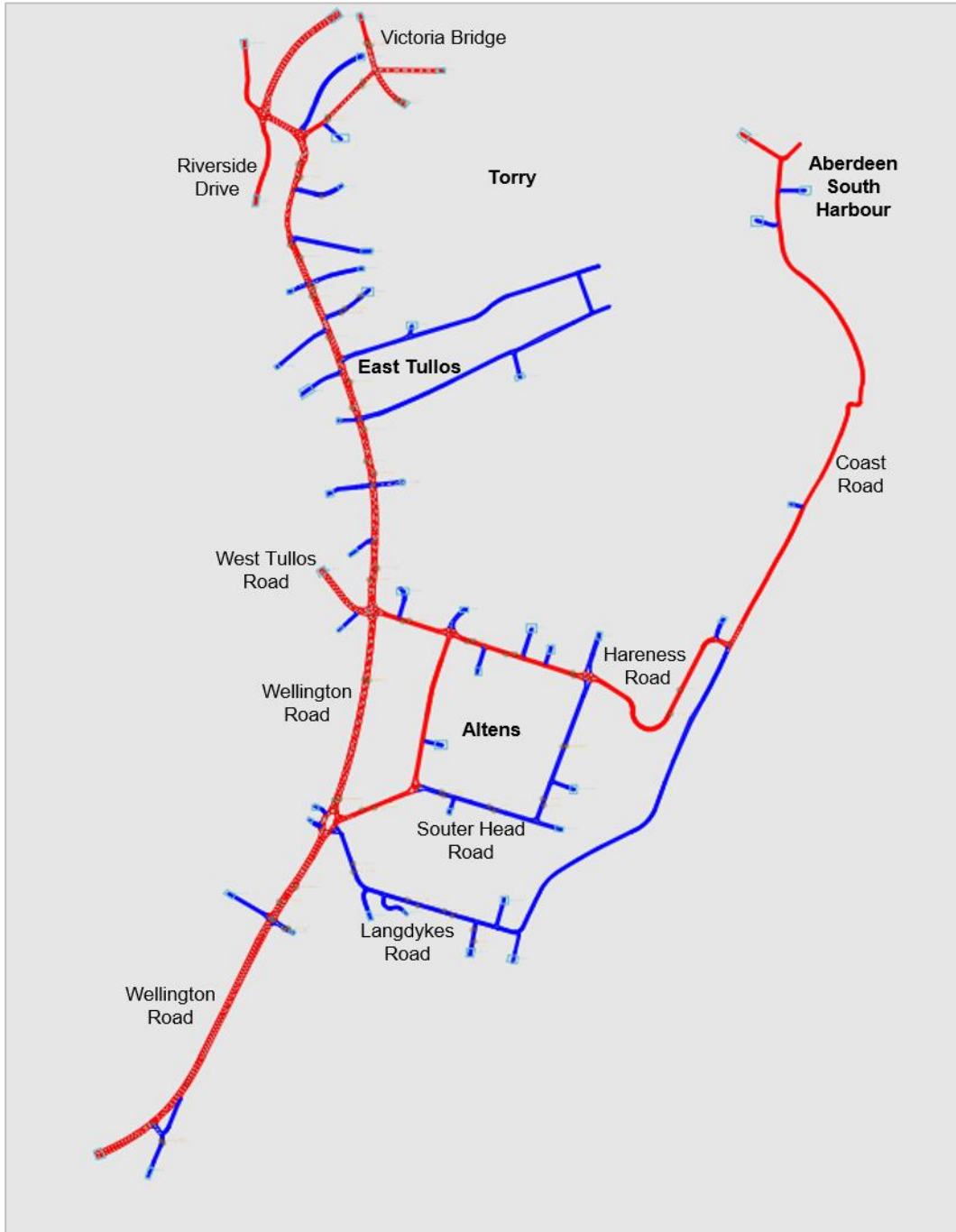


Figure 6.1: Base Traffic Model Network

### 6.3 Model Audit

6.3.1 The Base model audit was completed in June 2020. Prior to this, Auditor comments were passed to AECOM who made the required model changes. The revised model then achieved auditor sign off. Details of the model audit can be found in *A956 Wellington Road Audit Report\_Final, Stantec, June 2020*.

## 6.4 Further Base Model Development

- 6.4.1 The Base Model development covered AM (07:00 – 09:00) and PM (16:00 – 18:00) time periods. For the purposes of economic assessment however, an inter-peak period model was also required.
- 6.4.2 During the Base Model development, observed traffic data was collected covering a 07:00 – 19:00 period. Therefore, while this data was not utilised in the development of the Base Model, it was available for developing a working IP period for inclusion in the model. An IP model was developed covering the period (09:00 – 16:00). The methodology for the development of the IP period demand matrices is set out in Appendix C. The extended Base Model used for the study therefore contains traffic demands for the 07:00 – 18:00 period.

## 6.5 Do Minimum Model

- 6.5.1 Future year Do Minimum models were required for an opening year of 2026 and a further future year of 2041. The Do Minimum model comprises assumptions around background traffic growth (including committed development in the area) and committed changes to the network.
- 6.5.2 The linking up of Palmerston Road to North Esplanade West at the northern extent of the model was therefore included. This enables vehicles travelling between North Esplanade West and South College Street to route via Palmerston Place instead of the roundabout of North Esplanade West/ South College Street / Wellington Road / Riverside Drive.
- 6.5.3 In terms of underlying growth to be included, the following was assumed:
- There would be low or nil growth associated with 'local' zones where no future development is allocated;
  - Future local development was included within the appropriate zones as allocated in the Local Development Plan and 2022 Proposed Plan; and
  - Two levels of growth were assumed for 'through' traffic (2.5% and up to 10% in 2041 (pro-rated for 2026). This was based on the knowledge that the network cannot handle much additional traffic and also the impact of the Aberdeen City Centre Masterplan and Sustainable Urban Mobility Plan which is seeking to reduce traffic in the city centre. The assumption here is that through traffic levels in the corridor would essentially reach a cap before re-routing to roads beyond the coverage of the modelled area.
- 6.5.4 The following planned local development areas were included in the Do Minimum demands:
- Stationfields, Cove (150 homes, by 2026)
  - Loirston Development (500 homes by 2026, a further 1,000 home by 2041)
  - Altens East and Peterseat, Altens Industrial Estate (additional employment development assumed by 2026)
  - Energy from Waste Plant, East Tullos (operational by 2022).
- 6.5.5 Traffic generation for these sites was generated using TRICS or the relevant Transport Assessment if available. Appendix C presents the details of the trip generation for each site.
- 6.5.6 In addition to the four local sites above, the traffic demand scenarios associated with Aberdeen South Harbour and the Energy Transition Zone (as discussed in Section 5) were also included within the Do Minimum model.

6.5.7 The Do Minimum 2026 and 2041 models were used as the platform from which to test the road schemes.

## 6.6 Traffic Scenario Modelling

6.6.1 For the purposes of the option testing within the traffic model, four scenarios were considered. The '+10%' scenarios can be seen as 'sensitivity' test scenarios:

- **Core** – Core scenario for both ASH and the proposed ETZ sites (with 2.5% background level traffic growth by 2041)
- **Core + 10%** - Core scenario for both ASH and the proposed ETZ sites (with 10% background level traffic growth by 2041)
- **High** – High scenario for both ASH and the proposed ETZ sites (with 2.5% background level traffic growth by 2041)
- **High + 10%** – High scenario for both ASH and the proposed ETZ sites (with 10% background level traffic growth by 2041)

## 7 Detailed Options Appraisal: Appraisal against the Transport Planning Objectives

### 7.1 Transport Planning Objectives

7.1.1 As noted in Chapter 2, the revised set of Transport Planning Objectives for the study are:

- **TPO1:** Provide a designated Heavy Goods Vehicle (HGV) route to/from ASH which is more efficient than alternative routes to:
  - minimise journey times to Aberdeen Western Peripheral Route (AWPR) / Charleston junction and King George VI Bridge; and
  - help minimise inappropriate routeing and environmental and nuisance impacts
- **TPO2a:** Maximise connectivity between ASH / proposed ETZ and prospective workers at the site
- **TPO2b:** Maximise connectivity between proposed ETZ and other energy-related businesses in the Aberdeen area (Business to Business)
- **TPO3:** Futureproof access to the proposed ETZ / ASH for the widest range of abnormal loads possible and minimise the impact of abnormal loads travelling from and to the proposed ETZ / ASH
- **TPO4:** Improve the resilience of transport connections to and from ASH /proposed ETZ
- **TPO5:** Maximise the intermodal opportunities between the proposed ETZ and the existing rail network

### 7.2 Appraisal against the TPOs: Methodology

#### **TPO1: Provide a designated Heavy Goods Vehicle (HGV) route to/from ASH which is more efficient than alternative routes**

##### **Journey Time Analysis**

7.2.1 Appraisal against TPO1 has been undertaken through the comparison of HGV journey times to and from the Aberdeen South Harbour / proposed ETZ (St. Fitticks park) access point on the Coast Road.

7.2.2 HGV journey times for the Do Minimum and Do Something (option) scenarios have been derived in part from the traffic model (up to the model extents) and then combined with journey times derived from Network Analyst software for the part of the route (to or from the origin / destination) located outwith the modelled area.

##### **Environmental and Nuisance Routeing Analysis**

7.2.3 HGV link flow analysis from the traffic model has been combined with information on the number of residential and business properties on each link to establish the number of properties immediately impacted by HGVs. A comparison has then been made between the Do Minimum and Do Something options to establish the difference in those impacted by increased / decreased noise and vibration effects. Analysis of the changes in terms of all vehicles has also been undertaken.

7.2.4 Appendix D presents full details of the analysis undertaken.

### **TPO2a: Maximise connectivity between ASH / proposed ETZ and prospective workers at the site**

- 7.2.5 To provide an indication of connectivity to the harbour and proposed ETZ sites, journey times by car and public transport from datazones within the region were compared between the Do Minimum and Do Something (option) scenarios. From this, 'Hansen' connectivity indicators were developed through considering the working age population within each datazone.
- 7.2.6 Hansen Indicators provide a measure of accessibility from an origin to a destination, weighted by a chosen 'criterion', with high scores indicating good accessibility and low scores suggesting there is poor accessibility according to the 'criterion'. For appraisal against TPO2a, the 'criterion' used is working age population in each datazone to provide an indicator considering accessibility to employment.
- 7.2.7 Car travel times were developed in a similar way to those for TPO1, with the journey time from the relevant section within the model added to the journey time from the model extent to each datazone to establish the full journey time from each datazone to the Harbour / proposed ETZ site.
- 7.2.8 Public transport travel times, for both the Do Minimum and Do Something (option) situations were estimated from TRACC software, with each of the public transport options coded into TRACC. Note that no indicator has been developed for Option B2 as this relates to the ad-hoc provision of bus services to enable cruise ship passengers to access Aberdeen City directly from the new harbour.
- 7.2.9 Given the much lower likely impact of the active travel options, no quantitative analysis for these options has been undertaken.
- 7.2.10 The AM and PM indicator figures were averaged to represent an 'Access to Workforce' indicator.
- 7.2.11 Appendix D presents full details of the analysis undertaken.

### **TPO2b: Maximise connectivity between proposed ETZ and other energy-related businesses in the Aberdeen area (Business to Business)**

- 7.2.12 The economic activity which will take place at the proposed ETZ is unlikely to take place in isolation. As well as an interaction with ASH, there is likely to be a local supply chain to serve the operations located at the proposed ETZ. This supply chain could involve the movement of goods and people into the proposed ETZ. Connectivity to the types of firms likely to form part of this supply chain is therefore also a key issue for the site.
- 7.2.13 TPO2b has been appraised through a comparison of car and public transport based Hansen Indicators (as per TPO2a) but considering connectivity between the harbour and proposed ETZ sites to and from BRES Energy sector workers (as a proxy for this type of business) only. In this instance, the 'criterion' used to weight the indicator is the number of energy sector workers in each datazone.
- 7.2.14 The IP indicator was used as a representation of accessibility during business hours and therefore as a 'business to business' indicator.
- 7.2.15 As per TPO2a, given the much lower likely impact of the active travel options, no quantitative analysis for these options has been undertaken.
- 7.2.16 Appendix D presents full details of the analysis undertaken.

**TPO3: Futureproof access to the proposed ETZ / ASH for the widest range of abnormal loads possible and minimise the impact of abnormal loads travelling from and to the proposed ETZ / ASH**

7.2.17 The existing restrictions and how these may be reduced or removed in each option has been explored qualitatively.

**TPO4: Improve the resilience of transport connections to and from Aberdeen South Harbour / Energy Transition Zone**

7.2.18 Existing access options to the area and how these may be increased with each option in place have been considered.

**TPO5: Maximise the intermodal opportunities between Aberdeen South Harbour / Energy Transition Zone and the existing rail network**

7.2.19 Qualitative commentary around each option has been undertaken.

### 7.3 Appraisal Against the TPOs

7.3.1 Table 7:1 present a summary of the appraisal against the TPOs with Table 7:2, Table 7:3 and Table 7:4 presenting the key findings of the appraisal for the road options, public transport options and active travel options, respectively.

Table 7:1: Appraisal against the Transport Planning Objectives – Summary

Mode	Option	Transport Planning Objectives					
		TPO1: Provide a designated Heavy Goods Vehicle (HGV) route to/from ASH / ETZ area which is more efficient than alternative routes	TPO2a: Maximise connectivity by all modes between ASH / ETZ and prospective workers at the sites	TPO2b: Maximise connectivity between the ETZ and other energy-related businesses in the Aberdeen area	TPO3: Futureproof access to ASH / ETZ for the widest range of abnormal loads p and minimise impact of abnormal loads travelling from / to ASH /	TPO4: Improve the resilience of transport connections to and from ASH / ETZ	TPO5: Maximise the intermodal opportunities between ASH / ETZ and the existing rail network
Road	A2a	✓	✓	✓	✓	✓✓	✓
	A2b	✓	✓	✓	✓	✓✓	✓
	A3a	✓	✓	✓	✓	✓✓	✓
	A3b	✓	✓	✓	✓	✓✓	✓
	A4	✓✓	-	-	✓✓	✓	-
	A5	✓✓✓	✓	✓	✓✓	✓✓	-
Public Transport	B1	-	✓✓	✓✓	-	-	-
	B2	-	-	-	-	-	-
	B4	-	✓	✓	-	-	-

Mode	Option	Transport Planning Objectives					
		TPO1: Provide a designated Heavy Goods Vehicle (HGV) route to/from ASH / ETZ area which is more efficient than alternative routes	TPO2a: Maximise connectivity by all modes between ASH / ETZ and prospective workers at the sites	TPO2b: Maximise connectivity between the ETZ and other energy-related businesses in the Aberdeen area	TPO3: Futureproof access to ASH / ETZ for the widest range of abnormal loads p and minimise impact of abnormal loads travelling from / to ASH /	TPO4: Improve the resilience of transport connections to and from ASH / ETZ	TPO5: Maximise the intermodal opportunities between ASH / ETZ and the existing rail network
	B5	-	✓	✓	-	-	-
Active Travel	C1	-	✓	-	-	-	-
	C4	-	✓	-	-	-	-



Table 7.2: Appraisal against the Transport Planning Objectives – Road Options

Option	TPO	Key Points	Score
A2 a/b	1 Provide a designated Heavy Goods Vehicle (HGV) route to/from Aberdeen South Harbour / proposed ETZ area which is more efficient than alternative routes to: <ul style="list-style-type: none"> <li>minimise journey times to Aberdeen Western Peripheral Route (AWPR) / Charleston junction and King George VI Bridge</li> <li>help minimise inappropriate routeing and environmental and nuisance impacts</li> </ul>	<p><i>Minimising Journey Times</i></p> <p>Options A2a/b provide a new route (along either Greenwell Road or Greenbank Road) between Wellington Road and the Coast Road, routeing through the proposed ETZ site at St. Fitticks. Existing HGV access to the area is via Hareness Road which is further south. Therefore, a new designated HGV route via the new road would require HGVs to route further north on Wellington Road. Between Hareness Road and Greenbank Road there are signals at the Wellington Road / Craigshaw Drive junction and at the Wellington Road / Greenbank Road junction adding delay to the HGV journey. The existing route, along Hareness Road / Coast Road has just one set of signals on the route.</p> <p>Appendix D provides analysis comparing the Do Minimum journey time from the south (Charleston junction) and the north (King George VI bridge) to and from the ASH / proposed ETZ area. In summary:</p> <p>For travel between Charleston junction and the harbour / proposed ETZ area:</p> <ul style="list-style-type: none"> <li>For travel to the harbour area, Option A2a shows a greater journey time reduction than Option A2b in the interpeak period, but when the network is congested in the AM and PM periods, Option A2b yields a greater journey time reduction.</li> <li>Options A2a and A2b both show increases in journey time for travel from the harbour area to Charleston junction in the AM and IP periods.</li> <li>Both options show a significant reduction in journey time in the PM period for travel from the harbour / proposed ETZ area to Charleston junction when compared to the Do Minimum.</li> </ul> <p>For travel between King George VI Bridge and the harbour / proposed ETZ area:</p> <ul style="list-style-type: none"> <li>There are reductions in travel time from the bridge to the harbour / proposed ETZ area in all scenarios.</li> <li>Option A2b shows the overall greatest level of journey time reduction compared to the Do Minimum (around 2 and a half minutes in the PM period for travel from the harbour to the bridge in 2026 and over 3 minutes in 2041). This is however not replicated across all periods which show increases in journey time for travel from the harbour area to the bridge in the AM and IP periods.</li> <li>Option A2b shows large reductions in travel time from the harbour / proposed ETZ area to the bridge in the PM period (over 4 minutes in the 2041 high scenario with 10% background growth).</li> <li>As well as Option A2b, Option A2a shows an increase in journey time for travel from the harbour area to the bridge in the AM and IP periods.</li> </ul> <p><i>Environmental and Noise Impacts</i></p>	<p style="text-align: right;">✓</p>

Option	TPO	Key Points	Score
		<p>Analysis undertaken considering the traffic volumes on the routes to and from the ASH / proposed ETZ area in the Do Minimum and option combined with the number of residential and business properties impacted along the routes shows that both Options A2a and A2b create additional traffic in front of residential and commercial premises across all time periods, with the exception of residential properties in the AM period. Increases in traffic on Greenwell Road (Option A2a) and Greenbank Road (Option A2b), has an impact on purely commercial properties in East Tullos industrial estate. Decreased traffic on Hareness Road provides benefit to commercial premises located along the route (there are no residential properties located along the road). Increased traffic on Wellington Road impacts most greatly between Langdykes Road and Hareness Road as there are a number of residential properties located here.</p>	
2a	<p>Maximise connectivity by all modes (car, public transport, and active travel) between Aberdeen South Harbour / Energy Transition Zone and prospective workers at the sites</p>	<p>The option provides an additional connection to the harbour / proposed ETZ area from Wellington Road. As well as providing additional connectivity for general traffic, the new link would facilitate public transport Option B5 (a circular loop bus service connecting the city centre with the harbour / proposed ETZ area and East Tullos). The Hansen analysis presented in Appendix D shows:</p> <ul style="list-style-type: none"> <li>For Option A2a, between a 2% - 6% increase in the accessibility of the workforce to the ASH / proposed ETZ area when compared to the Do Minimum, dependent upon the scenario. Option A2a has the greatest overall increase in accessibility of all the road options.</li> <li>For Option A2b, between a 2% - 6% increase in the accessibility of the workforce to the ASH / proposed ETZ area when compared to the Do Minimum, dependent upon the scenario. Option A2b has the second greatest overall increase in accessibility of all the road options.</li> </ul> <p>It is likely that these road options, with the improved connectivity closer to the main Aberdeen urban area (i.e. closer to the workforce), will provide a greater accessibility benefit than options further south (i.e. Options 4 and 5), where the benefit is likely to be more greatly felt by those accessing the area from the south (i.e. freight traffic, as opposed to the majority of commuters employed at the sites).</p>	✓
2b	<p>Maximise connectivity between the Energy Transition Zone and other energy-related businesses in the Aberdeen area</p>	<p>The Hansen analysis presented in Appendix D shows:</p> <ul style="list-style-type: none"> <li>For Option A2a, a 5% increase in the accessibility of other similar businesses to the ASH / proposed ETZ area when compared to the Do Minimum, for all scenario. As per TPO2a, Option A2a has the greatest overall increase in accessibility of all the road options.</li> <li>For Option A2b, between a 2% - 3% increase in the accessibility of other similar businesses to the ASH / proposed ETZ area when compared to the Do Minimum.</li> </ul>	✓
3	<p>Futureproof access to Aberdeen South Harbour / Energy Transition Zone for the widest range of abnormal loads possible and minimise the impact of abnormal loads travelling from and to Aberdeen South Harbour / Energy Transition Zone</p>	<p>A new link connecting East Tullos via an underpass to the proposed ETZ site at St. Fitticks and onwards to connect to the Coast Road opposite the new harbour entrance represents an additional connection to the harbour. This would supplement the existing access via Hareness Road / Coast Road (and become the designated key route to the new harbour area).</p> <p>At present, a traffic light-controlled bridge crossing located on Coast Road acts as a constraint to abnormal loads accessing the harbour and northern proposed ETZ site at St. Fitticks park. Due to the alignment of the bridge and its approaches, the bridge operates on a shuttle basis using traffic signals to control the flow of vehicles. The</p>	✓

Option	TPO	Key Points	Score	
		bridge has no identified weight restriction and Network Rail has stated that the bridge can accommodate Construction and Use Traffic of up to 44 tonnes and may be able to accommodate heavier loads <sup>5</sup> . However, the bridge alignment, with two right-angled bends on the approaches from both the north and the south, means use of the bridge by abnormally wide loads is not possible. The new link, as proposed in Option A2a/b, may provide some additional accessibility to the ASH / proposed ETZ area for abnormal loads but the underpass and the alignment of the route through the underpass may limit use by the widest of loads and those of a significant height as there may be a clearance height limit. In addition, the use of the new road would require such abnormal loads to route further north on Wellington Road, as opposed to routeing along Hareness Road, and thus having a greater impact on traffic on Wellington Road.		
	4	Improve the resilience of transport connections to and from Aberdeen South Harbour / Energy Transition Zone	As noted above, the new link, connecting East Tullos via an underpass to the proposed ETZ site at St. Fitticks and onwards to connect to the Coast Road opposite the new harbour entrance represents, an additional connection to the harbour. This would be supplementary to the existing access via Hareness Road / Coast Road (and would become the key route to the new harbour area). Enabling this additional access to the area provides a level of access resilience, should one of the routes not be useable due to roadworks or an accident. This would increase the overall resilience of transport connections to the area and minimise the impact on business activities at the ASH / proposed ETZ sites of road incidents.	✓✓
	5	Maximise the intermodal opportunities between Aberdeen South Harbour / Energy Transition Zone and the existing rail network	The new route proposed under Option A2a (along Greenwell Road) routes directly past the Craiginches Rail Freight Terminal in East Tullos which is in close proximity to the new harbour and the St. Fitticks proposed ETZ site. There is a high level of policy support for the transport of freight by rail rather than road and the relative proximity of Craiginches Rail Freight Terminal to the new harbour and proposed ETZ development site may present an opportunity to safeguard the potential for multimodal freight transport. Both Option A2a and A2b would provide a direct connection from the ASH / proposed ETZ area to the Rail Freight Terminal, although the potential for the use of rail for transporting freight would need to be explored once the type of activities to be undertaken at the harbour and proposed ETZ site are established in greater detail.	✓
A3 a/b	1	Provide a designated Heavy Goods Vehicle (HGV) route to/from Aberdeen South Harbour / proposed ETZ area which is more efficient than alternative routes to: <ul style="list-style-type: none"> <li>minimise journey times to Aberdeen Western Peripheral Route (AWPR) / Charleston junction and King George VI Bridge</li> </ul>	<p><b>Minimising Journey Times</b></p> <p>Options A3a and A3b both provide a new route (along either Greenwell Road or Greenbank Road) between Wellington Road and the Coast Road. Existing HGV access to the area is via Hareness Road which is further south. Therefore, a new designated HGV route via the new road would require HGVs accessing the area from the south (the predominate origin) to route further north on Wellington Road. Between Hareness Road and Greenbank Road there are signals at the Wellington Road / Craigshaw Drive junction and at the Wellington Road / Greenbank Road junction adding delay to the HGV journey. The existing route, along Hareness Road / Coast Road has just one set of signals on the route.</p> <p>Appendix D provides detailed analysis comparing the Do Minimum journey time from the south (Charleston junction) and the north (King George VI bridge) to and from the ASH / proposed ETZ area. In summary, Options A3a and A3b show similar results to that for Options A2a and A2b.</p>	✓

<sup>5</sup> As noted in the Aberdeen Harbour Expansion Transport Assessment

Option	TPO	Key Points	Score
	<ul style="list-style-type: none"> <li>help minimise inappropriate routeing and environmental and nuisance impacts</li> </ul>	<p>For travel between Charleston junction and the harbour / proposed ETZ area:</p> <ul style="list-style-type: none"> <li>For travel to the harbour area, Option A3a shows a greater journey time reduction than Option A3b in the interpeak period, but when the network is congested in the AM and PM periods, Options A3b yields a greater journey time reduction.</li> <li>Options A3a and A3b both show increases in journey time for travel from the harbour area to Charleston junction in the AM and IP periods.</li> <li>Both options show a significant reduction in journey time in the PM period for travel from the harbour / proposed ETZ area to Charleston junction when compared to the Do Minimum.</li> </ul> <p>For travel between King George VI Bridge and the harbour / proposed ETZ area:</p> <ul style="list-style-type: none"> <li>There are reductions in travel time from the bridge to the harbour / proposed ETZ area in all scenarios</li> <li>Option A3b shows large reductions in travel time from the harbour / proposed ETZ area to the bridge in the PM period (over 4 minutes in the 2041 high scenario with 10% background growth).</li> <li>As well as Option A3b, Options A3a shows an increase in journey time for travel from the harbour area to the bridge in the AM and IP periods.</li> </ul> <p><b>Environmental and Noise Impacts</b></p> <p>Analysis undertaken considering the traffic volumes on the routes to and from the ASH / proposed ETZ area in the Do Minimum and option, combined with the number of residential and business properties impacted along the routes, shows similar outcomes to Options A2a/b as noted above.</p>	
	<p>2a Maximise connectivity by all modes (car, public transport and active travel) between Aberdeen South Harbour / Energy Transition Zone and prospective workers at the sites</p>	<p>The option provides an additional connection to the harbour / proposed ETZ area from Wellington Road. The Hansen analysis presented in Appendix D shows:</p> <ul style="list-style-type: none"> <li>For Option A3a, between a 0% - 3% increase in the accessibility of the workforce to the ASH / proposed ETZ area when compared to the Do Minimum, dependent upon the scenario. No increase in workforce accessibility is estimated for the 2041 high scenario where increased background growth is assumed.</li> <li>For Option A3b, between a 1% - 3% increase in the accessibility of the workforce to the ASH / proposed ETZ area when compared to the Do Minimum, dependent upon the scenario with the greatest improvement in the 2026 Core scenario.</li> </ul> <p>As noted above in reference to Option A2a/b, the improved connectivity closer to the main Aberdeen urban area (i.e. closer to the workforce), will provide greater accessibility benefit than options further south (i.e. Options 4 and 5), where the benefit is likely to be felt by those accessing the area from the south (i.e. freight traffic, as opposed to the majority of commuters employed at the sites). As would be anticipated, the results show, the accessibility benefit is greater for Options A2a/b than A3a/b, due to the new road link in Options A2a/b providing direct connectivity into the proposed ETZ site through East Tullos, whereas Options A3a and A3b require traffic to access the proposed ETZ site from the Coast Road.</p>	✓
	<p>2b Maximise connectivity between the Energy Transition Zone and other</p>	<p>The Hansen analysis presented in Appendix D shows:</p>	✓

Option	TPO	Key Points	Score
	energy-related businesses in the Aberdeen area	<ul style="list-style-type: none"> <li>For Option A3a, a 2% - 3% increase in the accessibility of other similar businesses to the ASH / proposed ETZ area when compared to the Do Minimum, dependent on the scenario.</li> <li>For Option A3b, no increase in the accessibility of other similar businesses to the ASH / proposed ETZ area when compared to the Do Minimum.</li> </ul>	
	3 Futureproof access to Aberdeen South Harbour / Energy Transition Zone for the widest range of abnormal loads possible and minimise the impact of abnormal loads travelling from and to Aberdeen South Harbour / Energy Transition Zone	<p>Similar to Option A2a/b, a new link, connecting East Tullos via a new railway bridge to the proposed ETZ site at St. Fitticks and onwards to connect to the Coast Road just south of the new harbour entrance, represents an additional connection to the harbour, supplementing the existing access via Hareness Road / Coast Road (and becoming the designated key route to the new harbour area).</p> <p>Similar to Option A2a/b, the new link would remove the existing constraint on the Coast Road due to the traffic light-controlled bridge.</p> <p>The new link, as proposed in Option A3a/b would provide some additional accessibility to the ASH / proposed ETZ area for abnormal loads but the gradient of the route from the Coast Road to the new crossing over the railway line is very steep (around 18%, see Technical Feasibility discussion in Section 8.1) and would present challenges in access for abnormally heavy loads. While consideration has been given to realignment of the route to allow for a less steep incline this necessitates a horizontal alignment that departs from standards and would be difficult for wide loads to negotiate.</p> <p>In addition, as noted for Option A2a/b, the use of the new road would require abnormal loads to route further north on Wellington Road, as opposed to routeing along Hareness Road, and thus having a greater impact on traffic on Wellington Road.</p>	✓
	4 Improve the resilience of transport connections to and from Aberdeen South Harbour / Energy Transition Zone	Similar to Option A2a/b, a new link connecting East Tullos to the proposed ETZ site at St. Fitticks and onwards to connect to the Coast Road represents an additional connection to the harbour, supplementing the existing access via Hareness Road / Coast Road (and becoming the designated key route to the new harbour area). Enabling this additional access to the area provides a level of access resilience, should one of the routes not be useable due to roadworks or an accident, thus minimising the impact on business activities at the ASH / proposed ETZ sites.	✓✓
	5 Maximise the intermodal opportunities between Aberdeen South Harbour / Energy Transition Zone and the existing rail network	Similar to Option A2a/b, the new route proposed under Option A3a (along Greenwell Road) routes directly past the Craiginches Rail Freight Terminal in East Tullos which is in close proximity to the new harbour and the St. Fitticks proposed ETZ site. There is a high level of policy support for the transport of freight by rail rather than road and the relative proximity of Craiginches Rail Freight Terminal to the new harbour and proposed ETZ development site may present an opportunity to safeguard the potential for multimodal freight transport. Both Option A3a and A3b would provide a connection from the ASH / proposed ETZ area to the Rail Freight Terminal, although the potential for the use of rail for transporting freight would need to be explored once the type of activities to be undertaken at the harbour and proposed ETZ site are established in greater detail.	✓
A4	1 Provide a designated Heavy Goods Vehicle (HGV) route to/from Aberdeen South Harbour /	Option A4 does not provide an additional route over and above the existing situation. However, the realignment of the Coast Road bridge and the removal of the traffic signals will provide a slightly quicker route for HGVs to the	✓✓

Option	TPO	Key Points	Score
	<p>proposed ETZ area which is more efficient than alternative routes to:</p> <ul style="list-style-type: none"> <li>minimise journey times to Aberdeen Western Peripheral Route (AWPR) / Charleston junction and King George VI Bridge</li> <li>help minimise inappropriate routeing and environmental and nuisance impacts</li> </ul>	<p>ASH / proposed ETZ area. The option will not remove any HGV traffic from Hareness Road and as such will not reduce any existing environmental and nuisance impacts along the route.</p> <p>Appendix D provides detailed analysis comparing the Do Minimum journey time from the south (Charleston junction) and the north (King George VI bridge) to and from the ASH / proposed ETZ area. In summary:</p> <p>For travel between Charleston junction and the harbour / proposed ETZ area:</p> <ul style="list-style-type: none"> <li>Overall, Option A4 shows a reduction in journey time for travel from the harbour area to Charleston junction in all periods, future years, and scenarios.</li> <li>The option also provides a reduction in journey time <i>from</i> the Charleston junction to the harbour in all time periods.</li> </ul> <p>Between George VI Bridge and the ASH / proposed ETZ area:</p> <ul style="list-style-type: none"> <li>Overall, Option A4 shows a reduction in journey time for travel from the harbour area to the George VI Bridge in all periods, future years, and scenarios.</li> <li>The option also provides a reduction in journey time <i>from</i> the George VI Bridge to the harbour in all time periods.</li> </ul> <p><i>Environmental and Noise Impacts</i></p> <p>Analysis undertaken considering the traffic volumes on the routes to and from the ASH / proposed ETZ area in the Do Minimum and option, combined with the number of residential and business properties impacted along the routes, shows no significant change in traffic routeing that would impact or alter existing noise levels in front of residential or commercial properties.</p>	
	<p>2a Maximise connectivity by all modes (car, public transport, and active travel) between Aberdeen South Harbour / Energy Transition Zone and prospective workers at the sites</p>	<p>The option does not provide an additional route over and above the existing situation. In terms of maximising connectivity to the ASH / proposed ETZ sites for prospective workers, the option does not provide any improved road connectivity from the north and no improved public transport or active travel connectivity. Those accessing the area from the south may gain some minor journey time benefit from the removal of the signals at the bridge on the Coast Road.</p> <p>The Hansen analysis presented in Appendix D shows between a 0% - 2% increase in the accessibility of the workforce to the ASH / proposed ETZ area when compared to the Do Minimum, dependent upon the scenario (no increase in workforce accessibility is estimated for the 2041 high scenario). As noted above for Options A2a/b and A3a/b, given the location of the realigned Coast Road bridge (south of the new harbour), Option A4 is unlikely to provide any significant increased accessibility benefit to the workforce accessing the ASH / proposed ETZ area from the north and north-west (i.e. the main Aberdeen urban area from where the majority of the workforce are likely to be drawn).</p>	-
	<p>2b Maximise connectivity between the Energy Transition Zone and other</p>	<p>As noted for TPO2a, the option does not provide an additional route over and above the existing situation. In terms of maximising connectivity between ASH / proposed ETZ sites and other energy-related businesses, the option does not provide any improved road connectivity from the north. Access to other businesses south of ASH may be</p>	-

Option	TPO	Key Points	Score
	energy-related businesses in the Aberdeen area	improved through some minor journey time benefit from the removal of the signals at the bridge on the Coast Road.  The Hansen analysis presented in Appendix D shows a 1% increase in the accessibility of similar businesses to the ASH / proposed ETZ area, when compared to the Do Minimum, for all scenarios.	
	3 Futureproof access to Aberdeen South Harbour / Energy Transition Zone for the widest range of abnormal loads possible and minimise the impact of abnormal loads travelling from and to Aberdeen South Harbour / Energy Transition Zone	The option would remove the existing constraint for abnormal loads on the Coast Road due to the alignment of the traffic light-controlled bridge. This would enable abnormal loads to access the harbour without needing to route through the residential area of Torry to the north. Unlike Options A2a/b and A3a/b, such traffic would also <i>not</i> need to route any further north of Wellington Road (than Hareness Road), causing limited impact on Wellington Road traffic when compared to these other options.	✓✓
	4 Improve the resilience of transport connections to and from Aberdeen South Harbour / Energy Transition Zone	The option would not create any additional route to the ASH / proposed ETZ area unless the existing bridge were retained when the new bridge was constructed. However, for abnormal loads currently unable to access the ASH / proposed ETZ area via the Coast Road, if the alternative route from the north (through Torry) were not accessible due to road works or an accident, then the route to the south via Hareness Road and the Coast Road (with a new bridge) would then be able to provide access. As such, the option offers a level of increased access resilience.	✓
	5 Maximise the intermodal opportunities between Aberdeen South Harbour / Energy Transition Zone and the existing rail network	The option would not provide any additional access to the existing rail network.	-
A5	1 Provide a designated Heavy Goods Vehicle (HGV) route to/from Aberdeen South Harbour / proposed ETZ area which is more efficient than alternative routes to: <ul style="list-style-type: none"> <li>minimise journey times to Aberdeen Western Peripheral Route (AWPR) / Charleston junction and King George VI Bridge</li> <li>help minimise inappropriate routeing and environmental and nuisance impacts</li> </ul>	The option provides an additional route over and above the existing situation and alleviates pressure on the existing route along Hareness Road. The new link between Souter Head Road and the Coast Road as well as the realignment of the Coast Road bridge and the removal of the traffic signals will provide a quicker route for HGVs to the ASH / proposed ETZ area. HGVs will no longer need to route along Wellington Road between Souter Head Roundabout and Hareness Road where congestion is prevalent.  Appendix D provides detailed analysis comparing the Do Minimum journey time from the south (Charleston junction) and the north (King George VI bridge) to and from the ASH / proposed ETZ area. In summary:  For travel between Charleston junction and the harbour / proposed ETZ area: <ul style="list-style-type: none"> <li>Overall, Option A5 shows a reduction in journey time for travel from the harbour area to Charleston junction in all periods, future years, and scenarios.</li> <li>The option also provides a reduction in journey time <i>from</i> the Charleston junction to the harbour in all time periods.</li> </ul>	✓✓✓

Option	TPO	Key Points	Score
		<ul style="list-style-type: none"> <li>Option A5 shows the overall greatest level of journey time reduction compared to the Do Minimum (over 4 minutes).</li> </ul> <p>Between George VI Bridge and the ASH / proposed ETZ area:</p> <ul style="list-style-type: none"> <li>Overall, Option A5 shows a reduction in journey time for travel from the harbour area to the George VI Bridge in all periods, future years, and scenarios.</li> <li>The option also provides a reduction in journey time <i>from</i> the George VI Bridge to the harbour in all periods, future years, and scenarios.</li> </ul> <p><i>Environmental and Noise Impacts</i></p> <p>Analysis undertaken considering the traffic volumes on the routes to and from the ASH / proposed ETZ area in the Do Minimum and option, combined with the number of residential and business properties impacted along the routes, shows consistently overall reduced traffic routeing past residential and business properties across all periods. This is to be expected given the removal of harbour and proposed ETZ traffic from Wellington Road and Hareness Road, onto Souter Head Road. The option also significantly reduces traffic on Langdykes Road with traffic favouring Souter Head Road instead. This is a significant benefit to residential properties located here.</p> <p>However, given the routing past Burnbanks Village, additional appraisal has been undertaken for this option to consider the potential option impact in terms of noise and vibration on the village community specifically. This is discussed in greater detail in the STAG Environmental criteria appraisal in Section 9.2 (with additional analysis in Appendix F ). The outcome of the assessment highlights a significant impact over both the short (opening year - 2026) and long term (15 years from opening - 2041) and shows a 5 dB increase in noise levels in the worst-case at properties in the north-east corner of properties in Burnbanks Village.</p>	
	<p>2a Maximise connectivity by all modes (car, public transport, and active travel) between Aberdeen South Harbour / Energy Transition Zone and prospective workers at the sites</p>	<p>The option provides an additional route over and above the existing situation. In terms of maximising connectivity to the ASH / proposed ETZ sites for prospective workers, the option does not provide any real improved road connectivity from the north and no improved public transport or active travel connectivity. Those accessing the area from the south may gain a journey time benefit from the new link connecting Souter Head Road and the Coast Road along with the removal of the signals at the bridge on the Coast Road.</p> <p>The Hansen analysis presented in Appendix D shows between a 1% - 3% increase in the accessibility of the workforce to the ASH / proposed ETZ area when compared to the Do Minimum, dependent upon the scenario.</p> <p>As noted above for options A2a/b and A3a/b, given the location of the realigned Coast Road bridge and the new Souter Head Road link (both south of the harbour), Option A5 is unlikely to provide any significant increased accessibility benefit to the workforce accessing the ASH / proposed ETZ area from the north and north-west (i.e. the main Aberdeen urban area from where the majority of the workforce are likely to be drawn).</p>	<p>✓</p>
	<p>2b Maximise connectivity between the Energy Transition Zone and other</p>	<p>As noted for TPO2a, the option does provide an additional route over and above the existing situation. In terms of maximising connectivity between ASH / proposed ETZ sites and other energy-related businesses, the option does</p>	<p>✓</p>



Option	TPO	Key Points	Score
	energy-related businesses in the Aberdeen area	not provide any improved road connectivity from the north. Access to the area from the south may gain some minor journey time benefit from the removal of the signals at the bridge on the Coast Road.  The Hansen analysis presented in Appendix D shows a 1% increase in the accessibility of similar businesses to the ASH / proposed ETZ area when compared to the Do Minimum, for all scenarios.	
3	Futureproof access to Aberdeen South Harbour / Energy Transition Zone for the widest range of abnormal loads possible and minimise the impact of abnormal loads travelling from and to Aberdeen South Harbour / Energy Transition Zone	The option would remove the existing constraint for abnormal loads on the Coast Road due to the alignment of the traffic light-controlled bridge. This would enable abnormal loads to access the harbour without needing to route through the residential area of Torry to the north. Unlike Options A2a/b and A3a/b, such traffic would also not need to route any further north of Wellington Road (than Hareness Road), causing a lesser impact on Wellington Road traffic when compared to these other options.	✓✓
4	Improve the resilience of transport connections to and from Aberdeen South Harbour / Energy Transition Zone	The option would create an additional route to the ASH / proposed ETZ area, providing greater access resilience to the harbour and proposed ETZ area, including for abnormal loads.	✓✓
5	Maximise the intermodal opportunities between Aberdeen South Harbour / Energy Transition Zone and the existing rail network	The option would not provide any additional access to the existing rail network.	-

Table 7.3: Appraisal against the Transport Planning Objectives – Public Transport Options

Option	TPO	Key Points	Score	
B1	1	<p>Provide a designated Heavy Goods Vehicle (HGV) route to/from Aberdeen South Harbour / proposed ETZ sites which is more efficient than alternative routes to:</p> <ul style="list-style-type: none"> <li>• minimise journey times to Aberdeen Western Peripheral Route (AWPR) / Charleston junction and King George VI Bridge</li> <li>• help minimise inappropriate routeing and environmental and nuisance impacts</li> </ul>	<p>The option provides no improved routeing to the harbour for HGVs.</p>	-
	2a	<p>Maximise connectivity by all modes (car, public transport and active travel) between Aberdeen South Harbour / Energy Transition Zone and prospective workers at the sites</p>	<p>Analysis undertaken in TRACC software (see Appendix D ) to develop a Hansen indicator for the accessibility of the harbour / proposed ETZ area before and after the option is implemented, shows this public transport option provides the greatest benefit in terms of access to the area for potential workers (a 35% increase in accessibility). The extension of services to serve the new harbour and both proposed ETZ sites will enable those working at the sites to access the sites by an additional mode of transport.</p>	✓✓
	2b	<p>Maximise connectivity between the Energy Transition Zone and other energy-related businesses in the Aberdeen area</p>	<p>Similar to TPO2a, analysis undertaken in TRACC software (see Appendix D ) to develop a Hansen indicator for the accessibility between the harbour / proposed ETZ area and other energy related businesses before and after the option is implemented shows this public transport option provides the greatest benefit in connectivity (a 22% increase in accessibility). The extension of services to serve the new harbour and both proposed ETZ sites will enable improved sustainable connectivity between businesses.</p>	✓✓
	3	<p>Futureproof access to Aberdeen South Harbour / Energy Transition Zone for the widest range of abnormal loads possible and minimise the impact of abnormal loads travelling from and to Aberdeen South Harbour / Energy Transition Zone</p>	<p>The option provides no improved access to the harbour for abnormal loads, nor does it help minimise the impact of abnormal loads travelling from and to the new harbour / proposed ETZ area.</p>	-
	4	<p>Improve the resilience of transport connections to and from Aberdeen South Harbour / Energy Transition Zone</p>	<p>The option does not provide any improved resilience in terms of connections to the new harbour / proposed ETZ area.</p>	-

Option	TPO	Key Points	Score	
	5	Maximise the intermodal opportunities between Aberdeen South Harbour / Energy Transition Zone and the existing rail network	The option does not provide any increased intermodal rail opportunities.	-
B2	1	Provide a designated Heavy Goods Vehicle (HGV) route to/from Aberdeen South Harbour / proposed ETZ sites which is more efficient than alternative routes to: <ul style="list-style-type: none"> <li>• minimise journey times to Aberdeen Western Peripheral Route (AWPR) / Charleston junction and King George VI Bridge</li> <li>• help minimise inappropriate routeing and environmental and nuisance impacts</li> </ul>	The option provides no improved routeing to the harbour for HGVs.	-
	2a	Maximise connectivity by all modes (car, public transport, and active travel) between Aberdeen South Harbour / Energy Transition Zone and prospective workers at the sites	The option would be implemented on a 'needs' basis i.e. it would only be operational as and when a cruise ship was in port and landside transport from the harbour to the city centre were required. As such, TRACC accessibility analysis is not relevant for this option and has not been undertaken. The service would not be utilised by potential workers at the harbour or proposed ETZ site (as it would be exclusively for cruise passengers). As such, the service would not provide any increased connectivity by public transport to the area for prospective workers.	-
	2b	Maximise connectivity between the Energy Transition Zone and other energy-related businesses in the Aberdeen area	Similar to TPO2a, TRACC accessibility analysis is not relevant for this option and has not been undertaken. The option provides no improved connectivity between the harbour / proposed ETZ area and other energy-related businesses in the Aberdeen area.	-
	3	Futureproof access to Aberdeen South Harbour / Energy Transition Zone for the widest range of abnormal loads possible and minimise the impact of abnormal loads travelling from and to Aberdeen South Harbour / Energy Transition Zone	The option provides no improved access to the harbour for abnormal loads, nor does it help minimise the impact of abnormal loads travelling from and to the new harbour / proposed ETZ area.	-
	4	Improve the resilience of transport connections to and from Aberdeen South Harbour / Energy Transition Zone	The option does not provide any improved resilience in terms of connections to or from the new harbour / proposed ETZ area.	-

Option	TPO	Key Points	Score	
	5	Maximise the intermodal opportunities between Aberdeen South Harbour / Energy Transition Zone and the existing rail network	The option does not provide any increased intermodal rail opportunities.	-
B4	1	Provide a designated Heavy Goods Vehicle (HGV) route to/from Aberdeen South Harbour / proposed ETZ area which is more efficient than alternative routes to: <ul style="list-style-type: none"> <li>minimise journey times to Aberdeen Western Peripheral Route (AWPR) / Charleston junction and King George VI Bridge</li> <li>help minimise inappropriate routeing and environmental and nuisance impacts</li> </ul>	The option provides no improved routeing to the harbour for HGVs.	-
	2a	Maximise connectivity by all modes (car, public transport, and active travel) between Aberdeen South Harbour / Energy Transition Zone and prospective workers at the sites	Analysis undertaken in TRACC software (see Appendix D ) to develop a Hansen indicator for the accessibility of the harbour / proposed ETZ area before and after the option is implemented, shows this public transport option provides some benefit in terms of access to the area for potential workers (a 7% increase in accessibility, lower than that provided by the public transport Options B1 and B5). The new service to serve both the new harbour and both proposed ETZ sites will enable those working at the site to access the site by an additional mode of transport.	✓
	2b	Maximise connectivity between the Energy Transition Zone and other energy-related businesses in the Aberdeen area	Similar to TPO2a, analysis undertaken in TRACC software (see Appendix D ) to develop a Hansen indicator for the accessibility between the harbour / proposed ETZ area and other energy related businesses before and after the option is implemented, shows this public transport option provides some benefit in connectivity (a 7% increase in accessibility, lower than that provided by the public transport Options B1 and B5). The new service to serve the new harbour and both proposed ETZ sites will enable improved sustainable connectivity between businesses.	✓
	3	Futureproof access to Aberdeen South Harbour / Energy Transition Zone for the widest range of abnormal loads possible and minimise the impact of abnormal loads travelling from and to Aberdeen South Harbour / Energy Transition Zone	The option provides no improved access to the harbour for abnormal loads, nor does it help minimise the impact of abnormal loads travelling from and to the Aberdeen South Harbour / Energy Transition Zone area.	-

Option	TPO	Key Points	Score	
	4	Improve the resilience of transport connections to and from Aberdeen South Harbour / Energy Transition Zone	The option does not provide any improved resilience in terms of transport connections to the new harbour / proposed ETZ area.	-
	5	Maximise the intermodal opportunities between Aberdeen South Harbour / Energy Transition Zone and the existing rail network	The option does not provide any increased intermodal rail opportunities.	
B5	1	Provide a designated Heavy Goods Vehicle (HGV) route to/from Aberdeen South Harbour / proposed ETZ area which is more efficient than alternative routes to: <ul style="list-style-type: none"> <li>minimise journey times to Aberdeen Western Peripheral Route (AWPR) / Charleston junction and King George VI Bridge</li> <li>help minimise inappropriate routeing and environmental and nuisance impacts</li> </ul>	The option provides no improved routeing to the harbour for HGVs.	-
	2a	Maximise connectivity by all modes (car, public transport, and active travel) between Aberdeen South Harbour / Energy Transition Zone and prospective workers at the sites	Analysis undertaken in TRACC software (see Appendix D ) to develop a Hansen indicator for the accessibility of the harbour / proposed ETZ area before and after the option is implemented, shows this public transport option provides some benefit in terms of access to the area for potential workers (a 15% increase in accessibility, lower than that provided by public transport Option B1 but greater than Option B4). The new service to serve both the new harbour and both proposed ETZ sites will enable those working at the site to access the site by an additional mode of transport.	✓
	2b	Maximise connectivity between the Energy Transition Zone and other energy-related businesses in the Aberdeen area	Similar to TPO2a, analysis undertaken in TRACC software (see Appendix D ) to develop a Hansen indicator for the accessibility between the harbour / proposed ETZ area and other energy related businesses before and after the option is implemented shows this public transport option provides some benefit in connectivity (a 12% increase in accessibility, lower than that provided by public transport Option B1 but greater than Option B4). The extension of services to serve both the new harbour and the St. Fitticks park proposed ETZ sites will enable improved connectivity between businesses by sustainable modes.	✓
	3	Futureproof access to Aberdeen South Harbour / Energy Transition Zone for the widest range of abnormal loads possible and minimise the impact of abnormal loads travelling from and to Aberdeen South Harbour / Energy Transition Zone	The option provides no improved access to the harbour for abnormal loads, nor does it help minimise the impact of abnormal loads travelling from and to the new harbour / proposed ETZ area.	-

Option	TPO	Key Points	Score	
	4	Improve the resilience of transport connections to and from Aberdeen South Harbour / Energy Transition Zone	The option does not provide any improved resilience in terms of connections to the new harbour / proposed ETZ area	-
	5	Maximise the intermodal opportunities between Aberdeen South Harbour / Energy Transition Zone and the existing rail network	The option does not provide any increased intermodal rail opportunities.	-

Table 7.4: Appraisal against the Transport Planning Objectives – Active Travel Options

Option	TPO	Key Points	Score	
C1	1	Provide a designated Heavy Goods Vehicle (HGV) route to/from Aberdeen South Harbour / proposed ETZ area which is more efficient than alternative routes to: <ul style="list-style-type: none"> <li>minimise journey times to Aberdeen Western Peripheral Route (AWPR) / Charleston junction and King George VI Bridge</li> <li>help minimise inappropriate routeing and environmental and nuisance impacts</li> </ul>	The option provides no improved routeing to the harbour for HGVs.	-
	2a	Maximise connectivity by all modes (car, public transport, and active travel) between Aberdeen South Harbour / Energy Transition Zone and prospective workers at the sites	The option would provide an active travel route to the harbour and proposed ETZ sites from both the city centre and the well-used off-road Deeside Way active travel route. This would help maximise access to the area for potential workers by active travel for those working at the sites. The route would connect Wellington Road with the Coast Road, through St. Fitticks park creating a direct connection between the two roads and linking into the existing Coast Road off-road provision.	✓
	2b	Maximise connectivity between the Energy Transition Zone and other energy-related businesses in the Aberdeen area	While the option would provide an active travel route connection to the harbour and proposed ETZ sites from both the city centre and the Deeside Way, it is unlikely to be utilised for business to business activities.	-
	3	Futureproof access to Aberdeen South Harbour / Energy Transition Zone for the widest range of abnormal loads possible and minimise the impact of	The option provides no improved access to the harbour for abnormal loads, nor does it help minimise the impact of abnormal loads travelling from and to the Aberdeen South Harbour / proposed ETZ area.	-

Option	TPO	Key Points	Score
	abnormal loads travelling from and to Aberdeen South Harbour / Energy Transition Zone		
	4 Improve the resilience of transport connections to and from Aberdeen South Harbour / Energy Transition Zone	The option does not provide any improved resilience in terms of connections to the new harbour / proposed ETZ sites.	-
	5 Maximise the intermodal opportunities between Aberdeen South Harbour / Energy Transition Zone and the existing rail network	The option does not provide any increased intermodal opportunities.	-
C4	1 Provide a designated Heavy Goods Vehicle (HGV) route to/from Aberdeen South Harbour / proposed ETZ sites which is more efficient than alternative routes to: <ul style="list-style-type: none"> <li>minimise journey times to Aberdeen Western Peripheral Route (AWPR) / Charleston junction and King George VI Bridge</li> <li>help minimise inappropriate routeing and environmental and nuisance impacts</li> </ul>	The option provides no improved routeing to the harbour for HGVs.	-
	2a Maximise connectivity by all modes (car, public transport, and active travel) between Aberdeen South Harbour / Energy Transition Zone and prospective workers at the sites	The option would provide an active travel route connection to the harbour and proposed ETZ sites from south of the area. This would help maximise access to the area for potential workers by active travel for those working at the sites, with a connection towards Cove and west to Kincorth. The route would connect Wellington Road with the Coast Road along Harness Road and link into the existing Coast Road off-road provision.	✓
	2b Maximise connectivity between the Energy Transition Zone and other energy-related businesses in the Aberdeen area	While the option would provide an active travel route connection between the harbour and proposed ETZ sites and Altens industrial estate, it is unlikely to be utilised for business to business activities.	-
	3 Futureproof access to Aberdeen South Harbour / Energy Transition Zone for the widest range of abnormal loads possible and minimise the impact of	The option provides no improved access to the harbour for abnormal loads, nor does it help minimise the impact of abnormal loads travelling from and to the Aberdeen South Harbour / proposed ETZ area.	-

Option	TPO	Key Points	Score
	abnormal loads travelling from and to Aberdeen South Harbour / Energy Transition Zone		
4	Improve the resilience of transport connections to and from Aberdeen South Harbour / Energy Transition Zone	The option does not provide any improved resilience in terms of connections to the new harbour / proposed ETZ area.	-
5	Maximise the intermodal opportunities between Aberdeen South Harbour / Energy Transition Zone and the existing rail network	The option does not provide any increased intermodal rail opportunities.	-





## 8 Detailed Options Appraisal: Implementability


### 8.1 Technical Feasibility

- 8.1.1 As part of this stage of the appraisal, an analysis of how feasible the construction of the proposed road options is from an environmental, topographical, ground, and transport perspective. The study provides a feasibility assessment of the road options and develops high-level cost estimates. The findings are summarised within this section and, where relevant, within the STAG Environment criteria appraisal in Section 9.2 and the Risk and Uncertainty assessment in Chapter 11. A detailed stand-alone report was produced covering the full feasibility assessment, *45816\_2001\_R\_001 - External Transportation Links to ASH Feasibility Study\_DRAFT.pdf*, (Stantec, September 2019).
- 8.1.2 The key findings from the feasibility study were presented to the Client Group (Aberdeen City Council, Aberdeenshire Council, Nestrans and Aberdeen Harbour Board) on 18<sup>th</sup> September 2019. After discussion it was agreed that further work was required to consider the feasibility issues found relating to Option A3a/b. This further work considered in greater detail the potential for Option A3a/b to tie into the Coast Road given the gradient issues created by the requirement to cross the railway line with sufficient clearance to allow for future electrification. To assess this, new topographical data was collected, and subsequent to this, additional engineering drawings were developed. The initial feasibility study was updated with the findings which are presented in *45816\_2001\_R\_001 - External Transportation Links to ASH Feasibility Study\_DRAFT - Rev 1.pdf*, (Stantec, March 2020)
- 8.1.3 Table 8:1 presents the key technical feasibility findings for the road options from the feasibility study, and for the public transport and active travel options, notes the key points.

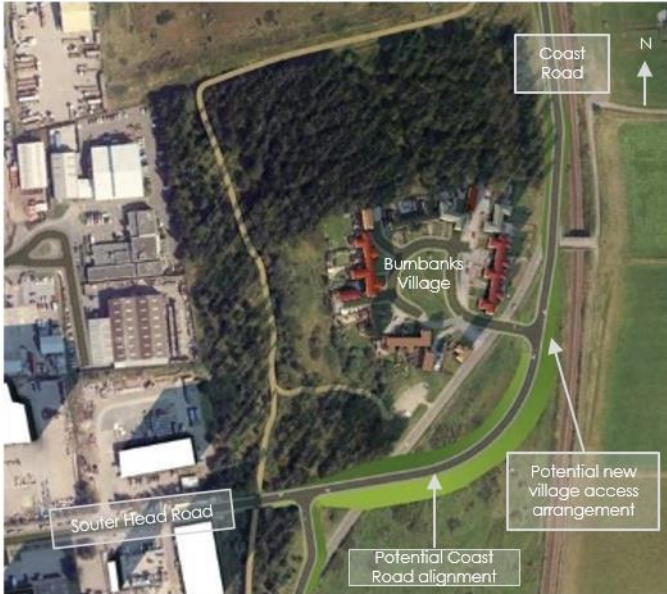
Table 8:1: Technical Feasibility

Option	Key Points	Score
A2a/b	<ul style="list-style-type: none"> <li>■ Under Option A2a, signalisation of the Greenwell Road/Wellington Road junction has been required (in the traffic modelling work undertaken) to accommodate the additional traffic generated by ASH and the proposed ETZ. An extension of the two-lane section on approach to the junction has been incorporated to segregate right and left turning traffic on Greenwell Road and increase the throughput at the signals.</li> <li>■ Under Option A2b, capacity upgrades at Greenbank Road/Wellington Road junction are unlikely to be possible due to the proximity to residential properties.</li> <li>■ Traffic Road Order (TRO) needed to control parking on one side of the Greenwell/Greenbank Road carriageway for the options.</li> <li>■ Under both Option A2a and A2b, new road construction would necessitate private land acquisition at the eastern end of Greenwell Road, and car parking would be lost at the associated premises.</li> <li>■ Based on the available data, Option A2a/b encroaches (with encroachment greater for Option A2a) into a portion of the Ness Landfill site where asbestos containing materials (ACMs) are likely to be present. ACMs would be a health and safety consideration and introduce additional costs for excavation and disposal of these hazardous materials. The diagram below provides an appreciation of the required land take required by the earthworks (shown in green) for both Options A2a and A2b. As can be seen, as the road is on a hill and needs to go under the railway line (assumed 7.5m clearance to provide headroom and structure) the earthworks footprint will be significant. The earthworks will be unusable space as they are on a 1 in 3 slope. The</li> </ul>	xx

Option	Key Points	Score
	<p>earthworks may be reduced by increasing the slope to 1 in 2 (if geotechnics allow) or a structural solution (e.g. retaining walls) could reduce the footprint.</p>  <p>Option A2a – Approximate land-take requirements (from Infracore)</p>  <p>Option A2b – Approximate land-take requirements (from Infracore)</p> <ul style="list-style-type: none"> <li>An underpass would be formed underneath the railway line, on a skewed alignment to reduce encroachment into the landfill (slightly different skew proposed between Options A2a and A2b). However, the passage of the road beneath the railway line and specific alignment would require agreement with Network Rail. The underpass construction would be a complex and expensive operation and require extensive consultation. Initial discussions with Network Rail indicated that underpasses are not their preference and if taken forward they may insist on taking responsibility for the design and construction to maintain control and limit the risk to the railway. Network Rail has concerns over the tightness of the route alignment geometry on approach and would potentially insist on widening of the structure to minimise the risk of bridge strikes. Network Rail also confirmed that disruptive weekday possessions may be required to construct the underpass, but as a minimum it is anticipated that a weekend possession would be required.</li> </ul>	

Option	Key Points	Score
A3a/b	<ul style="list-style-type: none"> <li>■ A similar commentary to Option A2a (above) is applicable to Option A3a in terms of signalisation and traffic delays.</li> <li>■ A similar commentary to Option A2b (above) is applicable to Option A3b in terms of signalisation and traffic delays.</li> <li>■ TRO needed to control parking on one side of the Greenwell/Greenbank Road carriageway for Option A3a/b.</li> <li>■ Under both Option A3a and A3b, new road construction would necessitate private land acquisition at the eastern end of Greenwell Road, and car parking would be lost at the associated premises.</li> <li>■ Routes A3a and A3b would both encroach upon the Ness Landfill and be constructed along the line of the existing perimeter access track. This would require excavation of landfill material over an extended length, adding complexity, risk and cost to the scheme to manage the excavation and disposal of potentially hazardous materials. Similarly to Option A2a and A2b, the diagram below provides an appreciation of the required land take required by the earthworks (shown in green) for both Options A3a and A3b.</li> </ul>  <p data-bbox="459 1285 1206 1317">Option A3a/b – Approximate land-take requirements (from Infracworks)</p> <ul style="list-style-type: none"> <li>■ A new overbridge would be constructed across the railway line under both A3a and A3b, and Network Rail has indicated that a minimum headroom of 6.3m would be required. This creates a significant constraint on the north-east side of the railway where there is only a short distance between the crossing point and Coast Road. This would require a carriageway gradient of 18% - approximately three times the recommended gradient for a strategic traffic route – which would be unsuitable for regular use by HGVs and buses. The increased elevation of the carriageway on both sides would also introduce the need for extensive retaining walls of significant height to mitigate encroachment on the railway and into the Scottish Water Wastewater Treatment Works site. Additional engineering feasible work has been undertaken to consider a variant of both Option A3a and A3b to overcome the geometric constraints noted above. This variant removes the need for the new railway bridge and continues the new road through the landfill site to join Coast Road south of the existing bridge. Appendix K provides a discussion on the potential for this link noting the deliverability issues with the reconfiguration of the landfill site that would be required. Given its alignment, such a link would not provide a meaningful connection between the strategic road network and ASH as such, but the potential benefits of a direct East Tullos to ASH link for the regeneration of East Tullos and in support of ASH related operations are noted.</li> <li>■ A new access to the Scottish Water site from the new road would also be required in close proximity to the junction with Coast Road under both Options A3a and A3b. The new access would feature a 20% gradient and</li> </ul>	xxx

Option	Key Points	Score
	<p>may be unacceptable to the road authority on account of tight junction spacing.</p>	
A4	<ul style="list-style-type: none"> <li>■ A traffic regulation order would be required to control parking on Hareness Road.</li> <li>■ Hareness Road meets Coast Road at a priority junction. While this junction was expected to be sufficient to accommodate ASH traffic, further modelling may be necessary to ensure it can also accommodate traffic associated with the proposed ETZ and identify whether signalisation is required. Consideration could also be given to reconfiguring the junction priority.</li> <li>■ Third party land take may be required to accommodate the widening of Coast Road, but this could potentially be avoided if the Road Authority were to accept narrow verges in constrained sections.</li> <li>■ A new railway overbridge would replace the existing structure and be constructed in such a way that continuity of access is maintained; however, this crossing would require realignment of Coast Road and the Coastal Path, and construction of a new access to the Ness Landfill site. These works are not considered onerous.</li> <li>■ An historical registered landfill site (Taylor's Industrial Landfill) is situated immediately east of the railway line adjacent to the proposed railway crossing point in Option A4. Therefore, the option may encroach upon this feature after crossing the railway line. This would require excavation of landfill material adding complexity, risk and cost to the scheme to manage the excavation and disposal of potentially hazardous materials.</li> <li>■ As with Options A2a/b and Option A3a/b, the new bridge over the railway line and specific alignment would require agreement with Network Rail who may wish to take ownership of the design process.</li> </ul>	✓✓✓
A5	<ul style="list-style-type: none"> <li>■ A traffic regulation order would be required to control parking on Souter Head Road.</li> <li>■ A new road link would be constructed between Souter Head Road and Coast Road via existing industrial premises. This will require the demolition of one building and may compromise access to another.</li> <li>■ Beyond the industrial yard the new carriageway would have a gradient of 5% (max recommended for an industrial road). A section of the existing Coast Road would be realigned to tie into the new road to maintain Burnbanks Village's connection to the road network. This may be a steep connection due to the profile of the new road coming down from Souter Head Road but would be of less concern as it is a residential access road. In addition, a second junction onto the new road would be required to reconnect the eastern end of Langdykes Road to the network. The potential network changes are shown below.</li> </ul>	✓✓

Option	Key Points	Score
	 <ul style="list-style-type: none"> <li>■ Third party land take may be required to accommodate widening of Coast Road to the north, but this could potentially be avoided if the Road Authority were to accept narrow verges in constrained sections.</li> <li>■ A new railway overbridge would replace the existing structure and be constructed in such a way that continuity of access is maintained; however, this crossing would require realignment of Coast Road and the Coastal Path, and construction of a new access to the Ness Landfill site. These works are not considered onerous.</li> <li>■ An historical registered landfill site (Taylor's Industrial Landfill) is situated immediately east of the railway line adjacent to the proposed railway crossing point in Option A5. Therefore, the option may encroach upon this feature after crossing the railway line. This would require excavation of landfill material adding complexity, risk and cost to the scheme to manage the excavation and disposal of potentially hazardous materials.</li> <li>■ As with the other road options, the new bridge over the railway line and specific alignment would require agreement with Network Rail who may wish to take ownership of the design process.</li> </ul>	
B1	<p>There are no technical feasibility issues that would cause significant challenges to extending existing bus routes to serve the proposed ETZ sites and the harbour. The extended services both in the north and south would require sufficient space to turn at the end of their route. In the case of the extended services to serve the harbour and northern proposed ETZ site at St. Fitticks park, a suitable bus turnaround loop would be required, probably within the proposed ETZ site. This should be considered during the Masterplanning for the site. For the southern bus routes, a turning circle already exists at Hareness Place. A suitable walking route to provide access to Doonies Farm would be required around the boundary of the Suez recycling centre. An alternative route via the existing shared use path along Coast Road would extend the walk required to over 1km (walking back onto Hareness Road then over Coast Road to join the path, and re-crossing Coast Road further north to enter the Doonies Farm site).</p>	<p>✓✓✓</p>
B2	<p>There are no technical feasibility issues that would cause significant challenges to providing a new service to serve cruise passenger other than the provision of a suitable bus turning space either within or close to the harbour as well as the associated appropriate bus waiting / boarding area for passengers coming ashore.</p>	<p>✓✓✓</p>

Option	Key Points	Score
B4	<p>There are no technical feasibility issues that would cause significant challenges to provide a new service to serve the proposed ETZ sites and the harbour. Such a service would require sufficient space to turn at the end of the route (at Doonies Farm) and should be taken into account during the Masterplanning stage for the proposed ETZ sites. Provision for new bus stops would be required at the harbour and proposed ETZ sites themselves.</p>	✓✓✓
B5	<p>Option B5 (the inner loop service) requires Option A2a/b to be in place to provide the linkage between the St. Fitticks proposed ETZ site and East Tullos industrial estate. The technical feasibility issues relating to the provision of this new link are discussed above in this table for Option A2a/b. Height clearance in terms of the underpass would be required to accommodate a bus vehicle on the route and should be taken into account at the detailed design stage.</p> <p>For the bus service itself, there are no technical feasibility issues (other than the potential clearance required at the underpass, which could be accommodated if single decker buses were utilised) that would cause significant challenges to provide the new service given existing bus infrastructure. Although provision for bus stops would be required on Greenwells Road / Greenbank Road as currently no buses route within the East Tullos industrial estate.</p>	✓✓
C1	<p>The proposed route would provide a new shared use path linking through St. Fitticks Park from Kirkhill Place to the Coast Road.</p> <p>The route should be considered and included in any proposed ETZ Masterplanning for the site. Within the park, the route splits into two sections, providing a link through the park to the new harbour entrance, and also south of the Waste Water treatment works, providing linkage through to the existing Coast Road off-road shared use path. This then provides onward connectivity to the proposed ETZ site at Doonies Farm.</p> <p>If Option A2a/b were implemented, it is assumed that the route would connect with the new road link with associated active travel crossings and provision through the proposed ETZ site.</p> <p>There is currently a network of informal tracks across the park which would be formalised and upgraded to provide an active travel route suitable for commuting. The route would require appropriate lighting to improve user security through the parkland and a new widened bridge over the Burn would be required.</p> <p>There is sufficient space to provide appropriate provision of the route and there are no major technical challenges to provision.</p>	✓✓
C4	<p>Two proposed route variations have been costed (as detailed in Section 10.4).</p> <p>The first assumes no major change to Hareness Road other than on-road cycle way marking to delineate space for cyclists in both directions. The second requires more significant works to provide a tiered cycleway alongside a segregated footway. This second option would require realignment of existing drainage and would present a greater degree of technical challenge. However, the option would be technically feasible.</p>	✓✓

## 8.2 Operational Feasibility

- 8.2.1 The operational feasibility of the roads options has been reviewed through visualisation of the traffic model for both the Do Minimum and options scenarios for the future years (as discussed in Appendix C ) and through consideration of traffic flow changes on key routes within the traffic models.
- 8.2.2 The assessment of operational feasibility for the public transport options has been undertaken through consultation with the two main bus operators in the region, First and Stagecoach. Initial consultation took place in July 2019. With the emergence of the proposed ETZ and the revisions

made to the public transport options, further discussions were had with the operators in July 2020. The key issues are noted against the relevant options in the operational feasibility.

- 8.2.3 The two active travel options do not present any obvious operational feasibility issues.
- 8.2.4 The appraisal of the operational feasibility of the road and public transport options is presented in Table 8:2.

Table 8:2: Operational Feasibility

Option	Key Points	Score
A2a/b	<p>Options A2a/b provide a new link to the harbour / proposed ETZ area and direct traffic further north on Wellington Road to either Greenwell Road (Option A2a) or Greenbank Road (Option A2b). As such, a greater volume of traffic is predicted to route on Wellington Road (between Hareness roundabout and Greenwell Road / Greenbank Road junctions). This has an impact on network performance in this area.</p> <p>Option <b>A2a</b> includes an additional set of signals on Wellington Road along an already busy stretch of carriageway with several existing signals. The cycle time for the new signals has been set to optimise the signals and balance the traffic flow on both Wellington Road and Greenwell Road. It should be noted that the inclusion of these signals creates queuing back on Wellington Road and causes difficulties and delays to traffic trying to join Wellington Road from the side arms further south (Abbotswell Road, Craigshaw Drive etc.) which are blocked by mainline traffic. In addition, queuing on Greenwell Road can delay vehicles in East Tullos industrial estate from exiting the area.</p> <p>The signals on Greenwell Road do however, overall, provide a significant benefit to harbour / proposed ETZ development traffic by allowing vehicles out onto Wellington Road (with a queue reduction of around 400m compared to the Do Minimum situation (where the congestion on Wellington Road significantly reduces capacity on Greenwell Road as it is a priority junction). In the scenarios with higher growth, (the 10% background growth and high development traffic scenarios) the options provide the greatest benefits to harbour / proposed ETZ traffic by enabling egress onto Wellington Road – which is difficult in the Do Minimum priority junction situation due to congestion in the network.</p> <p>There are significant impacts on through traffic journey times on Wellington Road due to the new set of signals and additionally some further network wide impacts as a result of the extra vehicles released from Greenwell Road (which results in additional traffic on Wellington Road). In particular, this has a knock-on effect on any give way minor arms along Wellington Road with traffic then struggling to find gaps in the mainline traffic (the impact reduces as the distance from Greenwell Road increases and vehicles disperse within the model).</p> <p>Unlike Option A2a, Option <b>A2b</b> does not involve any additional traffic signals on Wellington Road and as such does not impact as greatly on existing traffic within the Wellington Road corridor.</p> <p>Traffic volumes within the modelled network in the AM, IP and PM periods are presented in Appendix C.6 (for the highest demand scenario – 2041 High scenario with 10% background growth). The tables show, as expected, an increase in traffic on Wellington Road (between Hareness Road and Greenwell Rd / Greenbank Road) and also a minor increase in traffic on Souter Head Road (westbound in the AM and eastbound in the IP and PM periods) and Langdykes Road south / westbound – highlighting that some traffic (light goods vehicles only) are seeking alternative routes to avoid congestion on Wellington Road. Naturally, there is a large increase in traffic on Greenwell Road in Option A2a and on Greenbank Road in Option A2b. St. Fitticks Road also sees a decrease in traffic southbound in the AM and IP periods and northbound in the PM period in both Options A2a and A2b.</p>	<p>xx (A2a)</p> <p>x (A2b)</p>

Option	Key Points	Score
	<p><b>Overall, the journey time benefits to harbour / proposed ETZ traffic come with a significant disbenefit to existing traffic.</b></p> <p>Option A2a/b requires an underpass under the railway line which may present height clearance issues for abnormally high loads wishing to access the harbour / proposed ETZ area. In addition, the alignment of the underpass may present HGV 'swept path' clearance issues for abnormally long loads, although there will be a similar issue at the junction of Greenbank Rd / Greenwells Road for traffic routing to the harbour / proposed ETZ area from further afield due to the tight geometry at the junctions.</p>	
A3a/b	<p>Options A3a/b provide a new link to the harbour / proposed ETZ area and directs traffic further north on Wellington Road to either Greenwell Road (Option A3a) or Greenbank Road (Option A3b). As such, a greater volume of traffic is predicted to route on Wellington Road (between Hareness roundabout and Greenwell Road / Greenbank Road junctions). This has an impact on network performance in this area.</p> <p>Similar to Option A2a, Option A3a includes an additional set of signals on Wellington Road and causes the same traffic operational issues as noted above for Option A2a. Unlike Option A3a, Option A3b (similar to Option A2b) does not introduce any additional traffic signals on Wellington Road and as such does not impact as much on existing traffic within the Wellington Road corridor.</p> <p>Traffic volumes within the modelled network in the AM, IP and PM periods are presented in Appendix C.6 (for the highest demand scenario – 2041 High scenario with 10% background growth). The tables show similar traffic patterns and changes to that seen for Options A2a/b as noted above.</p> <p><b>Like Options A2a/b, overall, the journey time benefits to harbour / proposed ETZ traffic come with a significant disbenefit to existing traffic.</b></p>	<p>xx (A3a)</p> <p>x (A3b)</p>
A4	<p>Option A4 does not make any change from the Do Minimum in terms of the designated route to the harbour / proposed ETZ area, which remains as Hareness Road. This results in no major operational impact on existing traffic volumes or patterns on the road network. Coast Road traffic experiences a benefit due to the removal of the signals with a new bridge over the railway line, creating a straighter road alignment.</p> <p>Traffic volumes within the modelled network in the AM, IP and PM periods are presented in Appendix C.6 (for the highest demand scenario – 2041 High scenario with 10% background growth). The tables show, as expected given the smaller scale of the option compared to others, no significant changes in traffic flow on any of the routes in all three modelled periods.</p>	<p>✓</p>
A5	<p>Option A5 routes harbour / proposed ETZ bound traffic from Wellington Road further south (at Souter Head roundabout) as opposed to at the Hareness Road junction as in the Do Minimum. This benefits Wellington Road traffic.</p> <p>There is some disbenefit to northbound traffic at Souter Head Roundabout (more pronounced in the AM period) as there is now a greater volume of traffic turning right at the roundabout onto Souter Head Road – which requires larger gaps to be found in the circulating traffic. Similarly, in the PM period, there are issues on Wellington Road Southbound and Souter Head Road. These arms oppose each other at the Souter Head roundabout. Adjusting the signals to help minimise any additional queueing only serves to move the congestion between the roundabout arms. The queueing on Wellington Road doesn't impact any other junctions so doesn't cause further network issues upstream. The Souter Head Road queue reaches the roundabout with Crawpeel Road and traffic can be seen to queue up Crawpeel Road (reaching Hareness Road in the highest demand scenario). Note though that queueing back from the Souter Head roundabout to the Souter Head Road / Crawpeel Road roundabout is noted in the observed traffic counts i.e. the option does not result in a significantly worse situation than the existing.</p>	<p>✓✓</p>



Option	Key Points	Score
	<p>Traffic volumes within the modelled network in the AM, IP and PM periods are presented in Appendix C.6 (for the highest demand scenario – 2041 High scenario with 10% background growth). The tables show, as expected given the new Souter Head Road to Coast Road link, major reductions in traffic on both Hareness Road and Langdykes Road and a significant increase in traffic on Souter Head Road.</p>	
B1	<p>The additional journey time involved in extending existing bus services to ASH / proposed ETZ is likely to make the services unattractive to existing passengers travelling between the city centre and Torry.</p> <p>At present, both First and Stagecoach operate services to Torry from the city centre. Extension by one operator, but not both, could be commercially disadvantageous to that operator because a number of passengers would transfer to the more direct service that would continue to be provided by the other operator.</p> <p>Indicative timetable assumptions for the service extensions assumes both peak journeys and more regular service extensions depending on the bus route.</p> <p>As discussed in further detail in the Cost to Government appraisal, any extended services would need to be subsidised by the Council.</p> <p>Clear cognisance must be taken in consideration of instating any new / extended bus services operating with subsidy which could have an impact on commercially operated services. The relevant legislation is contained in <i>Section 63 of the Transport Act 1985 (as amended)</i> which states:</p> <p><i>(2)(a) "It shall be the duty of a council in Scotland ... to secure the provision of such public passenger transport services as the council consider it appropriate to secure to meet any public transport requirements within their area which would not in their view be met apart from any action taken by them for that purpose."</i></p> <p><i>(5) "For the purpose of securing the provision of any service under subsection (2)(a) any council shall have power to enter into an agreement providing for service subsidies; but their power to do so shall be exercisable only where the service in question would not be provided without subsidy"</i></p> <p>Aberdeen City Council has a duty to secure services it thinks are required where they are not provided by the market, but it cannot secure a service already provided by the market. The key issue is the interpretation of "service": there are many examples of subsidised services that partially parallel commercial services. In any further development of the options, a clear understanding of the purpose of any new subsidised services is required in order to show that the proposals are legal.</p>	✓
B2	<p>The proposed service would operate only on days when cruise ships are scheduled to visit Aberdeen. Indicative timetables have been prepared for the service (daytime service and late date service) and these are shown in Appendix E . In each case, two options have been developed: a regular 30-minute service throughout the operating day and a regular service augmented by a higher frequency of operation at the start and end of the operating day.</p> <p>The analysis has shown that a standalone shuttle service can be provided between ASH and the city centre on days when a cruise ship is in port. The cost of the service depends on hours of operation and whether the service is operated on a contract basis or as a registered local service.</p>	✓✓
B4	<p>An indicative timetable has been developed, as shown in Appendix E (although detailed specification would need to be determined once staff working times etc. are established). The timetable requires one bus to operate, with annual operating hours of 2,700, assuming a seven-day operation. Service times have been assumed to match three shift patterns at the proposed ETZ site and service peak staff movements.</p> <p>As discussed in further detail in the Cost to Government appraisal, the new service would need to be heavily subsidised by the Council.</p>	✓

Option	Key Points	Score
	As noted for Option B1, clear cognisance must be taken in consideration of instating any new bus services operating with subsidy which could have an impact on commercially operated services (as per <i>Section 63 of the Transport Act 1985 (as amended)</i> )	
B5	<p>An indicative timetable has been developed, as shown in in Appendix E (although detailed specification would need to be determined once staff working times etc. are established). Similar to Option B4, the timetable requires one bus to operate, with annual operating hours of 2,700, assuming seven-day operation. Service times have been assumed to match three shift patterns at the proposed ETZ site and service peak staff movements.</p> <p>As discussed in further detail in the Cost to Government appraisal, the new service would need to be heavily subsidised by the Council.</p> <p>As noted for Option B1, clear cognisance must be taken in consideration of instating any new bus services operating with subsidy which could have an impact on commercially operated services (as per <i>Section 63 of the Transport Act 1985 (as amended)</i>).</p>	✓
C1	There are no significant operational issues associated with this option.	✓✓✓
C4	There are no significant operational issues associated with this option.	✓✓✓

## 9 Detailed Options Appraisal: STAG Criteria

### 9.1 Introduction

9.1.1 This section sets out the approach taken and key points in relation for appraisal of the options against the STAG criteria. The summarised outcome of the appraisal, against the STAG criteria, TPOs and other criteria, is presented in Chapter 13.

### 9.2 Environment Appraisal

#### Appraisal Criteria

9.2.1 The environmental appraisal at the *Detailed Options Appraisal* stage considers:

- **Noise and Vibration:** avoidance of unacceptable adverse impacts on residential amenity;
- **Global Air Quality:** carbon dioxide (CO<sub>2</sub>): ability to accommodate public transport to support sustainable modal shifts;
- **Local Air Quality:** particulates (PM<sub>10</sub>) and nitrogen dioxide (NO<sub>2</sub>); avoid unacceptable adverse impacts on sensitive residential and community receptors, including by tackling or avoiding congestion and other sources of poor air quality;
- **Water Quality, Drainage and Flood Defence:** avoid increased flood risk (to new infrastructure and surrounding area) and unacceptable adverse water quality impacts;
- **Biodiversity and Habitats:** avoidance of unacceptable adverse impacts on important ecological features (designated sites, protected species, valued habitats, etc);
- **Landscape and Visual Amenity:** avoidance of unacceptable adverse impacts on landscape/townscape character, key views, and visual amenity; and,
- **Cultural Heritage:** avoidance of unacceptable adverse impacts on the integrity, understanding and setting of heritage assets and the wider historic environment; and
- **Geology, Agriculture and Soils:** avoid unacceptable adverse geo-technical or geo-environmental (e.g. contamination, human health, etc) risks.

#### Consenting Requirements

9.2.2 The road options would necessitate varying extents of new and realigned road construction outwith existing carriageways, meaning that it would be necessary for Aberdeen City Council as the scheme promoter to obtain planning permission for relevant development activities. As all options are likely to involve a total site area (including working areas) exceeding 1 hectare, the project is likely to fall within the scope of paragraph 10(f) of Schedule 2 to the Town and Country Planning Environmental Impact Assessment (Scotland) Regulations 2017 (the EIA Regulations). This means it would be necessary to screen the preferred route for the potential need to undertake a statutory Environmental Impact Assessment (EIA), taking account of the nature of the route, its location and whether significant environmental effects are likely to occur. In the event of a statutory EIA not being required, these factors would also influence the range of technical studies and supporting information that may be required to support a planning application for the project.

9.2.3 As all potential road options would be substantially less than 8km in length, the project would be classed as a 'local' development under the Town and Country Planning (Hierarchy of

Developments) (Scotland) Regulations 2009. Any planning application for the project would therefore be determined in accordance with applicable procedures.

### Key Environmental Appraisal Summary

9.2.4 Environmental baselining work undertaken during the Case for Change stage for the study and further feasibility work has been undertaken to inform the appraisal. The key elements of this work are discussed in Appendix F with the overall scoring presented in Table 9:1 and more detailed key findings presented in Table 9:2.

Table 9:1: Appraisal against the STAG Environmental Criteria – STAG Scoring

Mode	Option	Environment Score
Road	A2a	xx
	A2b	xx
	A3a	xx
	A3b	xx
	A4	-
	A5	x
Bus	B1	✓
	B2	✓
	B4	✓
	B5	✓
Active travel	C1	✓
	C4	✓

Table 9.2: Appraisal against the STAG Environmental Criteria

Option	Option Description	Key Findings	Key Appraisal Findings	Score
A2 a/b	A new road connection from Greenwell Road / Greenbank Road via St Fitticks Community Park to Coast Road with a new underbridge under the railway line.	Noise and Vibration	Noise sensitive receptors within the immediate vicinity of this option route include Tullos Primary School and residential properties within Torry, particularly at Kirkhill Place, Kirkhill Road and Girdleness Road adjacent to the railway line. A high level quantitative appraisal of the potential impact in terms of noise and vibration is presented for TPO1 in Appendix D.1. It shows that Options A2a/b create additional traffic in front of residential and commercial premises across all time periods, with the exception of residential properties in the AM period. Increases in traffic on Greenwell Road (Option A2a) and Greenbank Road (Option A2b), has an impact on purely commercial premises in the East Tullos industrial estate. Decreased traffic on Hareness Road provides benefit to commercial premises located along the road (there are no residential properties located along the road). Increased traffic on Wellington Road impacts most greatly between Landykes Road and Hareness Road as there are a number of residential properties located here.	x
		Global Air Quality – CO <sub>2</sub>	Both Options A2a and A2b reduce trip lengths associated with travel to ASH / proposed ETZ area from both the north, south and west for HGV traffic and from the south and west for all other traffic. From the south, the route to the ASH / proposed ETZ area reduces by around 1.50km in Option A2a and by 1.75km in Option A2b compared to the Do Minimum.  Given this, the economic analysis undertaken (as presented in Section 9.4 and Appendix H ) shows an overall positive benefit of both options in terms of greenhouse gas emissions.	✓
		Local Air Quality – PM <sub>10</sub> and NO <sub>2</sub>	An Air Quality Management Area (AQMA) designation exists on Wellington Road extending from the Queen Elizabeth Bridge to Balnagask Road and is designated owing to exceedances of NO <sub>2</sub> and PM <sub>10</sub> annual mean limits. Options A2a and A2b terminate at the junctions of Wellington Road with Greenwell Road and Greenbank Road respectively (i.e. 350m and 620m south of the Wellington Road AQMA). Potential impacts of these routes on the performance of the junctions, associated queueing times and the release of air pollutants close to the AQMA will therefore require detailed assessment should these options be taken forward.  As noted above, from the south, the route to the ASH / proposed ETZ area reduces by around 1.5km in Option A2a and by 1.75km in Option A2b. This reduces the overall vehicle kilometres travelled (with a positive impact on global air quality as noted above) but despite the reduced distance, the time spent by vehicles increases in some scenarios (due to traffic congestion, with the traffic modelling outputs showing a worse impact in Option A2a than Option A2b). Overall average speeds within the model also decrease in some scenarios and time periods highlighting that the reduced distance does not translate directly into travel time benefits and hence local air quality benefits, especially if vehicles are moving slowly in a congested network.	x

Option	Option Description	Key Findings	Key Appraisal Findings	Score
		Water Quality, Drainage and Flood Defence	<p>Route A2a passes immediately north of the Northern Corner Attenuation Basin, west of the former Ness Farm Landfill site. SEPA flood maps indicate no likelihood of fluvial or coastal flooding along the route of Option A2a. A high to medium risk of surface water flooding is present on the railway line which the route passes underneath and along Greenwell Road within the East Tullos Industrial Estate.</p> <p>Route A2b skirts immediately south of the Northern Corner Attenuation Basin. SEPA flood maps indicate no likelihood of river or coastal flooding along Route A2b. A high to medium risk of surface water flooding is present along the railway line and the southern section of Greenwell Road, reducing to low or no likelihood of surface water flooding further west along Greenbank Road.</p>	x
		Biodiversity	Routes A2a and A2b commence at the Bay of Nigg adjacent to the Balnagask to Cove Local Nature Conservation Site (LNCS) (also in close proximity to the Nigg Bay geological SSSI). The routes also pass through the northern tip of Tullos Hill LNCS.	x
		Landscape and Visual Amenity	Small sections of both routes run adjacent to St Fitticks Community Park and within Loirston Country Park where adverse visual impacts are likely. Outwith these areas, the routes pass through less sensitive industrial areas or adjacent to existing transport infrastructure.	x
		Geology, Agricultural and Soils	<p>Options 2a and 2b both encroach on the Ness Farm Landfill site.</p> <p>It is recognised that remedial works have been undertaken (2009 – 2013) at Ness Farm Landfill to accommodate changes to landfill gas, leachate and surface water management systems, and that the site has also been regarded as capped and restored to an open grassland. Following this, the landfill has entered an approximate 30 year-long Aftercare Phase with an objective to maintain the landfill and protect human health and the environment. At the present time, the landfill is fenced off to prevent public access.</p> <p>There are six asbestos cells and two Low Level Waste (LLW) cells situated across the landfill. One asbestos cell is present in the northern corner in close proximity to the Option A2a/b route at the Northern Corner Attenuation Basin. While the precise depths and areas of tipping for the waste types has not been reviewed, dependant on the nature and condition of the wastes, any excavation into these materials could present significant environmental risks that would need to be managed and mitigation measures employed. Risks could include, leachate breakout and contamination of controlled waters, release of contaminated airborne particles, including asbestos fibres, odours and landfill gas releases, vector, and vermin control (birds, flies, rats etc.) and instability of slopes. Landfill management infrastructure would need further consideration in any design proposals. These may include the need to relocate and/or replace control and management systems, such as landfill gas extraction pipework, leachate management pipework and surface water drainage systems. In addition, any excavation works that may occur</p>	xxx

Option	Option Description	Key Findings	Key Appraisal Findings	Score
			<p>would need to maintain the integrity or replace any containment / lining or capping measures as well as consider slope stability and settlement issues that may occur as a result of the proposed works.</p> <p>Whilst the proposed road development is unlikely to include any permanent buildings in this area, there would be a high risk of accumulation of landfill gases within subsurface infrastructure and manholes and as such, without mitigation in design, landfill gases could be a potential constraint to the development of a new road. It should also be noted that if the landfill site was capable of generating ambient methane at concentrations above its lower explosive limit, there could also be an ignition/explosion risk. This would be of particular concern in relation to any electrical equipment that would be installed as part of the proposed road.</p> <p>There is also a risk of significant settlement occurring. Any changes in loading to the waste body could result in either increased and accelerated settlement in areas where levels are raised or embankments are created, or a decrease in settlement rate and amount as a consequence of unloading, i.e. excavation of waste materials. Detailed design would need to take into account the potentially damaging effects of both total and differential settlements from the underlying waste materials. It should also be noted that the necessary security measures around the landfill are retained such that unauthorised access to the landfill or accidental damage does not occur to the landfill infrastructure.</p> <p>The route alignments also pass through industrial facilities in the north east corner of East Tullos industrial estate with the potential for contamination from fuels and oils, heavy metals, asbestos, polycyclic aromatic hydrocarbons (PAHs) and solvents, polychlorinated biphenyls (PCBs), and BTEX. The route, close to railway land, has the potential for contamination from organic contaminants in diesel and PAHs, biocides and ash given the excavation of the embankment required. The location of the Waste Water Treatment Works also poses a contamination risk from sewage and ammoniacal nitrogen.</p> <p>The northern corner of the landfill includes steep topography and as such this route would require excavation into the landfill capping and waste material. These earthworks would be required to form the cutting and associated slopes to accommodate the road pavement and infrastructure. In summary, constraints on the route alignments of Options A2a and A2b include:</p> <ul style="list-style-type: none"> <li>• the potential for total and differential settlement,</li> <li>• a significant cost of ground improvement,</li> <li>• difficulty in creating stable slopes in the waste material and</li> <li>• disruption to the control measures, which control and prevent migration of liquid and gaseous contamination.</li> </ul> <p>If either Option A2a or A2b are taken forward, more detailed assessment and further research, potentially including intrusive investigation and testing at the landfill site, would be required.</p>	

Option	Option Description	Key Findings	Key Appraisal Findings	Score
		Cultural Heritage	<p>Options A2a and A2b do not interact with any Conservation Areas but are located close to three listed buildings (north of the route above the railway line at Grampian Road, Tullos School and the junction of Girdleness Road and Gregness Gardens).</p> <p>Two scheduled monuments lie to the north of both routes at North Balnagask Road and St Fitticks Community Park.</p> <p>Three Scheduled monuments lie to the south of both routes within Loirston Country Park. The closest scheduled monument to both routes is Tullos Cairn, which is located approximately 350m from Option A2a and 250m from Option A2b at its closest point.</p>	-
		Physical Fitness	<p>Option A2a intersects with two Core Paths, one running through St Fitticks Community Park and the second crossing the railway line from Ladywell Place onto Greenwell Road. The route also dissects a playing field south west of St Fitticks Community Park and encroaches into Loirston Country Park.</p> <p>Core Paths intersect Option A2b on three occasions, one running through St Fitticks Community Park, the second crossing the railway line from Ladywell Place onto Greenwell Road and the third along Greenback Crescent. Option A2b also dissects a playing field south west of St Fitticks Community Park and encroaches into Loirston Country Park to greater extent than Option A2a.</p> <p>Both options therefore sever existing active travel links and would have an impact on their potential use for physical fitness. It will be important to accommodate these existing routes into any new road design with appropriate safe and well-designed crossing points. It is also assumed that any new route through St. Fitticks Park would include a parallel active travel route adjacent to the road.</p>	x
A3 a/b	A new road connection from Greenwell Road / Greenbank Road via the former Ness Landfill site and a new bridge over the railway.	Noise and Vibration	<p>By virtue of being located further south than Options A2a and A2b, Options A3a and A3b avoid noise sensitive receptors including Tullos Primary School and residential properties within Torry.</p> <p>A high level quantitative appraisal of the potential option impact in terms of noise and vibration is presented for TPO1 in Appendix D.1. Similar to Option A2a/b, it shows that Option A3a/b create additional traffic in front of residential and commercial premises across all time periods, with the exception of residential properties in the AM period. Increased traffic on Greenwell Road (Option A3a) and Greenbank Road (Option A3b), has an impact on purely commercial properties in the East Tullos industrial estate. Decreased traffic on Hareness Road provides benefit to commercial premises located along the road (there are no residential properties located along the road). Increased traffic on Wellington Road impacts most greatly between Langdykes Road and Hareness Road as there are a number of residential properties located here.</p>	x
		Global Air Quality – CO <sub>2</sub>	Both Options A3a and A3b reduce the trip length associated with travel to the ASH / proposed ETZ area from both the north, south and west for HGV traffic and from the south and west for all traffic. From the south, the route to the ASH / proposed ETZ area reduces by around 0.9km in Option A3a and by 1.1km in Option A3b.	✓



Option	Option Description	Key Findings	Key Appraisal Findings	Score
			Given this, the economic analysis undertaken (as presented in Section 9.4 and Appendix H ) shows an overall positive benefit for both options in terms of greenhouse gas emissions.	
		Local Air Quality – PM <sub>10</sub> and NO <sub>2</sub>	<p>An Air Quality Management Area (AQMA) designation exists on Wellington Road extending from the Queen Elizabeth Bridge to Balnagask Road and is designated owing to exceedances of NO<sub>2</sub> and PM<sub>10</sub> annual mean limits. Routes A3a and A3b terminate at the junctions of Wellington Road with Greenwell Road and Greenbank Road respectively (i.e. 350m and 620m south of the Wellington Road AQMA). Potential impacts of this route on the performance of the junction, associated queueing times and the release of air pollutants close to the AQMA will therefore require detailed assessment should these options be taken forward.</p> <p>As noted above, from the south, the route to the ASH / proposed ETZ area reduces by around 0.9km in Option A3a and by 1.1km in Option A3b. This reduces the overall vehicle kilometres travelled (with a positive impact on global air quality) but despite the reduced distance, time spent by vehicles increases in some scenarios (due to traffic congestion, with the traffic modelling indicating a worse impact in Option A3a than Option A3b). Overall average speeds within the model also decrease in some scenarios and time periods, highlighting that the reduced distance does not translate directly into travel time benefits and hence local air quality benefits, especially if vehicles are moving slowly in a congested network.</p>	✘
		Water Quality, Drainage and Flood Defence	<p>Flood maps demonstrate no likelihood of river or coastal flooding along Options A3a or A3b.</p> <p>With regard to Option A3a, a high to medium risk of surface water flooding is present at the railway line, throughout East Tullos industrial estate and along Greenwell Road.</p> <p>With regard to Option A3b, a high to medium risk of surface water flooding is present throughout the coastal section of the railway line and to the south of Nigg Wastewater Treatment Works. There is a low to no likelihood of surface water flooding along Greenbank Road.</p>	✘
		Biodiversity	Options A3a and A3b commence at the Bay of Nigg within the Balnagask to Cove LNCS (also in close proximity to the Nigg Bay geological SSSI). The route also passes through the northern tip of Tullos Hill LNCS.	✘
		Landscape and Visual Amenity	Options A3a and A3b avoid direct disturbance to St Fitticks Community Park and playing fields. However, both routes skirt the periphery of Loirston Country Park and both would require a substantially elevated railway overbridge, which could give rise to adverse visual impacts. Outwith these areas, Options A3a and A3b pass through less sensitive industrial areas or adjacent to existing transport infrastructure.	✘

Option	Option Description	Key Findings	Key Appraisal Findings	Score
		<p>Geology, Agricultural and Soils</p>	<p>Options A3a and A3b both encroach on the Ness Farm Landfill site. The commentary noted above for Options A2a/b is also relevant here. It should be noted that Options A3a/b route through a far greater part of the landfill site than Options A2a/b. As such, remedial work required is likely to be more onerous by an order of magnitude.</p> <p>In addition, there is an LLW cell in the north of the landfill in the vicinity of Options A3a/b as they cross the railway line. The commentary around other potential contaminates, as presented for Options A2a/b, is also relevant here.</p> <p>As noted for Option A2a//b, the northern corner of the landfill includes steep topography and as such this route would require excavation into the landfill capping and waste material. These earthworks would be required to form the cutting and associated slopes to accommodate the road pavement and infrastructure. In summary, constraints on the route alignments of Options A3a and A3b include:</p> <ul style="list-style-type: none"> <li>• the potential for total and differential settlement,</li> <li>• the significant cost of ground improvement,</li> <li>• difficulty in creating stable slopes in the waste material and</li> <li>• disruption to the control measures, which control and prevent migration of liquid and gaseous contamination.</li> </ul> <p>In addition, for Options A3a and A3b, construction of the road across the landfill could be considered using either compaction or surcharge to reduce or accelerate the potential for residual settlement. The potential impact of these activities to the landfill function would need to be fully understood and any negative impacts mitigated.</p> <p>Alternatively, construction of a road on piles (i.e. a raised viaduct supported on piles) across the landfill could be utilised. In this case the impact of the piles on the integrity and functioning of the landfill and the engineering components of the capping/lining systems would require to be fully understood and negative impacts mitigated.</p> <p>At the east end of Options A3a/b, a new bridge over the railway would be required. The bridge foundations design and construction would again be constrained by the presence of the Ness Farm Landfill material as already described. The design process would require the ground stability to be determined and demonstrated to Network Rail. The route is constrained by the presence of a small portion of Alluvium soils towards the centre of the route as these can exhibit poor geotechnical properties for road foundation support.</p> <p>Given the issues raised, if either Option A3a or A3b is taken forward, more detailed assessment and further research, potentially including intrusive investigation and testing, would be required.</p>	<p>xxx</p>
		<p>Cultural Heritage</p>	<p>Options A3a and A3b do not interact with any Conservation Areas but are located close to three listed buildings (north of the route above the railway line at Grampian Road, Tullos School and the junction of Girdleness Road and Gregness Gardens). Two scheduled monuments lie to the north at North Balnagask Road and St Fitticks Community park. Three Scheduled monuments lie to the south of the route within Loirston Country Park. The</p>	<p>-</p>

Option	Option Description	Key Findings	Key Appraisal Findings	Score
			closest scheduled monument (Tullos Cairn) is approximately 350m away from Option A3a and 200m away from Option A3b at its closest point.	
		Physical Fitness	Core Paths intersect Options A3a and A3b on three occasions, one at the start of the route adjacent to Nigg Bay geological SSSI, one along the Coast Road and a third from Ladywell Place onto Greenwell Road. Both routes therefore sever existing active travel links and would have an impact on their potential use for physical fitness. It will be important to accommodate these existing routes into any new road design with appropriate safe and well-designed crossing points. It is also assumed that any new route linking East Tullos with the Coast Road would include a parallel active travel route adjacent to the road.	x
A4	Improve the existing route via Hareness Road through the provision of a new bridge over the railway and capacity improvements.	Noise and Vibration	With the exception of Doonies Rare Breeds Farm, this route passes through open and industrial areas and therefore avoids close proximity to other noise sensitive receptors.  A high level quantitative appraisal of the potential option impact in terms of noise and vibration is presented for TPO1 in Appendix D.1. It shows no significant change in traffic that would impact on alter existing noise levels in front of residential or commercial properties.	-
		Global Air Quality – CO <sub>2</sub>	The option does not impact on the trip length associated with travel to the ASH / proposed ETZ area (although there is a very minor reduction given the 'straightening of the Coast Road bridge). Therefore there is no significant impact on vehicle kilometres travelled, and although there may be some minor reduction in emissions from reduced vehicle idling at the existing Coast Road signals, only a minor (positive) impact on greenhouse gas emissions is anticipated.	✓
		Local Air Quality – PM <sub>10</sub> and NO <sub>2</sub>	This route connects into Wellington Road via Hareness Road, approximately 1.4km from Wellington Road AQMA. However, the option is unlikely to have any impact on this.	-
		Water Quality, Drainage and Flood Defence	SEPA flood maps indicate no likelihood of river or coastal flooding along the route. A high to medium risk of surface water flooding is present along the length of Coast Road extending to the east of Altens Industrial Estate.	x
		Biodiversity	The northern section of the route encroaches on Balnagask to Cove LNCS, which then runs adjacent to the whole Coast Road stretch from north to south. The southern section of the route also passes in close proximity to Loirston Loch LNCS at the Hareness Road Roundabout.	-
		Landscape and Visual Amenity	This route skirts through a small, detached section of the Loirston Country Park situated approximately 130m north of Burnbanks Village (itself screened by intervening woodland).	x

Option	Option Description	Key Findings	Key Appraisal Findings	Score
		Geology, Agricultural and Soils	<p>Between the Hareness Road / Coast Road junction and the Bay of Nigg, the general land use appears to be agricultural with Ness Farm and Doonies Farm.</p> <p>An historical registered landfill site (Taylor's Industrial Landfill) is situated immediately east of the railway line adjacent to the proposed railway crossing point in Option A4. Therefore, the option may encroach upon this feature after crossing the railway line. The landfill was licenced to accept liquid cesspool emptyings and sludge cesspool emptyings and the maximum input rate was 'Very Small (Less than 10,000 tonnes per year)'. According to the H&amp;S Manager at Taylors Industrial, the company operated the landfill on behalf of Aberdeen City Council and waste accepted at the landfill may have been domestic/household waste, however this information is considered anecdotal and contradicts the information provided in the Envirocheck Report. Both SEPA and Aberdeen City Council have been contacted for information about the Taylors Landfill. At present, no additional information has been provided. Given this, it is difficult to say with certainty what hazardous waste is present at the site. If the final option design does intersect the landfill, there is the potential for contamination from mineral oil, solvents, petroleum hydrocarbons, volatile organic compounds (VOCs) and semi-volatile organic compounds (SVOCs) asbestos containing materials.</p> <p>The option routes close to railway land has the potential for contamination from organic contaminants in diesel and PAHs, biocides and ash given the excavation of the embankment required.</p> <p>The new bridge over the railway would be to the south of the existing bridge, at an approximate 45-degree skew to the railway to maximise the size of curve radii possible on the approaches to the crossing. The railway is in a rock cutting at the indicated location. This would constrain the foundation solution for the new bridge. Suitable foundation strata for the new bridge is likely to comprise the psammite and semi-pelite of the Aberdeen Formation. A basalt / microgabbro dyke of the Central Scotland Late Carboniferous Tholeiitic Dyke Swarm exists in the vicinity of the new bridge location. Although unlikely to present a constraint to the new bridge, the location and interaction with the ground would require to be understood through ground investigation.</p> <p>The stability of the existing cutting rock faces would require to be maintained and demonstrated to Network Rail. In addition, potential compressible ground associated with the Taylor Landfill may be present beneath the route.</p> <p>Given the issues raised, if Option A4 is taken forward, more detailed assessment and further research, potentially including ground investigation and testing, would be required.</p>	x
		Cultural Heritage	The route does not interact with any Conservation Areas and there are no listed buildings in close proximity to the route. The closest scheduled monuments are Cat Cairn and Crab's Cairn approximately 400 m north west of the route at its closest point.	-
		Physical Fitness	The route intersects with National Cycle Route 1 and Core Path 78 when departing the Bay of Nigg to reach the Coast Road. Another Core Path runs adjacent to the south of the route at Hareness Road and Loirston Country	-

Option	Option Description	Key Findings	Key Appraisal Findings	Score
			Park. However, changes to the road infrastructure required for this option will not sever any existing active travel routes and is therefore not anticipated to have any significant impact on physical fitness.	
A5	A new road connection between Coast Road and Souter Head Road and a new bridge over the railway.	Noise and Vibration	<p>A high level quantitative appraisal of the potential option impact in terms of noise and vibration is presented for TPO1 in Appendix D.1. It shows consistently <i>overall</i> reduced traffic routeing past residential and business properties across all periods. This is to be expected given the removal of ASH and proposed ETZ traffic from Wellington Road and Hareness Road, onto Souter Head Road. The option also significantly reduces traffic on Langdykes Road with traffic routing on Souter Head Road instead, with a significant benefit to residential properties located here and with the potential to traffic calm Langdykes Road.</p> <p>However, given the routing past the residential area of Burnbanks Village, additional work was undertaken to consider the potential option impact on the village. Although noise and vibration impacts would be mitigated somewhat by realigning this section of the Coast Road to the south and removing the existing direct access junction onto Coast Road, the option would necessitate the removal of a number of existing trees between the industrial estate and Coast Road currently acting as a light and noise barrier between the village and the industrial estate.</p> <p>The additional noise assessment undertaken is presented in Appendix F and shows a 5 dB increase in noise levels in the worst-case at properties in the north-east corner of Burnbanks Village. The increase at other dwellings i.e. towards the south of Burnbanks Village should be lower than this, owing to the increased distance between the new road and dwellings. This highlights a significant impact over both the short term (opening year - 2026) and long term (15 years from opening - 2041). In terms of mitigation, a potential solution would be to make use of a low noise road surface which could reduce the increase in noise levels by up to 3.5 dB, resulting in an increase in noise levels of between 1-2 dB at the worst-affected dwellings in the short and long-term. While this may still be marginally above the significance criteria as set out in the Design Manual for Roads and Bridges, it is unlikely to be significantly above it and it may be possible that further mitigation would not be required (based on the number of properties experiencing increases/reductions in noise levels from the new road layout).</p> <p>With the exception of Doonies Rare Breeds Farm, this route otherwise passes through open and industrial areas and therefore avoids close proximity to other noise sensitive receptors.</p>	xx
		Global Air Quality – CO <sub>2</sub>	The option reduces the trip lengths associated with travel to the ASH / proposed ETZ area from the south by approximately 0.6km. Given this, the economic analysis (as presented in Section 9.4 and Appendix H ) shows a positive benefit in terms of greenhouse gas emissions.	✓
		Local Air Quality – PM <sub>10</sub> and NO <sub>2</sub>	This route connects into Wellington Road via Souter Head Road, approximately 2.2km from Wellington Road AQMA. However, the option is unlikely to have any impact on this. Removing traffic from Wellington Road at Souter Head roundabout (as opposed to at Hareness Road further north) is likely to reduce congestion and queuing on	✓

Option	Option Description	Key Findings	Key Appraisal Findings	Score
			<p>Wellington Road between the two junctions, with positive impacts on local air quality there. However, this would be eroded if traffic were induced to the route over time given the reduction in congestion.</p> <p>This shortened trip length to the ASH / proposed ETZ area from the south reduces the overall vehicle kilometers travelled, which, unlike Options A2a/b and Options A3a/b, does translate into reduced vehicle time on the network and overall increased average vehicle speeds, across time periods and scenarios. A more free flowing network is likely to provide some minor local air quality benefits, especially towards the south of the Wellington Road corridor given the rerouting of vehicles away from Wellington Road at Souter Head roundabout if travelling towards the harbour. However, given the option passes in close proximity to the residential area of Burnbanks Village, there is likely to be a minor impact on local area quality in this area given the increased traffic, a greater proportion of which will be goods vehicles.</p>	
		Water Quality, Drainage and Flood Defence	SEPA flood maps indicate no likelihood of river or coastal flooding along the option route. A high to medium risk of surface water flooding is present along the length of Coast Road to the east of the Altens Industrial Estate. Small areas of a high likelihood of surface water flooding are present along Souter Head Road.	x
		Biodiversity	The northern section of the route encroaches on Balnagask to Cove Local Nature Conservation Site, which then runs adjacent to the whole Coast Road stretch from north to south. No other designated sites are situated close to this option route.	x
		Landscape and Visual Amenity	<p>This route does not directly impact on any part of Loirston Country Park, but rather passes along the existing Coast Road approximately 50m south east of its small southerly area.</p> <p>The realignment of the Coast Road and the entrance to Burnbanks Village combined with the creation of a junction with Souter Head Road would involve the loss of woodland and rough vegetation, which could reduce existing screening between Burnbanks Village and Altens Industrial Estate. The realigned Coast Road would however be set back further from Burnbanks Village than its present position.</p>	x
		Geology, Agricultural and Soils	<p>Like Option A4, Option A5 also has the potential to encroach on the Taylor's Industrial Landfill site, situated immediately east of the railway line adjacent to the proposed railway crossing point. The commentary noted above for Option A4 is also relevant here.</p> <p>The commentary around other potential contaminates and route constraints, as presented for Options A4 is also relevant here.</p> <p>In addition, Option A5 also has the potential for localised contamination close to the former Burnbanks opencast site if the Coast Road needs to be widened and encroaches onto the former opencast site. There would then be the potential presence of ash, heavy metals, and asbestos.</p>	x

Option	Option Description	Key Findings	Key Appraisal Findings	Score
			Given the issues raised, if Option A5 is taken forward, more detailed assessment and further research, potentially including ground investigation and testing, would be required.	
		Cultural Heritage	South of Burnbanks Village, the realigned Coast Road passes immediately adjacent to and may directly impact on a cluster of Category C late 18th century fisher cottages, attendant trail, and an informal car park. To the north within Burnbanks Village, Nos. 5, 7 and 8 Burnbanks are also Category C listed buildings.	x
		Physical Fitness	The option route intersects with National Cycle Route 1 and Core Path 78 when departing the Bay of Nigg to reach the Coast Road. Core Path 95 and several informal paths would need to be realigned. Access to the coastal path from the existing car park on Coast Road could be impacted by an increase in traffic on Coast Road.  The additional linkage from Souter Head Road to the Coast Road may encourage greater use of the existing active travel routes and is therefore anticipated to have minor impact on physical fitness.	-
B1	Extend / enhance existing bus services to provide public transport access to ASH and the proposed ETZ sites	All criteria	The option involves the extension of existing bus services and would not require any infrastructure works other than several new bus stops. Enabling sustainable travel to the sites may encourage those working at the new harbour and proposed ETZ sites to utilise public transport. This may have some minor physical fitness benefits and a minor impact on both local and global air quality through reduced private vehicle emissions. There will also be an increase in bus emissions due to the extended services and hence bus kilometres. However, overall, there are unlikely to be any significant environmental impacts.	✓
B2	New bus service between ASH and Aberdeen City Centre for cruise passengers	All criteria	The option involves a new bus service connection for cruise passengers to the city centre and would not require any infrastructure works other than a new bus stop within the harbour area. Overall, there are unlikely to be any significant environmental impacts.	✓
B4	New bus services to provide public transport access to ASH and the proposed ETZ sites	All criteria	The option involves a new bus services to ASH and both proposed ETZ sites and would not require any significant infrastructure works other than several new bus stops and a turning cycle within the proposed ETZ site at Doonies Farm. Enabling sustainable travel to the sites may encourage those working at the new harbour and proposed ETZ sites to utilise public transport. This may have some minor physical fitness benefits and a minor impact on both local and global air quality through reduced private vehicle emissions. There will also be an increase in bus emissions due to the new services and hence bus kilometres. However, overall, there are unlikely to be any significant environmental impacts.	✓

Option	Option Description	Key Findings	Key Appraisal Findings	Score
B5	New bus service loop linking Aberdeen city centre with ASH, proposed ETZ site (at St. Fitticks) and East Tullos Industrial Estate	All criteria	The option involves a new bus services to the harbour and the proposed ETZ site at St. Fitticks Park. The option requires a new road link (Option A2a or A2b) to be in place linking the Coast Road to East Tullos. This requires significant infrastructure works as discussed in the commentary for Option A2a/b above. Outwith this, the option requires several new bus stops within the East Tullos industrial estate. Enabling sustainable travel to the harbour and St. Fitticks proposed ETZ site may encourage those working at the new harbour and proposed ETZ site to utilise public transport. This may have some minor physical fitness benefits and a minor impact on both local and global air quality through reduced private vehicle emissions. There will also be an increase in bus emissions due to the new services and hence bus kilometres. However, overall, there are unlikely to be any significant environmental impacts.	✓
C1	Provide an active travel route to and from the north and west to ASH and the proposed ETZ sites	All criteria	<p>The option provides a new active travel route linking existing active travel provision to provide access by walking and cycling to the harbour and both proposed ETZ sites from Aberdeen City. The route links to the off-road Deeside Way active travel route. The route requires new links through St. Fitticks park with minor environmental impacts caused by the works required to create a more formalised active travel routes across the park. The route needs to cross the burn within the park with a widened bridge crossing.</p> <p>Providing enhanced active travel routes between the ASH / proposed ETZ sites and Aberdeen City Centre / Deeside Way would provide safer cycle access opportunities for employees based at the sites as well as people living in the local area and those travelling from further afield who can use localised improvements as part of a wider route. This may have some minor physical fitness benefits and a minor impact on both local and global air quality through reduced private vehicle emissions. However, overall, there are unlikely to be any significant environmental impacts.</p>	✓
C4	Provide an active travel route to and from the south to ASH and the proposed ETZ sites	All criteria	<p>The option provides a new active travel route linking existing active travel provision to provide access by walking and cycling to ASH and both proposed ETZ sites from the south of the area. If significant works were undertaken to provide a tiered cycleway alongside a segregated footway on Hareness Road, then the realignment of existing drainage would be required.</p> <p>Providing an enhanced active travel route to the ASH / proposed ETZ sites from the south / Cove (and the proposed development site at Loirston) would provide safer cycle access opportunities for employees based at the sites as well as people living in the local area and those travelling from further afield who can use localised improvements as part of a wider route. This may have some minor physical fitness benefits and a minor impact on both local and global air quality through reduced private vehicle emissions. However, overall, there are unlikely to be any significant environmental impacts.</p>	✓



### 9.3 Safety

9.3.1 The STAG safety criteria includes two sub-criteria:

- Accidents; and
- Security.

9.3.2 For the accident appraisal, Department for Transport’s Cost and Benefit to Accidents – Light Touch<sup>6</sup> (COBALT) software has been used to provide a quantitative estimate of the impact of the road options on accidents within the modelled traffic area. Inputs to the assessment, namely link counts, have been taken from the traffic model. Note though that the impact of all the options on accidents is very minor. A qualitative appraisal has been undertaken for the public transport and active travel options.

9.3.3 The security appraisal has been a qualitative appraisal for all options.

9.3.4 Table 9:3 presents the assigned score for each option with the key findings are presented in Table 9:4 and Appendix G presenting details of the accident analysis undertaken using the COBALT software.

Table 9:3: Appraisal against the STAG Safety Criteria – STAG Scoring

Mode	Option	Safety Score
Road	A2a	✓✓
	A2b	✓✓
	A3a	✓✓
	A3b	✓✓
	A4	✓✓
	A5	✓✓✓
Bus	B1	✓✓
	B2	✓
	B4	✓✓
	B5	✓✓
Active travel	C1	✓✓
	C4	✓✓

<sup>6</sup> <https://www.gov.uk/government/publications/cobalt-software-and-user-manuals>

Table 9.4: Appraisal against the STAG Safety Criteria<sup>7</sup>

Option	Option Description	Key Findings	Score
A2 a/b	A new road connection from Greenwell Road / Greenbank Road via St Fitticks Community Park to Coast Road with a new underbridge under the railway line.	Both Options A2a and A2b show an overall accident benefit with a reduction in the number of forecast accidents. This is due to a reduction in overall distance travelled, and hence predicted accidents, for vehicles heading to the ASH and proposed ETZ to/from the West with the options in place. Depending on the scenario and forecast year: For Option A2a the benefits range between +£73K to +£122k. For Option A2b the benefits range between +£89k to +£138k. The option is unlikely to offer any significant benefit in security.	✓✓
A3 a/b	A new road connection from Greenwell Road / Greenbank Road via the former Ness Landfill site and a new bridge over the railway.	Both Options A3a and A3b show an overall accident benefit with a reduction in the number of forecast accidents. Similar to Option A2a/b, this is due to a reduction in overall distance travelled, and hence predicted accidents, for vehicles heading to the ASH and proposed ETZ to/from the West with the options in place. Depending on the scenario and forecast year: For Option A3a the benefits range between +£60k to +£99k. For Option A3b the benefits range between +£74k to +£114k. The benefits are less in Option A3a/b than Options A2a/b due to the less direct route to the proposed ETZ area at St. Fitticks Park, and hence a slightly longer travel distance. The option is unlikely to offer any significant benefit in security.	✓✓
A4	Improve the existing route via Hareness Road through the provision of a new bridge over the railway and capacity improvements.	Option A4 shows very little change in predicted accidents compared to the Do Minimum. This is as expected due to the minor nature of the scheme which doesn't have a significant impact on route choice or distance travelled. The benefits range from -£14k (disbenefit) to +£16k (benefit) dependent on the scenario and forecast year, with these very minor differences due to traffic run variability.  The option would improve the existing bridge parapets and vehicle restraint barriers on the approaches to the existing railway bridge on Coast Road, providing additional protection to the railway and rail users as well as road users.  The option is unlikely to offer any significant benefit in security.	-
A5	A new road connection between Coast Road and Souter Head Road and a new bridge over the railway.	Option A5 shows a small accident disbenefit in all scenarios except for the scenario with the greatest overall demand (10% background growth and high scenario development traffic).  The disbenefit is caused by re-routing within the network. In Option A5, vehicles utilise the new Souter Head Road link to the Coast Road instead of Hareness Road. This means that more of the journey between areas to the south of the harbour / proposed ETZ and the harbour area will be undertaken on 60mph road sections of Coast Road, rather than on Hareness Road where the speed limit is 30mph. The	✓

<sup>7</sup> All accident benefits are 60-year discounted values.

Option	Option Description	Key Findings	Score
		<p>distance savings (and associated accident savings) offered by this option aren't enough to offset the higher road speed (and associated accidents) except in the case of the highest flow scenario. The benefits range from -£-14k (disbenefit) to +£28k (benefit).</p> <p>The option would improve the existing bridge parapets and vehicle restraint barriers on the approaches to the existing railway bridge on Coast Road, providing additional protection to the railway and rail users as well as road users.</p> <p>The option is unlikely to offer any significant benefit in security.</p>	
B1	Extend / enhance existing bus services to provide public transport access to ASH and the proposed ETZ sites	<p>A reduction in car use through increased public transport use may have a minor impact on safety through reduced car accidents but the impact is anticipated to be very minor.</p> <p>The option would provide additional security if travelling to the sites by bus given the direct routeing to the harbour and proposed ETZ sites, removing the need to walk from the closest existing stops, which are some way from the sites.</p>	✓
B2	New bus service between ASH and Aberdeen City Centre for cruise passengers	<p>The option is unlikely to have a significant impact on safety.</p> <p>The option is unlikely to offer any significant benefit in security.</p>	✓
B4	New bus services to provide public transport access to ASH and the proposed ETZ sites	<p>A reduction in car use through increased public transport use may have a minor impact on safety through reduced car accidents but the impact is anticipated to be minor.</p> <p>The option would provide additional security if travelling to the sites by bus given the direct routeing to the ASH and proposed ETZ sites, removing the need to walk from the closest existing stops, which are some way from the sites.</p>	✓
B5	New bus service loop linking Aberdeen city centre with ASH, proposed ETZ site (at St. Fitticks) and East Tullos Industrial Estate	<p>A reduction in car use through increased public transport use may have a minor impact on safety through reduced car accidents but the impact is anticipated to be minor.</p> <p>The option would provide additional security if travelling to the sites by bus given the direct routeing to the ASH and proposed ETZ sites, removing the need to walk from the closest existing stops, which are some way from the sites.</p>	✓
C1	Provide an active travel route to and from the north and west to ASH and the proposed ETZ sites	<p>A reduction in car use and hence accidents if there is an increase in active travel use.</p> <p>Providing joined up and where possible off-road segregated active travel routes will enable safe access to the ASH and proposed ETZ area, and improve safety for those accessing the sites by foot or by cycle. It is noted however that the route through St. Fitticks Park would need to be appropriately lit to ensure the route felt safe and offered a suitable level of user security. In addition, suitably secure cycle storage facilities would be required within the ASH and proposed ETZ sites.</p>	✓
C4	Provide an active travel route to and from the south to ASH and the proposed ETZ sites	<p>A reduction in car use and hence accidents if there is an increase in active travel use.</p> <p>Providing joined up and where possible off-road segregated active travel routes will enable safe access to the ASH and proposed ETZ area and improve safety for those accessing the sites by foot or by cycle. Similar to Option C1, in terms of user security, the existing route along the Coast Road would</p>	✓

Option	Option Description	Key Findings	Score
		need to be appropriately lit to ensure the route felt safe. In addition, suitably secure cycle storage facilities would be required within the ASH and proposed ETZ sites.	

## 9.4 Economy

9.4.1 The *Detailed Options Appraisal* against the Economy Criterion has two sub-criteria which together summarise the full extent of economic impacts. These are:

- **Transport Economic Efficiency (TEE)** - the benefits ordinarily captured by standard cost-benefit analysis - the transport impacts of an option; and
- **Wider Economic Impacts (WEI)** - impacts in non-transport markets that are either of importance from a policy or distributional perspective or which affect the net value that society attributes to the outcomes of a transport intervention.

### Road Options

9.4.2 At the *Detailed Options Appraisal* stage, the economy appraisal has focused on Transport Economic Efficiency (TEE) – with the benefits captured for the road options by standard cost-benefit analysis, using outputs from the traffic model input to TUBA<sup>8</sup> software (the UK Government’s Department for Transport’s appraisal software used to calculate benefits to transport users and providers).

9.4.3 For each option, traffic demand, journey time and trip distance outputs from the Do Minimum and Do Something (option) traffic models for 2026 (assumed opening year) and 2041 were input into TUBA.

9.4.4 Four scenarios were modelled for each option, as described in Section 6.6.

9.4.5 Appendix H contains full details of the economic appraisal of the road options using the transport model.

9.4.6 A qualitative appraisal of the TEE of the options alongside the key points in relation to potential wider economic impacts is presented in Table 9:7.

### Public Transport Options

9.4.7 No specific demand modelling has been undertaken in relation to the public transport options given the very high levels of uncertainty. In order to provide an indication of the potential journey time benefits, the journey times derived from TRACC have been used to provide an indication of the weighted average benefit for each option in the AM, IP and PM periods. The average journey time benefit has been calculated by multiplying the journey time reduction (where there is one) for each datazone by the working age population for that zone, summing over all the zones and then dividing by the total working age population in all these zones.

9.4.8 The estimated average journey time reductions are shown in Table 9:5.

<sup>8</sup> <https://www.gov.uk/government/publications/tuba-downloads-and-user-manuals>

Table 9:5: Estimated Average Potential Journey Time Saving – Public Transport Options

Option	Average Journey Time Savings (minutes)		
	AM	IP	PM
B1	04:40	04:32	03:59
B4	02:20	02:27	03:39
B5	03:31	03:51	00:47

9.4.9 The key points in relation to the wider economic impacts for the public transport options are summarised in Table 9:7 below.

#### Active Travel Options

9.4.10 A qualitative economic appraisal has been undertaken for the active travel options. The key points are summarised in Table 9:7.

9.4.11 There are not considered to be any wider economic impacts for these options.

#### Economic Summary

9.4.12 The STAG score assigned to each option is presented in Table 9:6 with the key findings from the economic appraisal presented in Table 9:7. Only benefits are being considered here and not any costs related to scheme implementation. The benefits noted are those related to each scheme over the 60-year appraisal period, with the benefits discounted back to 2010 prices. Scheme costs and the overall value for money of the options (the Benefit to Cost Ratios) are presented in the Cost to Government assessment in Chapter 10.

Table 9:6: Appraisal against the STAG Economy Criteria – STAG Scoring

Mode	Option	Economy Score
Road	A2a	✘
	A2b	✔
	A3a	✘
	A3b	✔
	A4	✔✔
	A5	✔✔✔
Bus	B1	✔
	B2	✔
	B4	✔

Mode	Option	Economy Score
	B5	✓
Active travel	C1	✓
	C4	✓

Table 9:7: Appraisal against the STAG Economy Criteria

Option	Option Description	Key Findings	Score
A2 a/b	A new road connection from Greenwell Road / Greenbank Road via St Fitticks Community Park to Coast Road with a new underbridge under the railway line.	<p><b>TEE:</b> The TEE analysis presented in Appendix H estimates the monetised transport benefits as:</p> <p><u>Option A2a</u></p> <ul style="list-style-type: none"> <li>Core: - £2.2m (a disbenefit)</li> <li>High: +£1.6m</li> <li>Core plus 10% background growth: -£0.3m (a disbenefit)</li> <li>High plus 10% background growth: +£2.4m</li> </ul> <p><u>Option A2b</u></p> <ul style="list-style-type: none"> <li>Core: +£3.8m</li> <li>High: +£4.7m</li> <li>Core plus 10% background growth: +£4.2m</li> <li>High plus 10% background growth: +£5.7m</li> </ul> <p>For Option <b>A2a</b>, in the Core scenario (with both 2.5% and 10% background growth by 2041), the benefits are less than zero (a disbenefit). This is due to the traffic impacts on non-ASH / proposed ETZ traffic, in particular from the inclusion of the additional signals at the junction of Wellington Road and Greenwell Road. As noted in the operational appraisal, delays and queuing caused by these signals impacts not just on Wellington Road traffic, but on minor side arm traffic which can then find it difficult to join Wellington Road. These vehicles therefore experience longer journey times in the option network than in the Do Minimum network. Similar delays are also experienced in the other scenarios, but in these instances the delays are not sufficient to totally negate the other benefits to traffic from the new road link. In Option <b>A2b</b>, as no additional signals are required at the Wellington Road / Greenbank Road junction, there is a lesser impact of the new road link on Wellington Road traffic so all scenarios see a benefit.</p> <p><b>Wider Economic Impacts:</b></p> <ul style="list-style-type: none"> <li><b>Productivity impacts from agglomeration</b> are likely to be realised through better connecting businesses in East Tullos with the proposed ETZ / ASH. Given the overall disbenefits caused by delays to traffic on Wellington Road and also to traffic within East Tullos industrial estate, this benefit is unlikely to be felt by businesses further afield trying to access the area via the new connection.</li> <li>There may be potential <b>changes in demand for local premises</b> if the option attracts inward investment or supports the expansion of existing local businesses, particularly within</li> </ul>	<p>x (A2a)</p> <p>✓ (A2b)</p>

Option	Option Description	Key Findings	Score
		<p>East Tullos industrial estate. This would support the regeneration of the estate.</p> <ul style="list-style-type: none"> <li>For Option A2b, where there are benefits occurring overall, there are likely to be some minor <b>labour market impacts</b> through access to a larger labour pool.</li> <li>As both options provide an additional access route to the harbour and proposed ETZ area, the options provide a <b>reduced business risk</b> with reduced impact on business operations through increased transport network resilience.</li> </ul>	
A3 a/b	<p>A new road connection from Greenwell Road / Greenbank Road via the former Ness Landfill site and a new bridge over the railway.</p>	<p><b>TEE:</b> The TEE analysis presented in Appendix H estimates the monetised transport benefits as: <u>Option A3a</u></p> <ul style="list-style-type: none"> <li>Core: -£0.2m (a disbenefit)</li> <li>High: +£0.9m</li> <li>Core plus 10% background growth: +£0.4m</li> <li>High + 10% background growth: +£1.1m</li> </ul> <p><u>Option A3b</u></p> <ul style="list-style-type: none"> <li>Core: +£2.4m</li> <li>High: +£2.5m</li> <li>Core plus 10% background growth: +£3.4m</li> <li>High plus 10% background growth: +£6.1m</li> </ul> <p>Similar to Option A2a, for Option A3a in the Core scenario, the scheme returns a disbenefit. This is due to the impacts on non-ASH / proposed ETZ traffic, in particular from the inclusion of the additional signals at the junction of Wellington Road and Greenwell Road. As noted in the operational appraisal, delays and queuing caused by these signals impacts not just on Wellington Road traffic, but on minor side arm traffic which can then find it difficult to join Wellington Road. These vehicles therefore experience longer journey times in the option network than in the Do Minimum network. Similar delays are also experienced in the other scenarios, but in these instances the delays are not enough to negate the overall benefit to traffic from the new road link. As per Option A2b, Option A3b has no additional signal requirement at the Wellington Road / Greenbank Road junction. Therefore the impact of the new road link on Wellington Road traffic is reduced.</p> <p><b>Wider Economic Impacts:</b> The wider economic impacts of Options A3a and A3b would be similar to A2a/b. However, it should be noted that Options A3a/b provide a less direct link between East Tullos industrial estate and the proposed ETZ site at St. Fitticks (as the new connection routes through the landfill site to the Coast Road, south of the harbour and proposed ETZ junction). Therefore, the options are less likely to provide the same level of wider economic benefits as noted for Options A2a/b.</p>	<p>x (A3a)</p> <p>✓ (A3b)</p>
A4	<p>Improve the existing route via Hareness Road through the provision of a new bridge over the railway and</p>	<p><b>TEE:</b> The TEE analysis presented in Appendix H estimates the monetised transport benefits as:</p> <ul style="list-style-type: none"> <li>Core: +£6.0m</li> <li>High: +£7.3m</li> <li>Core plus 10% background growth: +£5.6m</li> <li>High plus 10% background growth: +£8.2m</li> </ul>	<p>✓✓</p>

Option	Option Description	Key Findings	Score
	capacity improvements.	<p>The scenarios all show an economic benefit. The option provides a benefit to ASH / proposed ETZ traffic by removing delay at the existing Coast Road bridge traffic signals. Given there is no significant change to vehicle routeing, the option has limited impact on other traffic within the network and hence the negative impacts experienced in Options A2a/b and Options A3a/b are not noted for Option A4.</p> <p><b>Wider Economic Impacts:</b></p> <ul style="list-style-type: none"> <li>The option provides reduced journey times in accessing the ASH and proposed ETZ area from the south, the predominant assumed origin / destination, particularly for freight traffic, accessing the sites. This is likely to have a benefit to businesses in the form of <b>reduced business costs</b>. The new bridge would also remove the existing constraint for abnormal load freight traffic on the Coast Road reducing business costs further as such traffic would not be required to route north on Wellington Road to access the area via Torry.</li> <li>There may be potential <b>changes in demand for local premises</b> if the option attracts inward investment or supports the expansion of existing local businesses, particularly within Altens industrial estate. It may also encourage development at the proposed ETZ site and use of the new harbour. These impacts are likely to be very minor though. Unlike Options A2a/b and A3a/b the option does not provide any direct linkages between East Tullos and the ASH / proposed ETZ area and is less likely to support the regeneration of East Tullos industrial estate.</li> </ul>	
A5	A new road connection between Coast Road and Souter Head Road and a new bridge over the railway.	<p><b>TEE:</b></p> <p>The TEE analysis presented in Appendix H estimates the monetised transport benefits as:</p> <ul style="list-style-type: none"> <li>Core: +£7.2m</li> <li>High: +£10.8m</li> <li>Core plus 10% background growth: +£9.2m</li> <li>High plus 10% background growth: +£9.7m</li> </ul> <p>The scenarios all show an economic benefit. The option provides a benefit to ASH / proposed ETZ traffic by removing delay at the existing Coast Road bridge traffic signals and also through a reduction in trip length to the ASH / proposed ETZ area from the south. The option also removes ASH / proposed ETZ bound traffic further south on Wellington Road, and hence the negative impacts experienced in Options A2a/b and Options A3a/b are not seen for Option A5. It is however noted (as discussed in the operational appraisal) that the greater volume of northbound right turning traffic at Souter Head Roundabout does create some additional queueing on Wellington Road south of the roundabout. This is likely to be generating some negative travel time impacts for northbound traffic on Wellington Road. As can be seen from the data above, in the more congested scenarios (those with 10% background growth), this delay begins to erode the overall benefits and the transport economic benefit is lower than in the less congested 'Core' and 'High' scenarios.</p> <p><b>Wider Economic Impacts:</b></p> <ul style="list-style-type: none"> <li>The option provides the greatest reduction in journey times of all the options in accessing the harbour and proposed ETZ area from the south, particularly for freight traffic. This is likely to have a benefit to businesses in the form of <b>reduced business costs</b>. The new bridge will also remove the</li> </ul>	✓✓✓



Option	Option Description	Key Findings	Score
		<p>existing constraint for abnormal load freight traffic on the Coast Road reducing business costs further as such traffic would not be required to route north on Wellington Road to access the area via Torry.</p> <ul style="list-style-type: none"> <li>There may be potential <b>changes in demand for local premises</b> if the option attracts inward investment or supports the expansion of existing local businesses, particularly within Altens industrial estate. It may also <b>encourage development at the proposed ETZ site and use of the new harbour</b>. Unlike Options A2a/b and A3a/b the option does not provide any direct link between East Tullos and the ASH / proposed ETZ area and is less likely to support the regeneration of East Tullos industrial estate.</li> <li>The option provides an additional access route to the ASH and proposed ETZ area, and therefore provides a <b>reduced business risk</b> with reduced impact on business operations through increased transport network resilience.</li> </ul>	
B1	Extend / enhance existing bus services to provide public transport access to ASH and the proposed ETZ sites	<p>Table 9:5 highlights the greatest journey time savings of the public transport Options B1, B4 and B5, are provided by this option. The table highlights average journey time savings to the ASH / proposed ETZ site at St. Fitticks Park, from zones where the option provides benefit, of between around 4 minutes (in the PM period) and 4 minutes and 40 seconds (in the AM period). This would provide some benefit to those wishing to access the area by public transport. A detailed passenger demand modelling exercise would be required to fully quantify this benefit in monetary terms.</p> <p><b>Wider Economic Impacts:</b> As the option increases accessibility to the ASH and proposed ETZ area through additional public travel accessibility there is likely to be some minor <b>labour market impacts</b> through access to a larger pool of labour, which may lead to efficiency benefits.</p>	✓
B2	New bus service between ASH and Aberdeen City Centre for cruise passengers	<p>A dedicated land-side sustainable transport connection to the city centre is likely to reduce travel times to the city centre from the port and encourage cruise passengers into the city centre, with the economic benefit this would provide to city centre tourist attractions.</p>	✓
B4	New bus services to provide public transport access to ASH and the proposed ETZ sites	<p>Table 9:5 highlights average journey time savings to the ASH / proposed ETZ site at St. Fitticks Park, from zones where the option provides benefit, of between around 2 and a half minutes (in the AM period) and over 3 and a half (in the PM period). This would provide some benefit to those wishing to access the area by public transport. A detailed passenger demand modelling exercise would be required to fully quantify this benefit in monetary terms.</p> <p><b>Wider Economic Impacts:</b> As the option increases accessibility to the ASH and proposed ETZ area there is likely to be some minor <b>labour market impacts</b> through access to a larger pool of labour, which may lead to efficiency benefits.</p>	✓
B5	New bus service loop linking Aberdeen city centre with ASH, proposed ETZ	<p>Table 9:5 highlights average journey time savings to the ASH / proposed ETZ site at St. Fitticks Park, from zones where the option provides benefit, of between just under 50 seconds (in the PM period) and nearly 4 minutes (in the IP period). This would provide some benefit to those wishing to access the area by</p>	✓

Option	Option Description	Key Findings	Score
	site (at St. Fitticks) and East Tullos Industrial Estate	public transport. A detailed passenger demand modelling exercise would be required to fully quantify this benefit in monetary terms. <b>Wider Economic Impacts:</b> As the option increases accessibility to the ASH and proposed ETZ area there is likely to be some minor <b>labour market impacts</b> through access to a larger pool of labour, which may lead to efficiency benefits.	
C1 / C4	C1: Provide an active travel route to and from the north and west to ASH and the proposed ETZ sites  C4: Provide an active travel route to and from the south to ASH and the proposed ETZ sites	There are likely to be a range of benefits directly attributable to the provision of improved walking and cycling provision to access the ASH and proposed ETZ sites. These include: <ul style="list-style-type: none"> <li>• Health benefits from increased physical activity;</li> <li>• Savings from reduced absenteeism;</li> <li>• Journey quality;</li> <li>• Decongestion;</li> <li>• Accidents; and</li> <li>• Reduced environmental costs.</li> </ul> A detailed user modelling exercise would be required to fully quantify this benefit in monetary terms. <b>Wider Economic Impacts:</b> As the options increase accessibility to the ASH and proposed ETZ area, there are likely to be some very minor <b>labour market impacts</b> through access to a larger pool of labour, which may lead to efficiency benefits.	✓

## 9.5 Integration

9.5.1 The STAG integration criteria focus on three key integration elements:

- Transport Integration;
- Transport and Land-use Integration; and
- Policy Integration.

9.5.2 The overall STAG score awarded to each option is shown in Table 9:8 with the key findings presented in Table 9:9 and Appendix I presenting additional commentary.

Table 9:8: Appraisal against the STAG Integration Criteria – STAG Scoring

Mode	Option	Integration Score
Road	A2a	✓✓
	A2b	✓✓
	A3a	✓✓
	A3b	✓✓
	A4	✓✓

Mode	Option	Integration Score
	A5	✓✓✓
Bus	B1	✓✓
	B2	✓
	B4	✓✓
	B5	✓✓
Active travel	C1	✓✓
	C4	✓✓

Table 9.9: Appraisal against the STAG Integration Criteria

Option	Option Description	Key Findings	Score
A2 a/b and A3 a/b	<p><b>A2 a/b:</b> A new road connection from Greenwell Road / Greenbank Road via St Fitticks Community Park to Coast Road with a new underbridge under the railway line.</p> <p><b>A3 a/b:</b> A new road connection from Greenwell Road / Greenbank Road via the former Ness Landfill site and a new bridge over the railway.</p>	<p><b>Transport Integration:</b> By providing improved connectivity to ASH, the options provide direct transport integration benefits between road and sea transport. There are limited further integration benefits with other transport modes although it is noted that the new road would incorporate a parallel active travel route and, if Option A2a/b were provided, this would enable the provision of bus routes linking the Coast Road and East Tullos industrial estate (as per Option B5).</p> <p><b>Transport and Land-use Integration:</b> The options directly support the integration of transport and land-use with the aim of enabling improved connectivity to the ASH and proposed ETZ sites. In addition, these options provide a connection between East Tullos and the ASH and proposed ETZ sites (with Options A2a/b providing a direct connection), supporting the regeneration of East Tullos industrial estate. The Bay of Nigg Development Framework (2018) identifies the need for improvements to Wellington Road and existing east-west connections, as well as a new connection between ASH and East Tullos Industrial Estate in order to integrated ASH and maximise economic development and regeneration in the surrounding area.</p> <p>Within the Aberdeen LDP2 Main Issues Report (2019), ASH is noted as a major committed transport scheme and additional prioritisation is noted for sustainable and active travel, and continued support for business and industrial development through safeguarding harbour infrastructure from other development pressures.</p> <p>The adopted Aberdeen City Local Development Plan (2017) and associated Supplementary Guidance sets out a spatial strategy and associated policies to guide development within the city. Policies B1 and T1 support infrastructure improvements to increase business productivity and economic growth.</p>	✓✓

Option	Option Description	Key Findings	Score
		<p>The Aberdeen City Local Development Plan (2017) contains several policies relating to the protection and management of the environment. This includes consideration of the coastal environment, landscape and visual amenity and protected sites. These will need greater consideration at any detailed design stage should the option progress including whether a statutory Environmental Impact Assessment (EIA) is required (as discussed in Appendix I.2). The Aberdeen City and Shire Strategic Development Plan (SDP) (2014) also provides support for infrastructure improvements to underpin economic development, with specific support provided for improved freight infrastructure, which this option would provide.</p> <p>Providing improved connectivity to ASH, and particularly the proposed ETZ sites supports Scotland's National Planning Framework 3 which notes the City Investment Plan ambition 'to maintain Aberdeen's position as one of the world's key energy capitals and to maximise its growth potential and diversification into other sectors'. Direct access to the proposed ETZ site via East Tullos (as per Options A2a and A2b) does however need balanced with the land-take required within St. Fitticks Park to create the underpass and road link through the proposed ETZ site, and how such land-take may reduce the available necessary space for certain types of activities envisaged at the site.</p> <p>It is also noted that the former Ness Landfill site is identified as a location for a Solar Wind Farm in the Aberdeen LDP (2017) and the delivery of these options may have implications for the development of such a facility.</p> <p><b>Policy Integration:</b> In terms of overarching economic policy, Scotland's Economic Strategy (SES) recognises the importance of the North Sea oil and gas industry to the Scottish economy and the need to strengthen links with the global economy and increase trade and investment. In terms of emerging industries, decommissioning and renewables are identified as key opportunities. Ensuring ASH is well connected to capitalise on these opportunities supports the strategy.</p> <p>The Regional Economic Strategy (RES) also identifies several potential growth industries, including subsea, underwater engineering, decommissioning, food, bio-therapeutics, renewables, carbon capture and storage, hydrogen, agriculture and tourism. Enabling a well-connected ASH and proposed ETZ area would support the growth of these industries.</p>	
A4	<p>Improve the existing route via Hareness Road through the provision of a new bridge over the railway and capacity improvements.</p>	<p><b>Transport Integration:</b> By providing improved connectivity to ASH, the option provides direct transport integration benefits between road and sea transport. There are limited further integration benefits with other transport modes.</p> <p><b>Transport and Land-use Integration:</b> The option directly supports the integration of transport and land-use with the aim of enabling improved connectivity to ASH and the proposed ETZ sites. As noted above for Option A2a/b and A3a/b, the adopted Aberdeen City Local Development Plan (2017) and associated Supplementary Guidance sets out a spatial strategy and associated policies to guide development within the city. Policies B1 and T1 support infrastructure improvements to increase business productivity and economic growth. As noted above for</p>	✓✓

Option	Option Description	Key Findings	Score
		<p>Options A2a/b and A3a/b, the Aberdeen City Local Development Plan (2017) contains several policies relating to the protection and management of the environment. These will need greater consideration at any detailed design stage should the option progress including whether a statutory Environmental Impact Assessment (EIA) is required (as discussed in Appendix I.2).</p> <p><b>Policy Integration:</b> While the option does create an improvement in connecting ASH to Wellington Road, the option does not provide any new connection between the ASH / proposed ETZ area and East Tullos and in doing so does not support the maximisation of economic development and regeneration in the surrounding area that Options A2a/b and A3a/b bring.</p> <p>As noted for Options A2a/b and A3a/b, providing improved connectivity to ASH, and particularly the proposed ETZ sites supports Scotland's National Planning Framework 3 which notes the City Investment Plan ambition '<i>to maintain Aberdeen's position as one of the world's key energy capitals and to maximise its growth potential and diversification into other sectors</i>'.</p> <p>Similar policy support is provided by the option in terms of Scotland's Economic Strategy and the Regional Economic Strategy as noted for Options A2a/b and A3a/b.</p>	
A5	<p>A new road connection between Coast Road and Souter Head Road and a new bridge over the railway.</p>	<p><b>Transport Integration:</b> By providing improved connectivity to ASH, this option provides direct transport integration benefits between road and sea transport. There are limited further integration benefits with other transport modes.</p> <p><b>Transport and Land-use Integration:</b> The option directly supports the integration of transport and land-use with the aim of enabling improved connectivity to the new harbour and proposed ETZ sites. As noted above for the other road options, the adopted Aberdeen City Local Development Plan (2017) and associated Supplementary Guidance sets out a spatial strategy and associated policies to guide development within the city.</p> <p>While the option does create an improvement in connecting ASH to Wellington Road, the option does not provide any benefit in providing a connection between the ASH / proposed ETZ area and East Tullos and in doing so does not support the maximisation of economic development and regeneration in the surrounding area that Options A2a/b and A3a/b bring. However, removing traffic from Wellington Road further south (at Souter Head roundabout as opposed to at Hareness Road or further north at Greenwells / Greenbank Road), the option reduces traffic on Wellington Road and Hareness Road, potentially supporting the economic activities within both East Tullos and Altens industrial estates and allowing for growth within these estates.</p> <p>As noted above for Options A2a/b and A3a/b, the Aberdeen City Local Development Plan (2017) contains several policies relating to the protection and management of the environment. These will need greater consideration at any detailed design stage should the option progress including whether a statutory Environmental Impact Assessment (EIA) is required (as discussed in Appendix I.2).</p> <p><b>Policy Integration:</b> As noted for the other options, providing improved connectivity to the ASH, and particularly the</p>	<p>✓✓✓</p>

Option	Option Description	Key Findings	Score
		<p>proposed ETZ sites, supports Scotland's National Planning Framework 3 which notes the City Investment Plan ambition 'to maintain Aberdeen's position as one of the world's key energy capitals and to maximise its growth potential and diversification into other sectors'.</p> <p>Similar policy support is provided by the option in terms of Scotland's Economic Strategy and the Regional Economic Strategy as noted for Options A2a/b and A3a/b.</p>	
B1 / B4 / B5	<p>B1: Extend / enhance existing bus services to provide public transport access to ASH and the proposed ETZ sites</p> <p>B4: New bus service between ASH and Aberdeen City Centre for cruise passengers</p> <p>B5: New bus service loop linking Aberdeen city centre with ASH, proposed ETZ site (at St. Fitticks) and East Tullos Industrial Estate</p>	<p><b>Transport Integration:</b> By providing improved public transport connectivity between the ASH and proposed ETZ areas and the city centre, the options provide direct transport integration benefits between public transport services enabling onwards public transport connectivity to elsewhere in the city. The link to the city centre also provides connectivity to the rail network.</p> <p><b>Transport and Land-use Integration:</b> The options directly support the integration of transport and land-use with the aim of enabling improved public transport connectivity to the ASH and proposed ETZ sites.</p> <p><b>Policy Integration:</b> The Aberdeen LDP2 Main Issues Report (2019) identifies the Aberdeen Harbour Expansion project as a major committed transport scheme with additional prioritisation noted for sustainable and active travel which these options support. The options also align with wider policy aims to improve connectivity between residential and employment areas and enhance choice and accessibility as outlined in the Nestrans Regional Transport Strategy. The draft Nestrans 2040 Regional Transport Strategy vision is '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 the Strategy also noting the need to place increasing emphasis on Energy Transition to low carbon. The options support the Strategy's aim by providing cleaner and accessible transport to enable those working at the ETZ and ASH sites to access employment sustainably.</p>	✓✓
B2	<p>New bus service between ASH and Aberdeen City Centre for cruise passengers</p>	<p><b>Transport Integration:</b> The link to the city centre for cruise passengers would allow for onward travel by public transport within the region.</p> <p><b>Transport and Land-use Integration:</b> The option directly supports the integration of transport and land-use with the option supporting the development of cruise tourism at ASH.</p> <p><b>Policy Integration:</b> As noted for the other public transport options, the Aberdeen LDP2 Main Issues Report (2019) identifies the Aberdeen Harbour Expansion project as a major committed transport scheme with additional prioritisation noted for sustainable and active travel which this option supports.</p> <p>The Regional Economic Strategy commits to a Regional Tourism Strategy and the development of a case for the delivery of a new cruise terminal and infrastructure to assist in marketing Aberdeen as a cruise port. This option would help support the delivery of cruise tourism in Aberdeen.</p>	✓
C1 / C4	<p>C1: Provide an active travel route to and</p>	<p><b>Transport Integration:</b> By providing improved active travel routes between the ASH and proposed ETZ areas and</p>	✓✓

Option	Option Description	Key Findings	Score
	<p>from the north and west to ASH and the proposed ETZ sites</p> <p>C4: Provide an active travel route to and from the south to ASH and the proposed ETZ sites</p>	<p>residential communities both north, south and west of the sites, the active travel options provide integration with the wider active travel network. The link north to the city centre also provides connectivity to the bus and rail network.</p> <p><b>Transport and Land-use Integration:</b> The options directly support the integration of transport and land-use with the aim of enabling improved active travel connectivity to the ASH and proposed ETZ sites.</p> <p><b>Policy Integration:</b> The Aberdeen LDP2 Main Issues Report (2019) identifies the Aberdeen Harbour Expansion project as a major committed transport scheme with additional prioritisation noted for sustainable and active travel which these active travel options support. Similar to the public transport options, the options also align with wider policy aims to improve connectivity between residential and employment areas and enhance choice and accessibility as outlined in the Nestrans Regional Transport Strategy. The draft Nestrans 2040 Regional Transport Strategy vision is <i>'To provide a safer, cleaner, more inclusive and accessible transport system in the North East, which contributes to healthier, more prosperous and fairer communities'</i> with the Strategy also noting the need to place increasing emphasis on energy transition to low carbon. The options support the Strategy's aim by enabling those working at the ETZ and ASH sites to access employment sustainably.</p> <p>The options also align with wider policy aims to improve active travel provision and mode share, including:</p> <ul style="list-style-type: none"> <li>• the aspiration to improve cycle provision on the A956 as articulated in the Aberdeen Active Travel Action Plan;</li> <li>• the outcomes of the Wellington Road Corridor Multi-modal STAG study with regard to proposed cycle improvements on Wellington Road; and</li> <li>• the aim to increase active travel mode share as articulated in the Nestrans Active Travel Action Plan.</li> </ul>	

## 9.6 Accessibility and Social Inclusion

9.6.1 The STAG Accessibility and Social Inclusion criteria focuses on two key integration elements:

- Community Accessibility considering public transport network coverage and local accessibility and;
- Comparative Accessibility considering the distribution of impacts by people groups and geographical location.

9.6.2 Table 9:10 presents the STAG score awarded to each option with the key findings presented in Table 9:11.

Table 9:10: Appraisal against the STAG Accessibility and Social Inclusion Criteria – STAG Scoring

Mode	Option	Integration Score
Road	A2a	✓
	A2b	✓
	A3a	✓
	A3b	✓
	A4	✓✓
	A5	-
Bus	B1	✓
	B2	-
	B4	✓
	B5	✓
Active travel	C1	✓✓
	C4	✓✓

Table 9:11: Appraisal against the STAG Accessibility and Social Inclusion Criteria

Option	Option Description	Key Findings	Score
A2 a/b	A new road connection from Greenwell Road / Greenbank Road via St Fitticks Community Park to Coast Road with a new underbridge under the railway line.	<p><b>Community Accessibility:</b> The option would have a minor negative impact as it would cut across the existing informal paths in St Fitticks Park. It is also noted that the route may conflict with the proposals to provide a new cycle route across St Fitticks Park. This is likely to impact on people living locally in Torry. No additional public transport network coverage would be provided although the new link would enable public transport services to operate between Wellington Road – East Tullos – proposed ETZ / ASH – Coast Road.</p> <p><b>Comparative Accessibility:</b> A new link from Wellington Road to the ASH / proposed ETZ area would improve accessibility to the new employment opportunities at the sites. However, this benefit would only be felt by those with access to a car. 'Hansen' accessibility analysis was presented for the Transport Planning Objectives appraisal in Section 7. The analysis showed an improvement in accessibility to employment at the ASH / proposed ETZ area of between a 2% - 6% when compared to the Do Minimum (for both Option A2a and A2b), dependent upon the scenario. Option A2a has the greatest overall increase in accessibility of all the road options.</p>	✓



Option	Option Description	Key Findings	Score
		<p>As well as the ASH and proposed ETZ sites, businesses in East Tullos would benefit from the improved road infrastructure through the industrial estate and the direct accessibility offered to proposed ETZ site and ASH. However, this may be offset by additional traffic in the area caused by the new link and the additional delay to vehicles on Wellington Road due to the new set of signals (Option A2a).</p> <p>Over the wider area, a new link between Wellington Road and the ASH / proposed ETZ sites could benefit businesses access to goods and services. The Hansen accessibility analysis undertaken showed an improvement in business to business accessibility (between the ASH / proposed ETZ area and similar businesses in the Aberdeen region) of 5% with Option A2a in place and between 2-3% for Option A2b.</p>	
A3 a/b	<p>A new road connection from Greenwell Road / Greenbank Road via the former Ness Landfill site and a new bridge over the railway.</p>	<p><b>Community Accessibility:</b> The option would have a minor negative impact as it would cut across the existing informal path between the Waste Water Treatment Works and the railway line – linking St Fitticks Park to the Coast Road where there is an off-road segregated cycle path provided (part of National Cycle Network Route 1).</p> <p><b>Comparative Accessibility:</b> A similar commentary to that noted for Option A2a/b applies. Although note that the Option A3a/b routes do not directly link through from East Tullos to the proposed ETZ site at St. Fitticks and as such would not provide the same level of accessibility between the industrial estate and the proposed ETZ site. Hansen accessibility analysis was presented for the Transport Planning Objectives appraisal in Section 7. The analysis showed an improvement in accessibility to employment at the ASH / proposed ETZ area of between 0-3% with the Option A3a in place and 1-3% with the Option A3b in place. In addition, the analysis showed an improvement in business to business accessibility (between the ASH / proposed ETZ area and similar businesses in the Aberdeen region) of 2-3% with Option A3a in place. No change was noted for Option A3b.</p>	✓
A4	<p>Improve the existing route via Hareness Road through the provision of a new bridge over the railway and capacity improvements.</p>	<p><b>Community Accessibility:</b> The option could potentially have a minor negative impact as the new bridge could impinge on the Aberdeen Coastal Path and the existing segregated cycle path (part of National Cycle Network Route 1) on the eastern side of the existing Coast Bridge. Any bridge design would need to ensure these active travel routes were maintained.</p> <p><b>Comparative Accessibility:</b> The new bridge would benefit the freight industry through providing increased accessibility to the ASH / proposed ETZ area for abnormal loads and freight traffic in general.</p> <p>Hansen accessibility analysis was presented for the Transport Planning Objectives appraisal in Section 7. The analysis showed an improvement in accessibility to employment at the ASH / proposed ETZ area of 0-2%. In addition, the analysis showed an improvement in business to business accessibility (between the ASH / proposed ETZ area and similar businesses in the Aberdeen region) of 1%.</p>	✓✓
A5	<p>A new road connection between Coast Road and Souter Head Road</p>	<p><b>Community Accessibility:</b> The option could potentially have a minor negative impact as the new bridge could impinge on the Aberdeenshire Coastal Path and the existing segregated cycle path (part of National Cycle Network Route</p>	-

Option	Option Description	Key Findings	Score
	and a new bridge over the railway.	<p>1) on the eastern side of the existing Coast Bridge. Any bridge design would need to ensure these active travel routes were maintained.</p> <p>In addition, further south opposite Burnbanks Village there is an existing bridge also providing access to the Aberdeenshire Coastal Path from a car park located to the west of the Coast Road. This would need to be maintained when the Coast Road in this area is realigned and the new link between the Coast Road and Souter Head Road constructed.</p> <p>Severance issue for residents of Burnbanks Village may also occur as a consequence of reduced access to key services and amenities in Cove, including the nearest bus stops, Cove Medical Centre, and primary and secondary schools.</p> <p><b>Comparative Accessibility:</b> The new bridge would benefit the freight industry through providing increased accessibility to the ASH / proposed ETZ area for abnormal loads and freight traffic in general.</p> <p>Hansen accessibility analysis was presented for the Transport Planning Objectives appraisal in Section 7. The analysis showed an improvement in accessibility to employment at the ASH / proposed ETZ area of 1-3%. In addition, the analysis showed an improvement in business to business accessibility (between the ASH / proposed ETZ area and similar businesses in the Aberdeen region) of 1%.</p>	
B1	Extend / enhance existing bus services to provide public transport access to ASH and the proposed ETZ sites	<p><b>Community Accessibility:</b> The option provides an increase in local public transport network coverage. This may reduce accessibility to the city centre, particularly for those in Torry. However, the service would provide a direct link from Torry to the ASH and proposed ETZ sites, providing accessibility to employment at the sites.</p> <p><b>Comparative Accessibility:</b> The option is likely to provide the greatest benefit to those employed at the ASH and proposed ETZ sites who do not have access to a car. The option may enable those who would otherwise not be able to access the area to work at the sites. It would also provide benefit to those who wish to utilise sustainable transport options rather than their car.</p> <p>Hansen accessibility analysis was presented for the Transport Planning Objectives appraisal in Section 7. The analysis showed an improvement in public transport accessibility to employment at the ASH / proposed ETZ area of 35%. In addition, the analysis showed an improvement in business to business accessibility by public transport (between the ASH / proposed ETZ area and similar businesses in the Aberdeen region) of 22%.</p>	✓
B2	New bus service between ASH and Aberdeen City Centre for cruise passengers	<p><b>Community Accessibility:</b> As the option would be provided for cruise ship passengers, it does not offer any increased regular public transport network coverage and provision for local communities.</p> <p><b>Comparative Accessibility:</b> Those benefitting from the option would be cruise ship passengers with no impacts on other groups.</p>	-
B4	New bus services to provide public transport access to ASH and the proposed ETZ sites	<p><b>Community Accessibility:</b> The option provides an increase in local public transport network coverage, enabling access from the city centre to the ASH and proposed ETZ sites.</p> <p><b>Comparative Accessibility:</b> The option is likely to provide the greatest benefit to those employed at the ASH and</p>	✓

Option	Option Description	Key Findings	Score
		<p>proposed ETZ sites who do not have access to a car. The option may enable those who would otherwise not be able to access the area to work at the sites. It would also provide benefit to those who wish to utilise sustainable transport options rather than their car.</p> <p>Hansen accessibility analysis was presented for the Transport Planning Objectives appraisal in Section 7. The analysis showed an improvement in public transport accessibility to employment at the ASH / proposed ETZ area of 7%. In addition, the analysis showed an improvement in business to business accessibility by public transport (between the ASH / proposed ETZ area and similar businesses in the Aberdeen region) of 7%.</p>	
B5	<p>New bus service loop linking Aberdeen city centre with ASH, proposed ETZ site (at St. Fitticks) and East Tullos Industrial Estate</p>	<p><b>Community Accessibility:</b> The option provides an increase in local public transport network coverage, enabling access from the city centre to the ASH and proposed ETZ sites. The option also connects through the proposed ETZ site to East Tullos. This provides increased public transport linkage between employment areas and the city centre.</p> <p><b>Comparative Accessibility:</b> The option is likely to provide the greatest benefit to those employed at the ASH and proposed ETZ sites as well as those employed within the East Tullos industrial estate, especially those who do not have access to a car. The option may enable those who would otherwise not be able to access the area to work at these sites. It would also provide benefit to those who wish to utilise sustainable transport options rather than their car.</p> <p>Hansen accessibility analysis was presented for the Transport Planning Objectives appraisal in Section 7. The analysis showed an improvement in public transport accessibility to employment at the ASH / proposed ETZ area of 15%. In addition, the analysis showed an improvement in business to business accessibility by public transport (between the ASH / proposed ETZ area and similar businesses in the Aberdeen region) of 12%.</p>	✓
C1	<p>Provide an active travel route to and from the north and west to ASH and the proposed ETZ sites</p>	<p><b>Community Accessibility:</b> The option provides an increase in active travel transport network coverage, enabling access from the city centre and the Deeside Way to the ASH and proposed ETZ sites. The option also connects through to the existing off-road active travel route along the Coast Road (part of the National Cycle Network Route 1 route) and would offer increased accessibility to this route, particularly for those living locally in Torry.</p> <p><b>Comparative Accessibility:</b> The option is likely to provide the greatest benefit to those employed at the ASH and proposed ETZ sites who do not have access to a car. The option may enable those who would otherwise not be able to access the area to work at the sites. It would also provide benefit to those who wish to utilise active travel rather than their car.</p>	✓✓
C4	<p>Provide an active travel route to and from the south to ASH and the proposed ETZ sites</p>	<p><b>Community Accessibility:</b> The option provides an increase in active travel transport network coverage, enabling access from and to the ASH and proposed ETZ sites from the south. The option also connects through to the existing off-road active travel route along the Coast Road (part of the National Cycle Network Route 1 route) and would offer increased accessibility to this route, particularly for those living locally in Nigg and Kincorth.</p>	✓✓

Option	Option Description	Key Findings	Score
		<p><b>Comparative Accessibility:</b> The option is likely to provide the greatest benefit to those employed at the ASH and proposed ETZ sites, as well as within Altens Industrial Estate who do not have access to a car. The option may enable those who would otherwise not be able to access the area to work at the sites. It would also provide benefit to those who wish to utilise active travel rather than their car.</p>	

## 10 Cost to Government

### 10.1 Introduction

10.1.1 This section provides information on the net cost of the options from the public sector's perspective. This cost is then compared with the net benefits of the option in order to assess each option's overall value for money.

### 10.2 Road Options

#### Investment Cost Estimates

10.2.1 As the proposed road options are at the feasibility 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*'.

10.2.2 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 feasibility 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:

- Costs associated with land / property acquisition;
- Statutory approvals / consents;
- Adjustments to existing public utility apparatus;
- Surveys and investigations;
- Design and works supervision fees; or
- Value Added Tax (VAT) and Inflation, as the date of construction is yet to be established.

10.2.3 The outline construction cost estimates for the route alignments for the six road options are shown in Table 10:1.

Table 10:1 Construction Cost Estimates

Option	Costs	
	Excluding Optimism Bias	Including Optimism Bias
Option A2a*	£7.7m	£11.19
Option A2b*	£6.2m	£8.9m
Option A3a*	£10.5m	£15.1m
Option A3b*	£9.7m	£13.9m
Option A4	£4.5m	£6.5m

Option	Costs	
	Excluding Optimism Bias	Including Optimism Bias
Option A5	£5.4m	£7.7m

*\*while the cost estimate includes some allowance for the cost of required earthworks (excavation, transport and disposal), a great degree of uncertainty surrounds the costs associated with landfill site excavation given the potential for hazardous material to be present. Such material would also present significant environmental risks that would need to be managed and mitigation measures employed. Such elements would likely significantly increase overall option costs above that presented here.*

- 10.2.4 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.
- 10.2.5 Option A2a costs are greater than Option A2b, owing to the greater potential land take required by the earthworks. As the road is on a hill and needs to go under the railway line (assumed 7.5m clearance to provide headroom and structure) the earthworks footprint will be significant.
- 10.2.6 Similarly, Option A3a costs are greater than Option A3b, owing to the greater potential land take required by the earthworks. The construction costs for Option A3a/b are greater than that for Option A2a/b owing to the excavation work required to remove a greater volume of material from the landfill site and reseal the site.
- 10.2.7 Option A4 is the lowest cost option of all the road options as no new road carriageway is required, other than for the new bridge section on the Coast Road and some widening of Coast Road.

### Value for Money

- 10.2.8 Table 10:2 presents the Net Present Value (NPV) of all quantitative benefits derived for the road options including greenhouse gas emission benefits (as reported in Section 9.2), accident benefits (as reported in Section 9.3), Transport Economic Efficiency (TEE) benefits (as reported in Section 9.4) and indirect taxation benefits (estimated for each scheme from the TUBA software).
- 10.2.9 These benefits are then compared against the scheme costs as presented in Table 10:1, to derive the overall Benefit to Cost Ratio (BCR) for each option and understand the value for money of each scheme's implementation.
- 10.2.10 It should be noted that the BCR figures presented are an estimate and would be subject to more detailed refinement with: a more detailed option costing exercise; a revision of the development scenarios and associated traffic for both the ASH and proposed ETZ sites (as the developments progress); in combination with any options taken forward with regards to the Wellington Road Corridor Multi-modal study; and with a larger traffic modelling exercise able to capture all wider routing changes which may occur with each option. As such, the figures below provide an *indication* of the likely economic 'success' of the scheme but should not be taken as definitive.
- 10.2.11 A *negative* BCR indicates where a scheme generates a disbenefit i.e. the scheme has a cost to implement, and overall, the traffic network experiences negative impacts. A BCR of less than one, but greater than zero, indicates that a scheme provides transport benefits, but that these benefits do not outweigh the cost of the scheme. A BCR of greater than one indicates that a scheme provides transport benefits that are greater than the cost of the scheme.
- 10.2.12 Table 10:2 shows that:

- Only Option A4 and A5 consistently provide a BCR greater than 1 across all modelled scenarios;
- Option A2a generates a negative BCR in two of the four scenarios indicating overall negative benefits of the scheme;
- BCRs of less than 1 for almost all Option A2a/b and Option A3a/b scenarios, indicating that these schemes would not be considered 'value for money' based on purely monetised grounds alone.

Table 10.2: All Road Options – Monetised Economic Summary (includes TEE, carbon and accident benefits)

Benefit / Cost	Option	Core	High	Core + 10%	High + 10%
Present Value of TEE Benefits	Option A2a	-£2,210,000	£1,622,000	-£319,000	£2,373,000
	Option A2b	£3,810,000	£4,657,000	£4,185,000	£5,678,000
	Option A3a	-£188,000	£902,000	£388,000	£1,123,000
	Option A3b	£2,379,000	£2,543,000	£3,407,000	£6,095,000
	Option A4	£5,985,000	£7,288,000	£5,598,000	£8,286,000
	Option A5	£7,190,000	£10,814,000	£9,244,000	£9,728,000
Present Value of Accident Benefits	Option A2a	£78,200	£73,700	£107,700	£122,100
	Option A2b	£102,000	£89,400	£113,300	£138,100
	Option A3a	£77,700	£60,500	£89,900	£99,700
	Option A3b	£74,200	£76,900	£91,500	£114,600
	Option A4	-£12,000	-£15,100	-£8,700	£16,500
	Option A5	-£14,400	-£13,500	-£3,700	£28,500
Present Value of Greenhouse Gas Benefits	Option A2a	£197,000	£281,000	£166,000	£275,000
	Option A2b	£233,000	£272,000	£207,000	£288,000
	Option A3a	£202,000	£255,000	£170,000	£241,000
	Option A3b	£189,000	£288,000	£182,000	£263,000
	Option A4	£124,000	£152,000	£109,000	£165,000
	Option A5	£177,000	£230,000	£177,000	£248,000
Present Value of Taxation Impacts	Option A2a	-£346,000	-£499,000	-£308,000	-£487,000
	Option A2b	-£421,000	-£490,000	-£382,000	-£524,000
	Option A3a	-£356,000	-£460,000	-£302,000	-£432,000
	Option A3b	-£347,000	-£420,000	-£336,000	-£472,000
	Option A4	-£238,000	-£290,000	-£217,000	-£314,000
	Option A5	-£329,000	-£438,000	-£337,000	-£461,000
	Option A2a	-£2,280,800	£1,477,700	-£353,300	£2,283,100

Benefit / Cost	Option	Core	High	Core + 10%	High + 10%
Total Present Value of Benefits	Option A2b	£3,724,000	£4,528,400	£4,123,300	£5,580,100
	Option A3a	-£264,300	£757,500	£345,900	£1,031,700
	Option A3b	£2,295,200	£2,487,900	£3,344,500	£6,000,600
	Option A4	£5,859,000	£7,134,900	£5,481,300	£8,153,500
	Option A5	£7,023,600	£10,592,500	£9,080,300	£9,543,500
Present Value of Cost to Government (Scheme Cost)	Option A2a	£6,057,000			
	Option A2b	£4,861,000			
	Option A3a	£8,223,000			
	Option A3b	£7,579,000			
	Option A4	£3,543,000			
	Option A5	£4,197,000			
Net Present Value	Option A2a	-£8,337,800	-£4,579,300	-£6,410,300	-£3,773,900
	Option A2b	-£1,137,000	-£332,600	-£737,700	£719,100
	Option A3a	-£8,487,300	-£7,465,500	-£7,877,100	-£7,191,300
	Option A3b	-£5,283,800	-£5,091,100	-£4,234,500	-£1,578,400
	Option A4	£2,316,000	£3,591,900	£1,938,300	£4,610,500
	Option A5	£2,826,600	£6,395,500	£4,883,300	£5,346,500
Benefit-Cost to Government Ratio (BCR)	Option A2a	-0.4	0.2	-0.1	0.4
	Option A2b	0.8	0.9	0.8	1.1
	Option A3a	0.0	0.1	0.0	0.1
	Option A3b	0.3	0.3	0.4	0.8
	Option A4	1.7	2.0	1.5	2.3
	Option A5	1.7	2.5	2.2	2.3

### 10.3 Public Transport Operation Cost and Passenger Demand Estimates

10.3.1 Work was undertaken to estimate the resource requirements and a cost for the public transport options.

10.3.2 The options have been costed using Stantec's spreadsheet-based bus industry costing model, calibrated for local factors such as bus driver wage rates. The following rates have been used:

- £33,000 per additional bus
- £26.00 per operating hour.



## Options B1, B4 and B5

### Operating Costs

10.3.3 The estimated operational costs for Options B1, B4 and B5 (extending the regularly operating services) as shown in Table 10:3.

Table 10:3: Public Transport Options – Operating Cost

Option		Annual Cost of Service Provision
B1	Daytime Hours	£144,000
	All Shifts	£180,000
B4	Daytime Hours	£82,000
	All Shifts	£104,000
B5	Daytime Hours	£81,000
	All Shifts	£104,000

### Passenger Demand

10.3.4 Trip generation estimates for staff employed at the proposed ETZ sites have been prepared by Stantec and a bus mode share factor then applied, based on Census travel to work data for workplaces in the Cove North Intermediate Zone, which equates to 9%.

10.3.5 The resulting estimated daily bus trips for two service scenarios (for operation focussed on daytime shifts only (0600 – 1700) and a broader span of coverage that would cater for all shift changes are forecast to be 15 daily arrivals by bus and 23 daily departures for an office hours operation. The discrepancy between arrival and departure values arises from the flat application of the bus mode share to trips in each hour time band; in practice, if an employee was unable to travel by bus in one direction (because a service was not provided at that time), then they would be likely to make other arrangements altogether. It would therefore be more prudent to assume that the actual number of trips made matches the lower of arrivals and departures. This would give 15 arrivals and departures, i.e. a total of 30 trips per day. Annualised, this equates to 11,000 trips per year.

10.3.6 If the service were extended to cover all shifts, there would then be 25 forecast arrivals and 25 forecast departures per day or a total of 18,000 trips per year.

### Cost to Government

10.3.7 To assess the potential viability of the options, an average fare has been applied to the demand forecasts and the resulting revenue compared with the costs of operation.

10.3.8 A review of fares in Aberdeen shows that a weekly travel ticket costs £16.99 on First Aberdeen and £12.85 on Stagecoach North Scotland<sup>9</sup>. If used for return travel on five days per week, this would equate to a single trip rate of £1.70 and £1.28, respectively.

10.3.9 Recognising changing working patterns and the increase in home working, it is reasonable to assume a proportion of employees would work fewer than five days per week in the office. For

<sup>9</sup> Correct as at August 2020, based on operator websites

someone working four days per week and buying a weekly ticket, the single trip rates would become £2.12 and £1.61, respectively. These rates are below the operators' single trip fares, so buying a weekly ticket would still be the most cost-effective option.

10.3.10 Total income generated would depend on whether a service was operated by First or Stagecoach and, so, for the purposes of this exercise a straight average of the two operators' prices has been used, which gives a weekly ticket rate of £14.92. Applying this to the demand forecasts as presented above would lead to the annual revenue forecasts for each option as shown in Table 10:4. The table also shows the costs of each option and the resulting subsidy i.e. Cost to Government, required to 'break-even'.

10.3.11 The results show that Options B1, B4 and B5 would also require significant government subsidy to 'break-even'.

Table 10:4: Public Transport Cost, Revenue and Subsidies

Option		Annual Cost of Service Provision	Annual Anticipated Revenue	Subsidy required to 'break even'
B1	Daytime Hours	£144,000	£16,000	£128,000
	All Shifts	£180,000	£27,000	£153,000
B4	Daytime Hours	£82,000	£16,000	£66,000
	All Shifts	£104,000	£27,000	£77,000
B5	Daytime Hours	£81,000	£8,500	£72,500
	All Shifts	£104,000	£14,500	£89,500

## Option B2

### Operating Costs

10.3.12 For Option B2, the regular timetable options (1a and 2a as presented in Appendix E ) would require two buses to provide the service; the options with enhanced start and finish services (1b and 2b) would require four buses during the enhanced periods and two during the rest of the day.

10.3.13 In regulatory terms, there are two operating models that could be used to deliver the service: either it can be provided as a registered local bus service or as an unregistered contract operation. The features of each are explained in Table 10:5.

Table 10:5: Key Features of Regulatory Operating Models

	Local Bus Service	Contract
Regulatory requirements	Service must be registered with the Traffic Commissioner and then operated in accordance with the registered particulars (route, timetable, days of operation). It is possible to use an 'event' style of registration which allows for operation to be dependent on external events (i.e. cruise ship dates) UK Drivers Hours regulations apply.	No registration is required. Service can be operated completely flexibly. EU Drivers Hours regulations apply.

	Local Bus Service	Contract
Fares	Users can be charged to use the service.	It is not permissible to charge individual fares
Grants	Service is likely to be eligible for Bus Service Operators Grant, a rebate on fuel duty of 35p to 39p per litre	Service is not eligible for Bus Service Operators Grant
Accessibility	Vehicles used on the service must meet Equalities Act requirements in terms of wheelchair and disabled access	Vehicles used on the service are not required to meet Equalities Act standards, although it would be good practice to do so

10.3.14 The overall effect of the issues set out in Table 10:5 is that operation as a Local Bus Service is likely to incur a lower cost due to drivers' hours being governed by UK regulations which are less onerous than the EU rules that apply to non-regular work as well as eligibility for Bus Service Operators Grant. It is also possible to charge individual fares which would further reduce the net cost of operation. On the other hand, there is some loss of flexibility in how and when the service is provided.

10.3.15 Each of the four timetable options shown in Table 10:6 has been costed on the basis of operation as either a Local Bus Service or a contract using indicative costs supplied by the principal local bus operators. The results are shown in Table 10:6. It should be emphasised that these costs are very indicative and would be subject to refinement once more is known about cruise ship capacity/ occupancy, call times, passenger demographics etc.

10.3.16 The costs include an allowance for supervision of the operation at the harbour for the first part of the day and in the city centre for the later part when passengers will be returning to the ship.

Table 10:6: Indicative Annual Costs of Service Options

Timetable Option	Annual Cost, Local Bus Service	Annual Cost, Contract Operation
1a	£14,000	£18,000
1b	£16,000	£21,000
2a	£10,000	£13,000
2b	£13,000	£17,000

10.3.17 Table 10:6 shows that annual gross cost of operation would be £10k to £16k for a registered service and £13k to £21k for a contract operation. For analysis purposes, it would be prudent to assume that services are required for the main daytime period, i.e. options 1a and 1b, as these are higher cost and therefore more robust. As and when cruise ship schedules are known, the calculations can be revisited.

### Cost to Government

10.3.18 If the service is provided on a contract basis, it is not permitted to charge individual fares and therefore there is technically no break-even point that can be calculated and therefore no 'subsidy' requirement can be estimated.

10.3.19 If the service is registered as a Local Bus Service, then it would be possible to charge fares. For the purposes of the analysis, an average round trip fare of £4.00 has been assumed (the comparable fares charged by First and Stagecoach in the area are £4.20 and £3.80). Table 10:7 shows the passenger numbers per day that would be required to achieve break-even on this basis.

Table 10.7: Break-even Analysis (Assumes Service is Registered as a Local Bus Service)

Option	Daily Passengers
1a	310
1b	370
2a	230
2b	288

10.3.20 This analysis has shown that a standalone shuttle service can be provided between ASH and the city centre on days when a cruise ship is in port. The cost of the service depends on hours of operation and whether the service is operated on a contract basis or as a registered local service.

10.3.21 Based on schedules at other North Scotland ports, cruise ships typically spend 10 to 12 hours in port. A service operating every 30 minutes during this period would require two buses and cost £14k if registered as a Local Bus Service or £18k on a contract basis.

10.3.22 If the service were enhanced to every 15 minutes for the first and last hours of operation, when demand is likely to be highest, the respective costs would be £16k and £21k.

10.3.23 It is possible that some cruise schedules would see the ship arriving around midday and staying until late evening; in this scenario, the shuttle bus would not be required in the evening when cruise passengers are back on board. This would reduce the cost of operation to £10k (registered service) or £13k (contract) for the 30-minute option and to £13k (registered service) or £17k (contract) for the enhanced start and finish timetable.

10.3.24 For appraisal purposes it is suggested that the costs of the daytime option with enhanced start and finish (option 1b) are used. As these are the higher costs, this will add robustness to the analysis. It is also the case that the majority of ships currently visiting North Scotland ports do so for the main daytime period. As noted above, these costs are £16k (registered service) or £21k (contract).

### Summary

10.3.25 The analysis presented above shows that Option B1, B4 and B5 would be loss-making and would require considerable public funding support, which may make the options undeliverable.

10.3.26 Option B2, the standalone shuttle service, could be provided between ASH and the city centre on days when a cruise ship is in port. The cost of the service depends on hours of operation and whether the service is operated on a contract basis or as a registered local service.

## 10.4 Active Travel Cost Estimates

### Option C1

10.4.1 For Option C1, an estimate of the cost of providing a new shared use path linking through St. Fitticks Park from Kirkhill Place to the Coast Road, as shown in Figure 10.1, has been developed. Within the park, the route splits into two sections, providing a link through the park to the new harbour entrance, and also south of the Waste Water Treatment Works site, providing linkage through to the existing Coast Road off-road shared use path which then provides onward connectivity to the proposed ETZ site at Doonies Farm.

10.4.2 It is assumed that the route would be incorporated / revised into any Masterplanning for the proposed ETZ site at St. Fitticks Park.

10.4.3 Two costs have been estimated, the first assuming a 5m segregated cycle and pedestrian footway (as shown in Figure 10:2) and the second costed for a 3m shared use path (as shown in Figure 10:3).



Figure 10:1: Option C1 – Costed option route



Figure 10:2: Option C1 – 5m segregated cycleway (3m) and pedestrian footway (2m)



Figure 10:3: Option C1 – 3m shared use path

10.4.4 The various costed elements for each option are presented in Table 10:8.

Table 10:8: Option C1 Cost Estimate<sup>10</sup> (to nearest £500)

Description	Rate	Unit	5m segregated path	3m shared use path
Footway Construction (Bit-mac plus edgings)	£90.00	m2	£680,000	£416,000
Lighting (4m columns and connections)	£38.87	no	£14,500	14,500
Cable, Trench, Ducting, PVC Tape	£50.52	m	£76,500	£76,500
Earthworks (Net fill)	£25.75	m3	£209,000	£187,500
Footbridge (Reinforced in-situ concrete, 5m span)	£6,300.00	m2	£ 157,500	£157,500
Toucan Crossing (Crossings at both connections on Coast Road)	£66,000.00	no	£132,000	£132,000
<b>Sub-total</b>			£1,269,500	£983,500
Optimism Bias @44%			£558,500	£433,000
<b>Total</b>			£1,828,000	£1,416,500

### Option C4

<sup>10</sup> All costs from SPONS 2019

10.4.5 For Option C4, an estimate of the cost of providing dedicated cycle provision along Hareness Road linking from Wellington Road to the Coast Road, has been developed.

10.4.6 Two costs have been estimated, the first assuming no major change to Hareness Road other than on-road cycle way markings to delineate space for cyclists in both directions, and the second for more significant works to provide a tiered cycleway alongside a segregated footway (as shown in Figure 10:3). This second option would also require realignment of existing drainage.

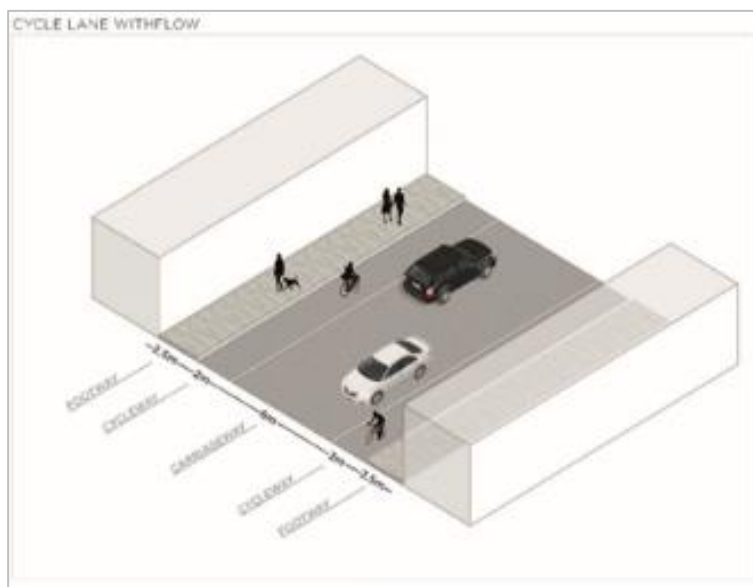


Figure 10:4: Option C4 – Tiered cycleway

10.4.7 Estimated costs for both types of route implementation are shown in Table 10:9.

Table 10:9: Option C4 Cost Estimate<sup>11</sup> (to nearest £500)

Description	Rate	Unit	Cycleway on road marking	Tiered cycleway
Linemarking removal (£2.00/m assumed rate)	£2.00	m	£3,800	
Linemarking (£2.00 unit cost + 0.50 labour)	£2.50	m	£5,000	
Colour screed (£15/m <sup>2</sup> )	£15.00	m <sup>2</sup>	£28,500	
Cold milling of surface course. £20.08/m <sup>2</sup>	£20.08	m <sup>2</sup>		£76,500
30mm hra surface course with limestone chips. £14.75/m <sup>2</sup>	£14.75	m <sup>2</sup>		£56,000
Kerb removal and disposal	£5.33	m		£1,900
Breakout footway	£8.09	m <sup>2</sup>		£15,400
Cold milling of surface course. £20.08/m <sup>2</sup>	£20.08	m <sup>2</sup>		£38,000

<sup>11</sup> All costs from SPONS 2019

Description	Rate	Unit	Cycleway on road marking	Tiered cycleway
50mm dense asphalt concrete binder course. £15.73/m2	£15.73	m2		£60,000
30mm hra surface course with red chippings. £14.75/m2	£14.75	m2		£56,000
Precast concrete kerb. £18.32/m	£18.32	m		£69,500
Precast Gully (40m spacing). £674	£674.00	no		£51,000
Dispose of existing gully grating and frame. £6.18	£6.18	no		£500
Carrier pipe to existing gully pot (assumed 5m length). £318.00	£318.00	no		£24,000
Gully connection to existing gully pot. £121.70	£121.70	no		£9,000
<b>Sub-total</b>			£37,000	£458,500
Utilities @ 30%			£0	£137,500
Optimism Bias @44%			£16,500	£262,000
<b>Total</b>			£53,500	£858,000

10.4.8 Option C1 routes outwith a dense urban environment and would predominantly provide access to the ASH and proposed ETZ areas. It is highly unlikely that overall user demand on the route would be sufficient to provide benefits (through health benefits from increased physical activity, savings from reduced absenteeism, journey quality improvements, decongestion, accidents and reduced environmental costs) that would outweigh the cost of construction and on-going maintenance.

10.4.9 Option C4, routes directly through Altens industrial estate and would offer improved active travel connectivity to businesses within Altens industrial estate as well as the proposed ETZ and ASH areas to the north. If the provision of a coloured screed cycle way and on-road line marking version was taken forward, then the benefits the option could deliver are more likely to provide a higher BCR than Option C1.

10.4.10 A demand and benefits modelling exercise would be required to fully capture and understand the potential benefits of the active travel schemes, should these schemes be progressed further.



## 11 Engagement

### 11.1 Overview

- 11.1.1 To inform the public acceptability appraisal of the options, a public engagement exercise was undertaken between 19<sup>th</sup> November and 16<sup>th</sup> December 2020. Due to the COVID-19 pandemic, it was not possible to offer face-to-face public events. As such, all engagement activity was online.
- 11.1.2 During this engagement period, an information pack (*External Transportation Links to Aberdeen South Harbour, Detailed Options Appraisal: Public Engagement Information Pack*) was made available on Aberdeen City Council's Consultation Hub (<https://consultation.aberdeencity.gov.uk>). To provide a coherent and understandable narrative between both this study and the Wellington Road Corridor Multi-modal transport study, the engagement was undertaken in tandem, with the material for both studies presented together and a single feedback questionnaire covering both provided.
- 11.1.3 The survey was promoted by Aberdeen City Council both on the Council website and through various social media platforms. Direct contact was made with key stakeholders to ensure they were aware of the engagement opportunity. This included contacting the Community Councils directly impacted by the proposals (Torry, Cove etc.) as well as the residents of Burnbanks Village. In addition, letters were sent out to businesses within both Altens and East Tullos Industrial estate. A study email address was also provided to which specific responses, outwith the feedback survey, could be sent.
- 11.1.4 In total, responses were provided by 126 members of the public as well as from 19 organisations. In addition, at the request of a business located in the Altens industrial estate, a one-to-one discussion was held between the business and the study team, to discuss the option appraisal in greater detail.
- 11.1.5 A summary of the engagement responses received is provided here. Note that this summary only considers the responses to those feedback questions relating to this study. It does consider or analyse those relating to the Wellington Road Corridor study.
- 11.1.6 Each option has been analysed in terms of the split of responses as to whether those responding agreed or not with the option proposed. In addition, a summary of the key points raised by the respondents in relation to each option has been summarised. Appendix J presents the full details of the comments provided.

### 11.2 All Option Overview

- 11.2.1 Figure 11:1 shows the spread of responses in terms of how respondents agreed and disagreed with the various proposed options. Note that not all responses sum to 100% due to a number of respondents noting they 'Didn't Know'. For ease of viewing, these responses have been excluded from the graph.

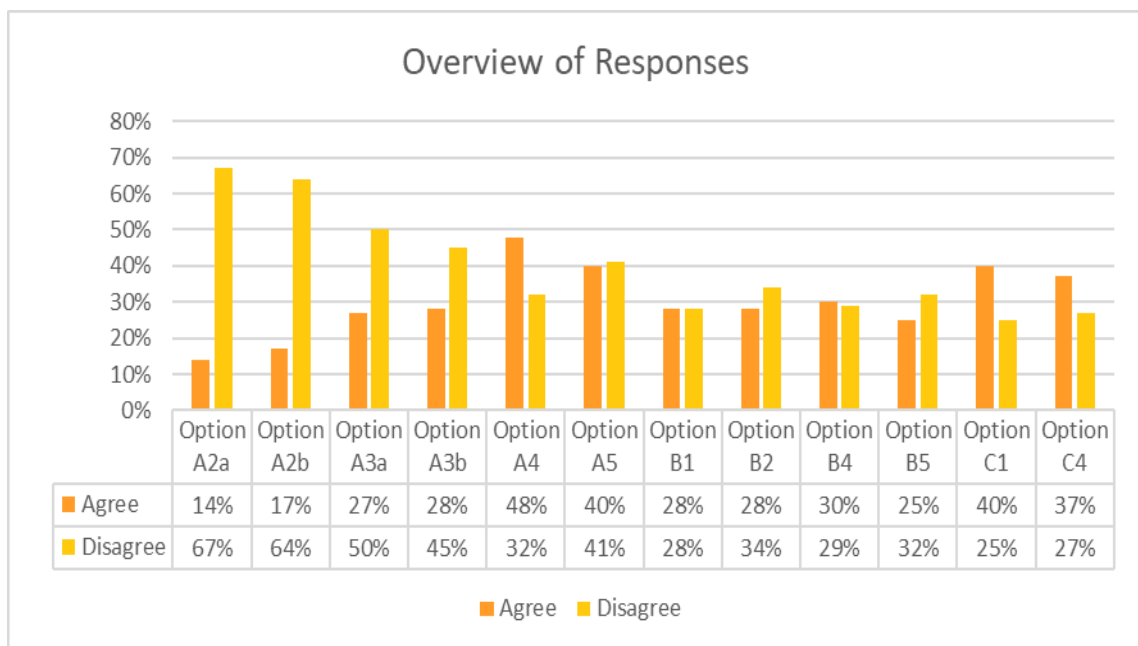


Figure 11.1: Overview of the Responses from Public Engagement

11.2.2 It can be seen from Figure 11.1 that, of the road options (Options A2 – A5), Option A4 is the only option where there was net-agreement with the option as opposed to net disagreement. There is particularly negative feeling towards Options A2a and A2b. There was mixed feeling towards the bus options (Options B1, B2, B4 and B5) but with overall net agreement towards the active travel options (Options C1 and C4).

### 11.3 Option Summary

#### Option A2a/b

11.3.1 A number of Torry residents and environmental organisations articulated very strong feelings around the proposed impacts to St Fitticks Park and the neighbouring East Tullos Burn Project (which has been heavily invested in). This may also be a factor with the proposed ETZ development on the park site. The loss of this green space for the health and wellbeing of the local community was strongly noted by many.

11.3.2 A prominent comment from many of the Torry residents who responded was that they feel they are continually having to deal with more construction work for projects in the area, which is having a negative impact on the area and the environment.

11.3.3 The associated likely increase of traffic on Wellington Road due to the option was another key concern for residents and road users given the already highly congested nature of the route.

11.3.4 The constraint of the proposed underpass to cater for large / abnormal HGVs and other vehicles was also a noted key concern given the needs of the harbour.

#### Option A3a and A3b

11.3.5 Many responses noted that the road gradient down to the Coast Road (allowing for clearance of the railway line and) of 18% was too steep to allow for HGVs and abnormal loads to use the road and that this was the key indicator making this option unfeasible as the road option would be unfit for purpose.

11.3.6 Many respondents noted concern over the potential impacts from excavating the Ness landfill site and the potential exposure to hazardous materials.

11.3.7 However, there were many individuals and some organisations which felt Option A3a/b were better options compared to Option A2a and A2b as there would be less of an impact on the local environment, particularly as St Fitticks Park is not affected by any construction.

11.3.8 Some residents noted concern over the increase in traffic in the area and the potential for vehicles to stray from the designated route and travel into residential areas.

### Option A4

11.3.9 Many responses noted this option to be the best option under consideration as it has very minimal impact on the environment and does not impact on St. Fitticks Park.

11.3.10 Residents of Torry, Burnbanks Village and Cove support this option as it keeps HGVs away from residential areas, minimising noise and air pollution for local residents.

11.3.11 Many individuals also highlighted that the BCR ratio is higher than other options and it meets most of the transport planning objectives.

### Option A5

11.3.12 The residents of Burnbanks Village noted particular concern about the increase in traffic in the area and past the village. Local residents highlighted that the close proximity of the road to their houses will result in an increase in noise and vibrations due to the HGV traffic.

11.3.13 It was noted by many that compared to Option A4, there is a greater environmental impact and this is not supported.

11.3.14 The one-to-one discussion with the business located at the eastern end of Souter Head Road (and whose premises would be most affected by the proposals) highlighted that:

- The occupier has a long-term lease of the site and have invested significantly in its capabilities recently
- On-going investment decisions are being made in relation to the site and the outcomes of this study could significantly impact on these. Therefore, there is a need to keep the occupier fully up to date on the progression of the options and the project
- There is some potential acquisition of *some* of the site in future, due to the way that the potential road option would interact with the facility i.e. it might not be necessary for the whole business to be acquired and relocated

### Option B1

11.3.15 Many residents emphasised that there is currently no demand for a bus service in the area, so the option is thought not to be financially viable.

11.3.16 There was general consensus that there needs to be a shift to more sustainable modes of transport, but to do this there needs to be an improvement in journey times.

### Option B2

11.3.17 Many local residents highlighted that the water treatment works located near to the Aberdeen South Harbour are unpleasant to look at and smell, suggesting this was a deterrent in encouraging passengers to disembark from the cruise ships.

11.3.18 Due to the COVID-19 pandemic and its potential longer-term impact on cruise tourism, numerous individuals suggested there will be no cruise passengers which the bus service is proposed to cater for.

11.3.19 Multiple local residents suggested that the cruise company themselves will have pre-booked buses and coach tours for their passengers, so there is no need for a separate dedicated bus service.

11.3.20 A few individuals commented that this option provides the most direct route to the harbour and was therefore the best public transport option.

#### **Option B4**

11.3.21 Numerous respondents highlight that there is no demand for a service in the area so the buses would run at a loss and would not be financially viable.

11.3.22 Some locals believe that this would be beneficial for the industrial estates as it would increase their accessibility.

#### **Option B5**

11.3.23 Many Torry residents highlight that this route would heavily impact on St Fitticks Park which is considered to be the heart of the community.

11.3.24 Again, it is believed by locals that the lack of demand for a service indicates that it is unnecessary.

11.3.25 Some residents noted their concern that this option would lead to an increase in traffic in residential areas due to the addition of a bus service on the road network.

#### **Option C1**

11.3.26 Many local residents noted that were happy that an active travel route was being considered as they believe that there is little work being done to improve active travel infrastructure in the area.

11.3.27 Some residents and the Aberdeen Cycle Forum highlighted that any cycle lanes must be segregated from other road users for cyclist safety.

11.3.28 A few Torry residents noted that the route as proposed is very convoluted and involves going through St. Fitticks Park. This was not supported as it would involve construction within green space.

#### **Option C4**

11.3.29 Many individuals noted that this route allows for great connectivity between various communities and the ASH.

11.3.30 Some respondents felt that there is no need to serve ASH with active travel routes as it will be predominantly accessed by commercial vehicles.

11.3.31 Many local residents noted concern about the resultant increase in congestion due changes to the road network and being unable to overtake cyclists.

## 12 Risk Register

- 12.1.1 The risk and uncertainty inherent in the implementation of the options has been considered and is shown in Table 12:1.
- 12.1.2 Note that the uncertainty surrounding the COVID-19 pandemic has not been individually noted for each option. However, there is the potential for medium-term, structural impacts of the COVID-19 pandemic to materially alter societal behaviour with respect to work and travel. 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. 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, especially for the public transport and also active travel 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. However, given the nature of the activities at ASH and proposed ETZ, there is perhaps less scope for home working associated with these sites. This should be considered further as the options progress.

Table 12:1: Risk and Uncertainty

Option	Option Description	Risk		Comments	Potential Mitigation
A2a/b	New road connection from Greenwell Road / Greenbank Road via St Fitticks Community Park to Coast Road with a new underbridge under the railway line	Delivery	Design	Route design may constrain land availability within the proposed ETZ site at St. Fitticks due to space required for new road and associated earthworks / flood treatment. This may reduce the opportunities and activities the land at the proposed ETZ site can offer, impacting on the overall success of the site.	On-going dialogue with Opportunity North East as the masterplanning work for the proposed ETZ site develops.
			Design	A new underpass under the railway line is likely to be complex and require extensive consultation and approvals from Network Rail. The railway crossings also introduce the need for disruptive possessions of the railway, which need advance planning and consultation with Network Rail to plan and deliver.	Early discussions with Network Rail to ensure any design show-stoppers are understood as early as possible.  On-going dialogue with Network Rail as the route design progresses.
			Design	The route under the railway line is constrained in both vertical and horizontal geometry. This may prevent certain abnormal loads from utilising the route. Such loads would still be required to route through the residential area of Torry. This may deter potential businesses from using ASH.	Continued dialogue with Aberdeen Harbour Board and Opportunity North East to establish the exact nature of anticipated abnormal loads to ensure the route can be designed, as far as possible, to maximise potential use by abnormal loads. Where this will constrain use of the route by certain vehicles, this should be clarified to all stakeholders at the earliest opportunity.
			Planning	Both option variants would have some impact either direct or indirect on property within East Tullos industrial estate. This may create both benefits to businesses through improved connectivity but may also create disbenefits through increased traffic past business frontages as well as creating difficulties in exiting onto Wellington Road if congested.	On-going dialogue with businesses in East Tullos industrial estate to explain the outcomes of the appraisal.  Further detailed traffic modelling as work progresses to update the model once the likely proposed ETZ activities are more defined.
			Planning	The option runs through East Tullos industrial estate and would involve the introduction of additional traffic regulation to improve the transport corridor and reduce the likelihood of parked vehicles delaying traffic. Whilst much of the road extents in the industrial estate are already regulated, the	On-going dialogue with businesses in East Tullos industrial estate to explain the likely parking restrictions to come into force.

Option	Option Description	Risk		Comments	Potential Mitigation
				removal of parking would be controversial and potentially be met with some resistance from businesses based in the industrial estates.	
			Planning	Construction of the route would impact on St Fitticks Community Park and potentially the northern tip of Tullos Hill Conservation Site. This is likely to be met with resistance from the local community.	On-going engagement with the local community to explain the proposals and present the benefits of the scheme to the local community.
			Construction	Construction of the route requires cutting into the landfill site to the south of the railway line. This is likely to be a costly exercise, with the need to remove material and hazardous substances. While preliminary investigations into the waste at the site can provide an indication of the likely cost, once construction commences, further unanticipated waste materials may be uncovered which require significant additional cost to safely remove and dispose of.	Ensure any preliminary investigations into the waste at the site are sufficient to minimise future risk of finding unexpected waste material during construction.
		Operational	Demand	The 'value for money' assessment of the options has been undertaken assuming a level of traffic generated by the new ASH and proposed ETZ sites. If the traffic estimates were much higher than those which transpire, the schemes would provide a lower overall value for money with overall scheme costs higher than the achieved benefits. The BCR for Option A2a and A2b already show a value, in most scenarios, of less than 1 (and in some scenarios negative) so any reduction could generate negative ratios in a greater number of scenarios. This means implementing the scheme creates overall disbenefits.	Revisit the traffic modelling as work progresses to update the traffic generation estimates, traffic model, and economic evaluation once the likely proposed ETZ activities are more defined.
A3a/b	New road connection from Greenwell Road / Greenbank Road via the	Delivery	Design	A new bridge over the railway line is likely to be complex and require extensive consultation and approvals from Network Rail. The railway crossings also introduce the need for disruptive possessions of the railway, which need advance planning and consultation with Network Rail to plan and deliver.	<p>Early discussions with Network Rail to ensure any design show-stoppers are understood as early as possible.</p> <p>On-going dialogue with Network Rail as the route design progresses.</p>

Option	Option Description	Risk	Comments	Potential Mitigation
	former Ness Landfill site and a new bridge over the railway		<p>Design The options both require a gradient in excess of current design standards to facilitate a connection across the railway to the Coast Road. This would constrain the route for freight traffic.</p> <p>Planning Both option variants would have some impact either direct or indirect on property within East Tullos industrial estate. This may create both benefits to businesses through improved connectivity but may also create disbenefits through increased traffic past business frontages as well as creating difficulties in existing onto Wellington Road if congested.</p> <p>Planning The option runs through East Tullos industrial estate and would involve the introduction of additional traffic regulation to improve the transport corridor and reduce the likelihood of parked vehicles delaying traffic. Whilst much of the road extents in the industrial estate are already regulated, the removal of parking would be controversial and potentially be met with some resistance from businesses based in the industrial estates.</p> <p>Construction Construction of the route would require very substantial cutting into the landfill site to the south of the railway line. This is likely to be a costly exercise, with the need to dispose of material and hazardous substances. While preliminary investigations into the waste at the site can provide an indication of the likely cost, once construction commences, further unanticipated waste materials may be uncovered which require significant additional cost to safely remove and dispose of.</p>	<p>Ensure both Aberdeen Harbour Board and Opportunity North East are aware of this constraint.</p> <p>On-going dialogue with businesses in East Tullos industrial estate to explain the outcomes of the appraisal.</p> <p>Further detailed traffic modelling as work progresses to update the model once the likely proposed ETZ activities are more defined.</p> <p>On-going dialogue with businesses in East Tullos industrial estate to explain the likely parking restrictions to come into force.</p> <p>Ensure any preliminary investigations into the waste at the site are sufficient to minimise future risk of finding unexpected waste material during construction.</p>



Option	Option Description	Risk		Comments	Potential Mitigation
		Operational	Demand	The 'value for money' assessment of the options has been undertaken assuming a level of traffic generated by the ASH and proposed ETZ sites. If the traffic estimates were much higher than those which transpire, the schemes would provide a lower overall value for money with potentially overall scheme costs higher than the achieved benefits. The BCR for both Option A3a and A3b already show a value, in all scenarios, of less than 1 (and in some scenarios zero) so any reduction could generate negative ratios in some traffic demand scenarios. This means implementing the scheme creates overall disbenefits.	Revisit the traffic modelling as work progresses to update the traffic generation estimates, traffic model, and economic evaluation once the likely proposed ETZ activities are more defined.
A4	Improve the existing route via Hareness Road through the provision of a new bridge over the railway on Coast Road	Delivery	Planning	The option includes the upgrading of Coast Road to provide a wider road carriageway for larger vehicles, which would use the road when the ASH and proposed ETZ sites are operational. This upgrade may require third party land from adjacent landholdings to facilitate the creation of a wider road with standard 2m wide verges.	Investigate whether third party land can potentially be avoided if a narrow verge is considered permissible by the Roads Authority.
			Planning	The option would involve the introduction of additional traffic regulation to improve the transport corridor and reduce the likelihood of parked vehicles delaying traffic. Whilst much of the road extents in the industrial estate are already regulated, the removal of parking would be controversial and potentially be met with some resistance from businesses based in the industrial estates.	On-going dialogue with businesses in Altens industrial estate to explain the likely parking restrictions to come into force.

Option	Option Description	Risk		Comments	Potential Mitigation
			Construction	Construction of the route may require cutting into the Taylor landfill site to the east of the railway line. This is likely to be a costly exercise, with the need to dispose of material and hazardous substances. While preliminary investigations into the waste at the site can provide an indication of the likely cost, once construction commences, further unanticipated waste materials may be uncovered which require significant additional cost to safely remove and dispose of.	Ensure any preliminary investigations into the waste at the site are sufficient to minimise future risk of finding unexpected waste material during construction.
		Operational	Demand	The 'value for money' assessment of the option has been undertaken assuming a level of traffic generated by the ASH and proposed ETZ sites. If the traffic estimates were much higher than those which transpire, the scheme would provide a lower overall value for money. However, as the BCR has been estimated at around 1.5 to 2, it is unlikely that demand would be sufficiently less to generate a ratio less than 1.	Revisit the traffic modelling as work progresses to update the traffic generation estimates, traffic model, and economic evaluation once the likely proposed ETZ activities are more defined.
A5	New road connection between Coast Road and Souter Head Road and a new bridge over the railway on Coast Road.	Delivery	Planning	The option route passes close to the residential area of Burnbanks Village. This is likely to create noise and vibration impacts, and severance impacts, to residents in the village and is likely to be met with opposition from the local community.	Early, and on-going engagement with Burnbank Village residents. Noise and vibration impacts could be partly mitigated against through use of a low noise road surface.
			Planning	The option requires part-demolition of a business premise at the end of Souter Head Road to enable the new link between Altens industrial estate and the Coast Road. The business in question has a long-term lease of the site and recently have invested significantly in its capabilities at the site. On-going business investment decisions are being made in relation to the site and the outcomes of this study could significantly impact on these.	Early, and on-going engagement with the business (and potentially others on Souter Head Road) likely to be impacted to discuss potential relocation packages and to provide them with suitable information to allow for informed business investment and operational decisions to be made. Discussions would cover the potential for future acquisition of <i>some</i> of the site, due to the way that the potential road option would interact with the facility i.e. it might not be necessary for the whole business to be acquired and relocated.

Option	Option Description	Risk	Comments	Potential Mitigation	
		Planning	The option would have some impact either direct or indirect on property within Altens industrial estate. This may create both benefits to businesses through improved connectivity but may also create disbenefits through increased traffic past business frontages as well as creating increased queuing on exiting the estate at Souter Head roundabout.	On-going dialogue with businesses in Altens industrial estate to explain the outcomes of the appraisal.  Further traffic modelling as work progresses to update the model once the likely proposed ETZ activities are more defined.	
		Planning	The option would generate a higher volume of traffic through Altens industrial estate and involve the introduction of additional traffic regulation to improve Souter Head Road and reduce the likelihood of parked vehicles delaying traffic. Any removal of parking would be controversial and potentially be met with some resistance from businesses based in the industrial estates.	On-going dialogue with businesses in Altens industrial estate to explain the likely parking restrictions to come into force.	
		Planning	The option includes the upgrading of Coast Road to provide a wider road carriageway for larger vehicles, which would use the road when the ASH and proposed ETZ sites are operational. This upgrade may require third party land from adjacent landholdings to facilitate the creation of a wider road with standard 2m wide verges.	Investigate whether third party land can potentially be avoided if a narrow verge is considered permissible by the Roads Authority.	
		Construction	Construction of the route may require cutting into the Taylor landfill site to the east of the railway line. This is likely to be a costly exercise, with the need to dispose of material and hazardous substances. While preliminary investigations into the waste at the site can provide an indication of the likely cost, once construction commences, further unanticipated waste materials may be uncovered which require significant additional cost to safely remove and dispose of.	Ensure any preliminary investigations into the waste at the site are sufficient to minimise future risk of finding unexpected waste material during construction.	
		Operational	Demand	The 'value for money' assessment of the option has been undertaken assuming a level of traffic generated by the new harbour and proposed ETZ sites. If the traffic estimates were much higher than those which transpire, the scheme would provide a lower overall value for	Revisit the traffic modelling as work progresses to update the traffic generation estimates, traffic model, and economic evaluation once the likely proposed ETZ activities are more defined.

Option	Option Description	Risk		Comments	Potential Mitigation
				money. However, as the Benefit to Cost ratio has been estimated at around 1.5 – 2.3, it is unlikely that demand would be sufficiently less to generate a ratio less than 1 (which could then not be considered to offer value for money).	
B1 / B4 / B5	B1: Extend / enhance existing bus services	Delivery	Infrastructure	Option B5 relies on the road link through St. Fitticks Park between the Coast Road and Greenwell Road / Greenbank Road, as per Option A2a/b. If this link were not progressed, the option would not be feasible.	Only continue to pursue Option B5 if Options A2a/b are being taken forward.
	<p>B4: New direct bus service linking Aberdeen City Centre with ASH and proposed ETZ site(s)</p> <p>B5: New bus service loop linking Aberdeen city centre with ASH, proposed ETZ site (at St. Fitticks) and East Tullos Industrial Estate</p>	Operational	Operational	<p>The main operational risk in taking these bus options pertains to the likelihood of bus operators to be encouraged to operate the services.</p> <p>The work undertaken to establish the commercial viability of the services has highlighted that the options would not be commercially viable. Operators are unlikely to operate services which are not deemed commercial and as such the options would require a level of subsidy to operate.</p> <p>While estimates of potential service demand have been made, it is not yet known what the overall patronage of the services may end up being, especially given the uncertainty around the exact activities to be taking place at the proposed ETZ. As such, there would be a short to medium term financial burden and risk on the Council in offering a level of subsidy during the procurement process – which may be in excess of that required.</p> <p>There is additionally the ongoing risk that, once operational, at a future date operators will withdraw their support for a service, and / or public funding becomes more constrained and the required subsidy to operate the service can no longer be provided.</p> <p>In order to not run in parallel with existing commercial services, new subsidised bus service options would need</p>	<p>On-going discussions with bus operators as to their willingness to operation services.</p> <p>Re-evaluation of the viability analysis as and when greater detail is available on the likely activities to be undertaken at the proposed ETZ and therefore the envisaged employees working at the sites.</p> <p>Careful consideration of <i>Section 63 of the Transport Act 1985 (as amended)</i> and the ability of the council to subsidise services which may run in parallel with existing services. A clear separate purpose will be required.</p>

Option	Option Description	Risk	Comments	Potential Mitigation
			to show a clearly different purpose to existing services (per legislation as contained in <i>Section 63 of the Transport Act 1985 (as amended)</i> ). This may be difficult.	
			<p><b>Demand</b></p> <p>The greatest uncertainty surrounding the operation of the options and their viability relates to the demand for the services and the level of subsidy required. There is a risk that the demand for the services will be lower than estimated.</p> <p>Patronage on the services which proves to be lower than estimated would create a risk to the Council if subsidy were being provided and a risk to the operator through reduced revenue. It may be that a service, if implemented, may be subsequently removed, impacting on overall proposed ETZ accessibility and sustainability.</p>	Revising the estimates of demand using a more detailed bus patronage model and when greater detail is available on the likely activities at the proposed ETZ.
			<p><b>Demand</b></p> <p>There is a risk of a transfer of passengers from existing services (those travelling between the city and Torry) to new services which may erode the commercial viability of existing public transport provision. Existing provision may as a result reduce.</p>	On-going discussions with bus operators to fully understand the potential impacts.
			<p><b>Financial</b></p> <p>There is a risk around the estimated operational costs for the services increasing particularly given that option implementation is unlikely to start until some years from now if this were taken forward.</p>	On-going revisiting of the operational costs for the services to ensure the estimates are as robust as possible.
B2	New bus service between ASH and Aberdeen City Centre for cruise passengers.	Operational	<p><b>Demand</b></p> <p>There is uncertainty around the volume of cruise ships expected to call at ASH and the exact requirements of onward land-based travel when ships are docked.</p>	On-going dialogue with Aberdeen Harbour Board and cruise operators to understand the demands on the port for cruise tourism to ensure onward sustainable travel into the city centre can be achieved as and when needed. This may involve exploring contractual arrangements for service provision.
C1 / C4	C1: Enhanced active travel	Delivery	<p><b>Planning</b></p> <p>For Option C4, if significant works were undertaken to provide a tiered cycleway alongside a segregated footway on Hareness Road, there may be concerns raised from</p>	On-going dialogue with local business as proposals develop.

Option	Option Description	Risk		Comments	Potential Mitigation
	routes between ASH / proposed ETZ sites and Aberdeen City Centre			drivers / businesses within Altens industrial estate should a reduction in carriageway space be required.	
	C4: Enhanced active travel routes between ASH / proposed ETZ sites and Wellington Road (south)	Operational	Demand	If use of the routes is not sufficient, the routes will not generate value for money.	Detailed Cost-Benefit analysis of the active travel routes as more detail is known about the activities and likely employees at the proposed ETZ sites. On-going promotion of use of active travel and the availability of the route in both accessing the harbour and proposed ETZ sites, as well as by other users wishing to access the Coast Road area.
		Operational	Maintenance	Maintenance will be required to ensure the route is safe and secure. A lack of appropriate maintenance may reduce use of the route and encourage people back into their cars.	Ensure the maintenance needs of the route are understood and included in the Councils ongoing active travel commitments.

## 13 Summary

- 13.1.1 The options have been appraised against the Transport Planning Objectives, the STAG criteria (Environment, Safety, Economy, Integration, and Social Accessibility and Inclusion), Implementability criteria (Technical and Operational Feasibility and Public Acceptability) and finally Cost to Government.
- 13.1.2 The overall scoring of each of the various elements of the appraisal is provided in Table 13:1 for all options.
- 13.1.3 The table indicates whether, based on the appraisal work undertaken, an option could be considered worthy of further detailed design and business case development. The rationale for potential selection or rejection of each option at this stage is discussed in the subsequent table, Table 13:2.

Table 13:1: Appraisal Summary

Mode	Option	Transport Planning Objectives						Implementability			STAG Criteria					Cost to Government
		Minimise HGV journey times and inappropriate routing	Maximise connectivity between ASH / ETZ and prospective workers	Maximise connectivity between ETZ and other energy-related businesses in the Aberdeen area	Futureproof access to ETZ / ASH for widest range of abnormal loads possible	Improve the resilience of transport connections to and from ASH / ETZ	Maximise the intermodal opportunities between the ETZ and existing rail network	Technical Feasibility	Operational Feasibility	Public Acceptability	Environment	Safety	Economy	Integration	Accessibility and Social Inclusion	
		TPO1	TPO2a	TPO2b	TPO3	TPO4	TPO5									
Road	A2a	✓	✓	✓	✓	✓✓	✓	xx	xx	xx	xx	✓✓	x	✓✓	✓	xxx
	A2b	✓	✓	✓	✓	✓✓	✓	xx	x	xx	xx	✓✓	✓	✓✓	✓	xx
	A3a	✓	✓	✓	✓	✓✓	✓	xxx	xx	x	xx	✓✓	x	✓✓	✓	xxx
	A3b	✓	✓	✓	✓	✓✓	✓	xxx	x	x	xx	✓✓	✓	✓✓	✓	xx
	A4	✓✓	-	-	✓✓	✓	-	✓✓	✓	✓✓	-	-	✓✓	✓✓	✓✓	✓✓
	A5	✓✓✓	✓	✓	✓✓	✓✓	✓✓	-	✓	✓✓	-	x	✓	✓✓✓	✓✓✓	-
Public Transport	B1	-	✓✓	✓✓	-	-	-	✓✓✓	✓	-	✓	✓	✓	✓✓	✓	x
	B2	-	-	-	-	-	-	✓✓✓	✓✓	x	✓	✓	✓	✓	-	-
	B4	-	✓	✓	-	-	-	✓✓✓	✓	-	✓	✓	✓	✓✓	✓	x
	B5	-	✓	✓	-	-	-	xx	✓	x	✓	✓	✓	✓✓	✓	x



Mode	Option	Transport Planning Objectives						Implementability			STAG Criteria					Cost to Government
		Minimise HGV journey times and inappropriate routing	Maximise connectivity between ASH / ETZ and prospective workers	Maximise connectivity between ETZ and other energy-related businesses in the Aberdeen area	Futureproof access to ETZ / ASH for widest range of abnormal loads possible	Improve the resilience of transport connections to and from ASH / ETZ	Maximise the intermodal opportunities between the ETZ and existing rail network	Technical Feasibility	Operational Feasibility	Public Acceptability	Environment	Safety	Economy	Integration	Accessibility and Social Inclusion	
		TPO1	TPO2a	TPO2b	TPO3	TPO4	TPO5									
Active Travel	C1	-	✓	-	-	-	-	✓✓	✓✓✓	✓✓	✓	✓	✓	✓✓	✓✓	✗
	C4	-	✓	-	-	-	-	✓✓	✓✓✓	✓✓	✓	✓	✓	✓✓	✓✓	-

Table 13:2: Option key Advantages and Disadvantages

Option	Description	Key Advantages	Key Disadvantages
A2a/b	New road link from either Greenwell Road (Option A2a) or Greenbank Road (Option A2b) across St Fitticks Park to new Coast Road junction (new underbridge at the railway line)	<ul style="list-style-type: none"> <li>• Provide less circuitous routeing to the new ASH / proposed ETZ area for HGV traffic from the city centre / West (George VI bridge)</li> <li>• Enhances transport resilience and improves perceptions through provision of additional route and crossing of the railway (underbridge)</li> <li>• Provides connection between the new ASH / proposed ETZ and East Tullos Industrial estate helping to maximise and support the regeneration of East Tullos</li> <li>• Minor accident benefits (vehicles on lower speed roads)</li> <li>• Provides the greatest increase in overall workforce accessibility to the area</li> </ul>	<ul style="list-style-type: none"> <li>• Route requires cutting into the Ness landfill site to south of the railway line, likely to be a costly exercise, with need to remove material and hazardous substances. High cost uncertainty associated with this.</li> <li>• Underpass height clearance / alignment would limit route use by some abnormal loads</li> <li>• Increased HGV traffic on Wellington Road (between Hareness Road and Greenbank / Greenwells Road)</li> <li>• Benefit Cost Ratio (BCR) is estimated in range: A2a: -0.3 to +0.3 and A2b: +0.8 to +1.1. <i>BCRs less than one indicate benefits less than scheme costs. Negative BCR indicates overall negative benefits – driven by the impact to existing traffic on Wellington Road – more pronounced in A2a due to new signals on Wellington Road at Greenwell Road</i></li> <li>• Impact on commercial property at eastern extent of Greenwell / Greenbank Road</li> <li>• Constrains potential for sustainable transport options on Wellington Road (developed as part of the Wellington Road Multi-modal Corridor study)</li> <li>• Constrains land availability within the proposed ETZ site at St. Fitticks due to space required for new road and associated earthworks / flood treatment</li> <li>• Would impact on St Fitticks Community Park and potentially the northern tip of Tullos Hill Conservation Site</li> </ul>
A3a/b	New road link Greenwell Road across the former Ness Landfill Site and a new bridge across the railway to Coast Road	<ul style="list-style-type: none"> <li>• Provide less circuitous routeing to the new ASH / proposed ETZ area for HGV traffic from the city centre / West (George VI bridge)</li> <li>• Enhances transport resilience and improve perceptions through provision of additional route and crossing of the railway (bridge)</li> <li>• Provides connection between the new ASH / proposed ETZ and East Tullos Industrial estate helping to maximise and support the regeneration of East Tullos</li> <li>• Does not constrain proposed ETZ activities as road does not route through the proposed site</li> </ul>	<ul style="list-style-type: none"> <li>• Road gradient required from Coast Road to new bridge across railway (around 18%) is far higher than that recommended for HGVs on a strategic route and would not be useable by abnormal loads. In addition, a new Scottish Water access road would be at a gradient of 20%</li> <li>• Retaining wall required would encroach on Scottish Water land and require significant cutting into the landfill site south of the railway line, likely to be a costly exercise, with need to remove material and hazardous substances. Very high levels of</li> </ul>

Option	Description	Key Advantages	Key Disadvantages
		<ul style="list-style-type: none"> <li>Minor accident benefits (vehicles on lower speed roads)</li> </ul>	<p>engineering &amp; cost risk &amp; uncertainty associated with this scale of intrusion into Ness landfill site</p> <ul style="list-style-type: none"> <li>Benefit Cost Ratio is estimated in range: A3a: 0.0 to +0.1 and A3b: +0.3 to +0.8. <i>BCRs less than one indicate benefits less than scheme costs – with low benefits driven by the impact on existing traffic on Wellington Road – more pronounced in A3a due to new signals on Wellington Road at Greenwell Road</i></li> <li>Increased HGV traffic on Wellington Road (between Hareness Road and Greenbank / Greenwells Road)</li> <li>Impact on commercial property at the eastern extent of Greenwell / Greenbank Road                             <ul style="list-style-type: none"> <li>Constrains the potential for sustainable transport options on Wellington Road (developed as part of the Wellington Road Multi-modal Corridor study)</li> </ul> </li> </ul>
A4	New bridge on Coast Road combined with potential widening of Coast Road	<ul style="list-style-type: none"> <li>Enhances existing route to Aberdeen South Harbour via Hareness Road</li> <li>Provides consistently reduced journey times to the Harbour / proposed ETZ area across all time periods</li> <li>Potential to provide access for long abnormal loads currently constrained by the alignment of the bridge on Coast Road</li> <li>Positive impact in terms of perception although Coast Road and Hareness Road remain the primary route to the harbour</li> <li>No additional traffic on Wellington Road north of Hareness Road</li> <li>Less constraint on the potential for sustainable transport options on Wellington Road (developed as part of the Wellington Road Multi-modal Corridor study)</li> <li>Provides improved link between the proposed ETZ site at Doonies Farm and ASH / proposed ETZ site at St. Fitticks</li> <li>One of the lowest cost road options</li> <li>Benefit Cost Ratio estimated in range: +1.4 to +2.0 <i>A BCR figure greater than 1 indicates the benefits of the scheme are greater than the estimated scheme costs</i></li> </ul>	<ul style="list-style-type: none"> <li>Hareness Road would remain the primary route and therefore traffic in Altens and at the Hareness Road roundabout would increase with ASH and proposed ETZ traffic</li> <li>Parking restriction may be required on Hareness Road, impacting on businesses within the industrial estate</li> <li>Would not provide a direct new connection between ASH / proposed ETZ and East Tullos</li> <li>Delivery of new bridge may require construction works through the Taylor's former landfill site and therefore feasibility is uncertain and there is potential for negative environmental impacts</li> </ul>
A5	New road link between Coast	<ul style="list-style-type: none"> <li>Provides additional route to Aberdeen South Harbour</li> <li>Provides a shorter route to the AWPR than all existing routes</li> </ul>	<ul style="list-style-type: none"> <li>Despite the realignment of Coast Road, there would be noise, vibration, and severance impacts, to some residents in Burnbanks</li> </ul>

Option	Description	Key Advantages	Key Disadvantages
	Road and Souter Head Road and new bridge over the railway	<ul style="list-style-type: none"> <li>• Provides consistently reduced journey times (from Charleston junction and King George VI bridge) to Harbour / proposed ETZ area across all time periods (particularly to/from Charleston junction)</li> <li>• Potential to provide access for long abnormal loads currently constrained by the alignment of the bridge on Coast Road</li> <li>• Positive impact in terms of perception of access to the harbour</li> <li>• Positive impact in terms of transport resilience</li> <li>• No additional traffic impact on Wellington Road north of Hareness Rd and reduced traffic between Souter Head roundabout and Hareness Road</li> <li>• Benefit Cost Ratio estimated in range: +1.5 – +2.3 <i>A BCR figure greater than 1 indicates the benefits of the scheme are greater than the estimated scheme costs</i></li> <li>• Less constraint on the potential for sustainable transport options on Wellington Road (developed as part of the Wellington Road Multi-modal Corridor study)</li> <li>• Improved link between the proposed ETZ site at Doonies Farm and ASH/proposed ETZ site at St. Fitticks</li> <li>• Reduces traffic on Langdykes Road</li> </ul>	<p>Village – although this could be partly mitigated against through use of a low noise road surface</p> <ul style="list-style-type: none"> <li>• Would not provide a direct connection between ASH / proposed ETZ and East Tullos</li> <li>• Delivery of new bridge may require construction works through the Taylor’s former landfill site and therefore feasibility is uncertain and there is potential for negative environmental impacts</li> <li>• Increased traffic levels on Souter Head Road impacting on commercial properties there</li> <li>• Impact on commercial property at east end of Souter Head Road which would be required to relocate</li> <li>• Parking restriction may be required on Souter Head Road, impacting on businesses within the industrial estate</li> </ul>
B1	Extend existing / reinstate bus services so that they serve Aberdeen South Harbour and the proposed ETZ sites	<ul style="list-style-type: none"> <li>• Would improve access between potential workers and the new harbour and both proposed ETZ sites, particularly for those without access to a car</li> <li>• Would improve access between the sites and other energy related businesses across the region</li> <li>• May encourage modal shift to public transport amongst those accessing the new harbour and proposed ETZ sites</li> <li>• Services route via city centre enabling interchange to other bus services / rail</li> <li>• Provides improved link between the proposed ETZ site at Doonies Farm and ASH / proposed ETZ site at St. Fitticks</li> </ul>	<ul style="list-style-type: none"> <li>• The cost of service operation far outstrips the estimated achievable passenger revenue. The option would be loss making and require substantial financial support.</li> </ul>

Option	Description	Key Advantages	Key Disadvantages
B2	New bus service between Aberdeen South Harbour and Aberdeen City Centre primarily for cruise tourists	<ul style="list-style-type: none"> <li>• Boosts the ability of the harbour to cater for cruise tourism</li> <li>• Benefits the economy of the wider area by encouraging cruise passengers to explore the local tourism offering</li> <li>• The cost of the service depends on hours of operation and whether the service is operated on a contract basis or as a registered local service but could be operated to be commercially viable if cruise passengers were encouraged to come ashore</li> </ul>	<ul style="list-style-type: none"> <li>• Viability is dependent on cruise passengers wanting to come ashore and competing 'offers'. Careful planning and liaison with cruise operators is required.</li> </ul>
B4	New bus service between the city centre and Aberdeen South Harbour / both proposed ETZ sites	<ul style="list-style-type: none"> <li>• Would improve access between potential workers and the new harbour and both proposed ETZ sites, particularly for those without access to a car (although of all public transport options this option has the lowest improved access)</li> <li>• Would improve access between the proposed ETZ sites and other energy related businesses across the region (although of all public transport options this option has the lowest improved access)</li> <li>• May encourage modal shift to public transport amongst those accessing the new harbour and proposed ETZ sites</li> <li>• Sustainably connects both proposed ETZ sites</li> <li>• Service routes via city centre enabling interchange to other bus services / rail</li> </ul>	<ul style="list-style-type: none"> <li>• Only serves the city centre meaning likely interchange required for those accessing the new service from further afield</li> <li>• The cost of service operation far outstrips the estimated achievable passenger revenue. The option would be loss making and require substantial financial support.</li> <li>• There may be a transfer of passengers from existing services (those travelling between the city and Torry) to the new service which may erode the commercial viability of existing public transport provision</li> </ul>
B5	New circular bus service between the city centre and Aberdeen South Harbour / proposed ETZ site at St. Fillicks Park	<ul style="list-style-type: none"> <li>• Would improve access between potential workers and the new harbour / proposed ETZ site at St. Fitticks, particularly for those without access to a car</li> <li>• Would improve access between the proposed ETZ site at St. Fitticks and other energy related businesses across the region</li> <li>• May encourage modal shift to public transport amongst those accessing the new harbour and proposed ETZ site at St. Fitticks</li> <li>• Service routes via city centre enabling interchange to other bus services / rail</li> </ul>	<ul style="list-style-type: none"> <li>• Is dependent on a new road being implemented between East Tullos and the proposed ETZ site at St. Fitticks</li> <li>• Does not provide any improved public transport access to the proposed ETZ site at Doonies Farm</li> <li>• The cost of service operation far outstrips the estimated achievable passenger revenue. The option would be loss making and require substantial financial support</li> <li>• There may be a transfer of passengers from existing services (those travelling between the city and Torry) to the new service which may erode the commercial viability of existing public transport provision</li> </ul>

Option	Description	Key Advantages	Key Disadvantages
C1	Enhanced active travel routes between ASH / proposed ETZ sites and Aberdeen City Centre / Deeside Way	<ul style="list-style-type: none"> <li>• Would provide a reasonably direct cycleway between Aberdeen city centre and new harbour / both proposed ETZ sites</li> <li>• Connects the harbour / proposed ETZ area to the Deeside Way</li> <li>• Partly off-road/segregated route which avoids heavily trafficked routes improves the safety of active travel access to the area</li> <li>• Sustainable travel option strengthens the 'green transition' ethos of the proposed ETZ</li> <li>• May encourage modal shift</li> <li>• Aligns with policy aspirations to improve active travel access, including on Wellington Road</li> </ul>	<ul style="list-style-type: none"> <li>• There are several pinch points on the route where the footway is less than the required minimum standard for a shared use facility and there is limited potential for widening. This would need to be explored at the detailed design stage.</li> <li>• Potential for providing improved active travel provision on Wellington Road may conflict with some of the proposals outlined in Wellington Road multi-modal corridor study</li> </ul>
C4	Enhanced active travel routes between ASH / proposed ETZ sites and Wellington Road (South)	<ul style="list-style-type: none"> <li>• Potential to build into the active travel proposal improvements on Wellington Road being considered in the Wellington Road multi-modal corridor study</li> </ul>	<ul style="list-style-type: none"> <li>• Interaction with HGV traffic on Hareness Road would need to be fully considered to avoid significant safety concerns. This would need to be explored at the detailed design stage</li> <li>• Concerns may be raised from drivers / businesses should a reduction in carriageway space be required</li> </ul>

## **Appendix A Final Road Options for Detailed Options Appraisal**

A.1.1 This appendix contains more detailed engineering drawings relating to the final road options for appraisal.

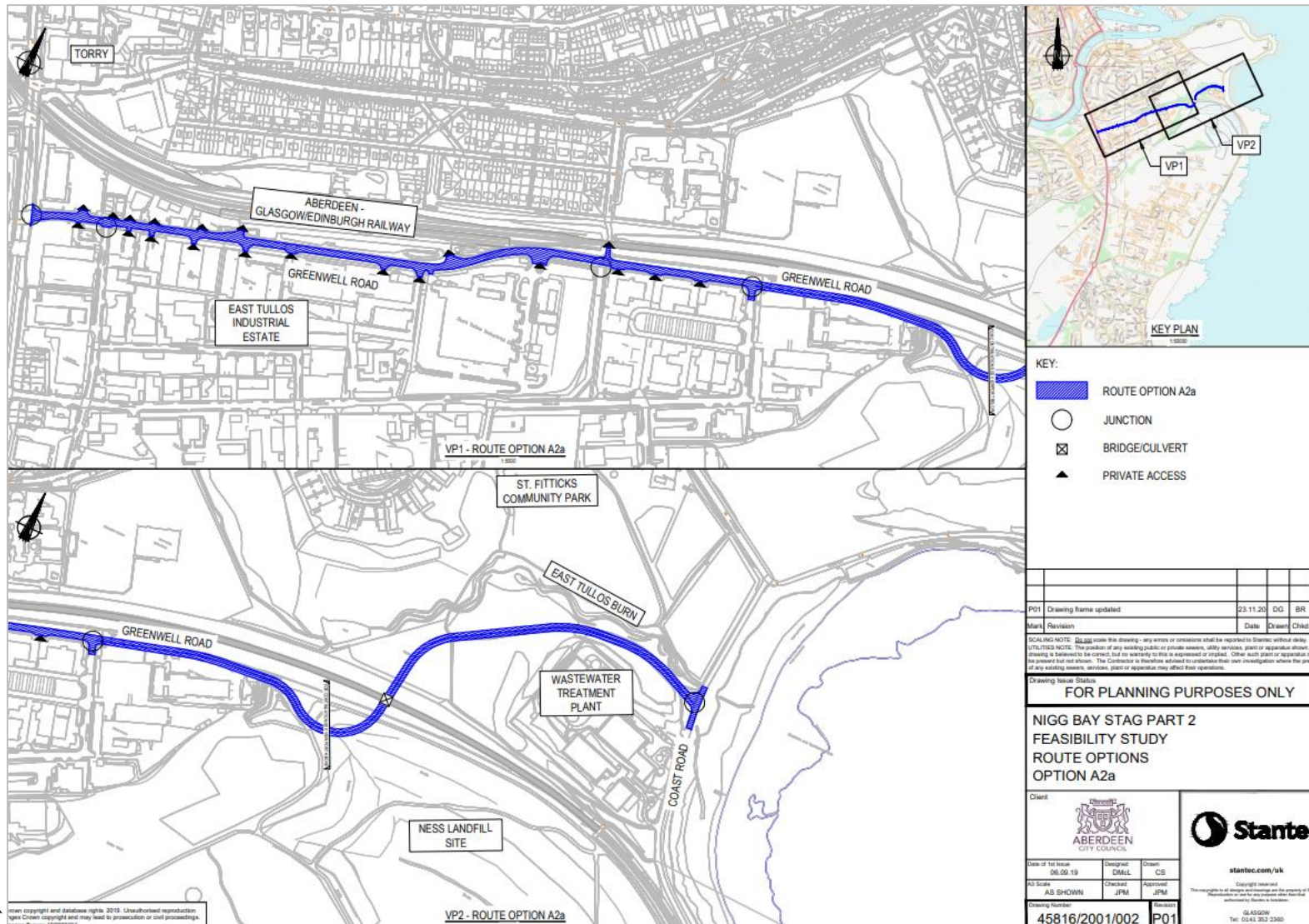


Figure A:1: Option A2a



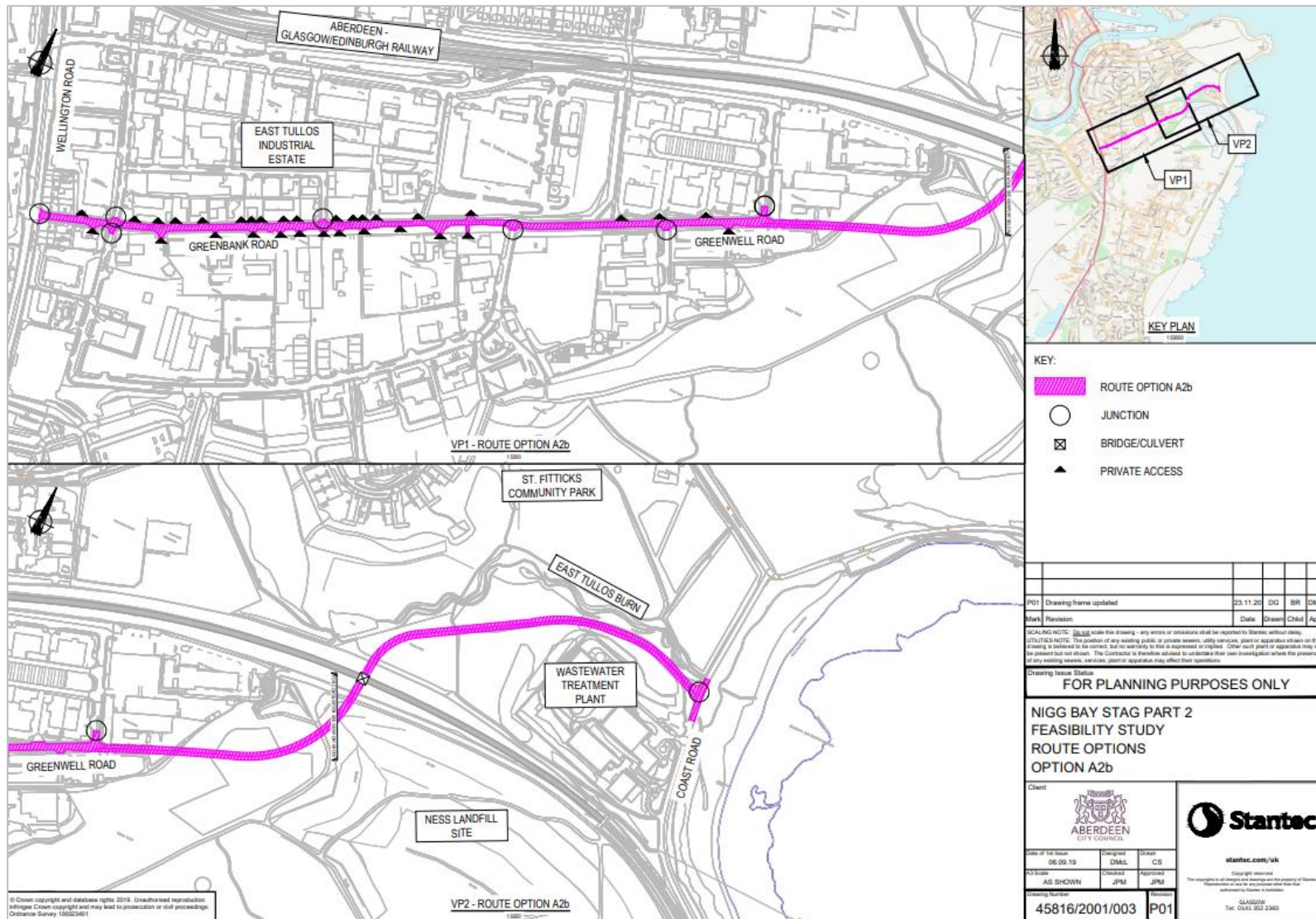


Figure A.2: Option A2b

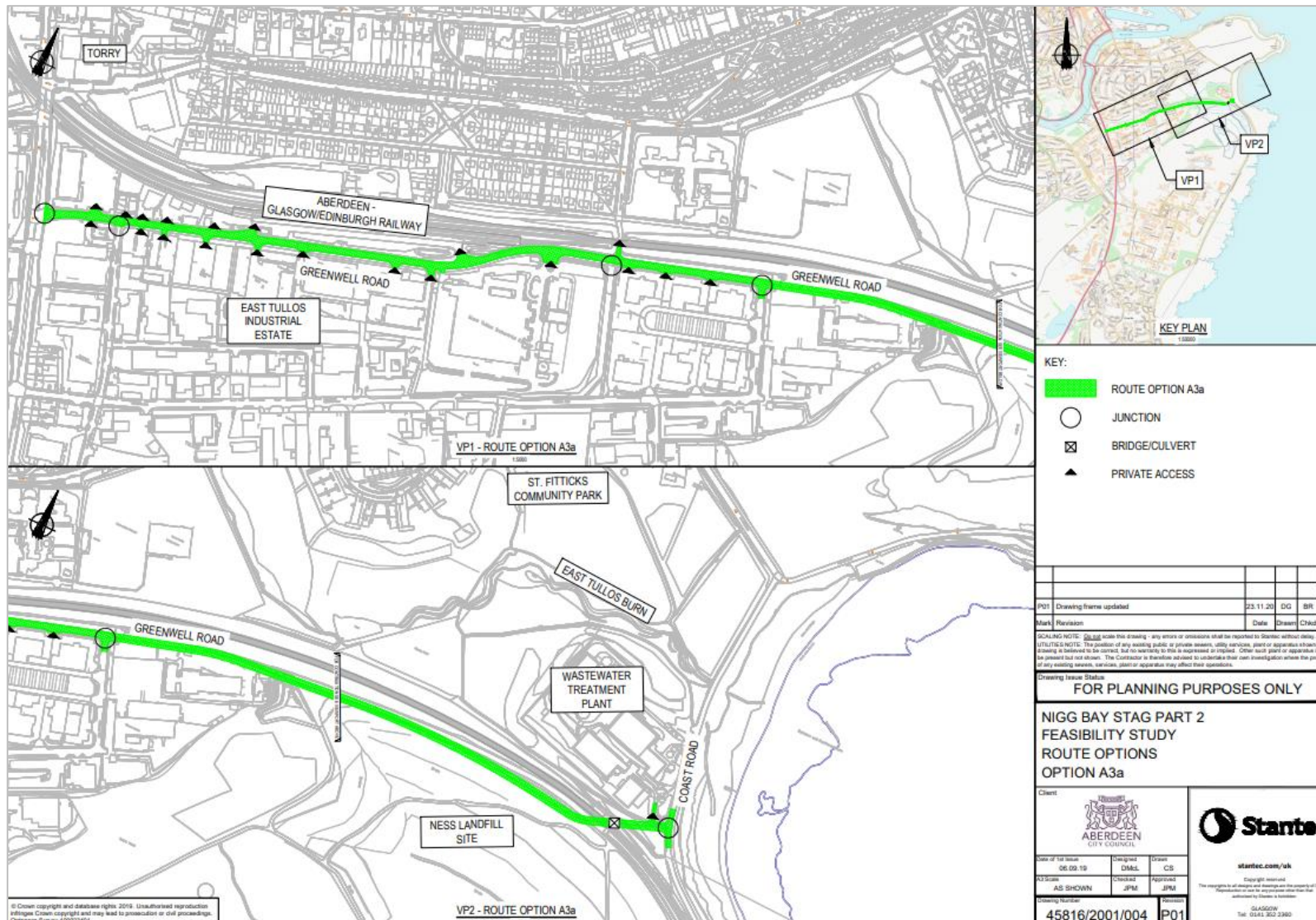


Figure A.3: Option A3a

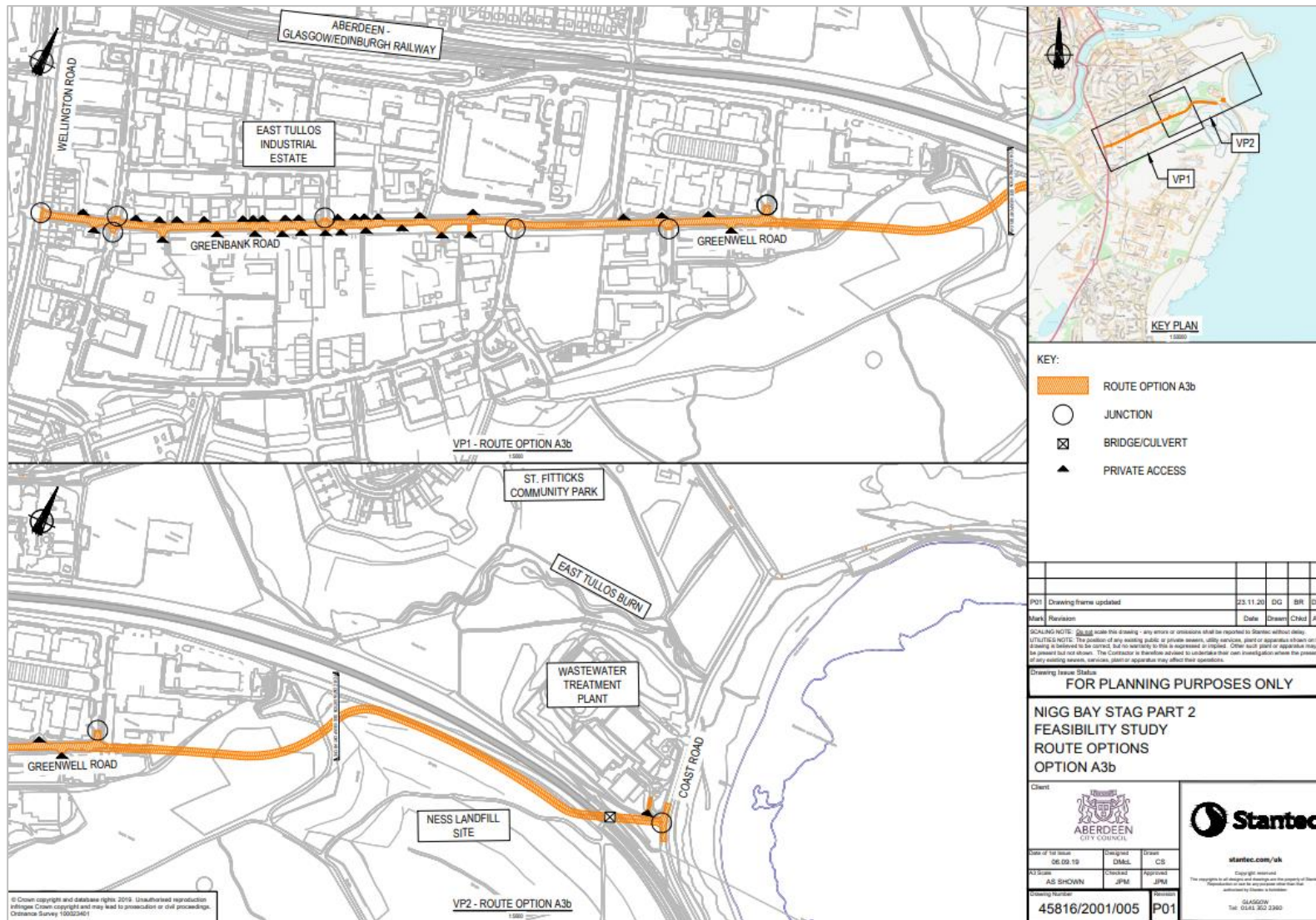


Figure A:4: Option A3b

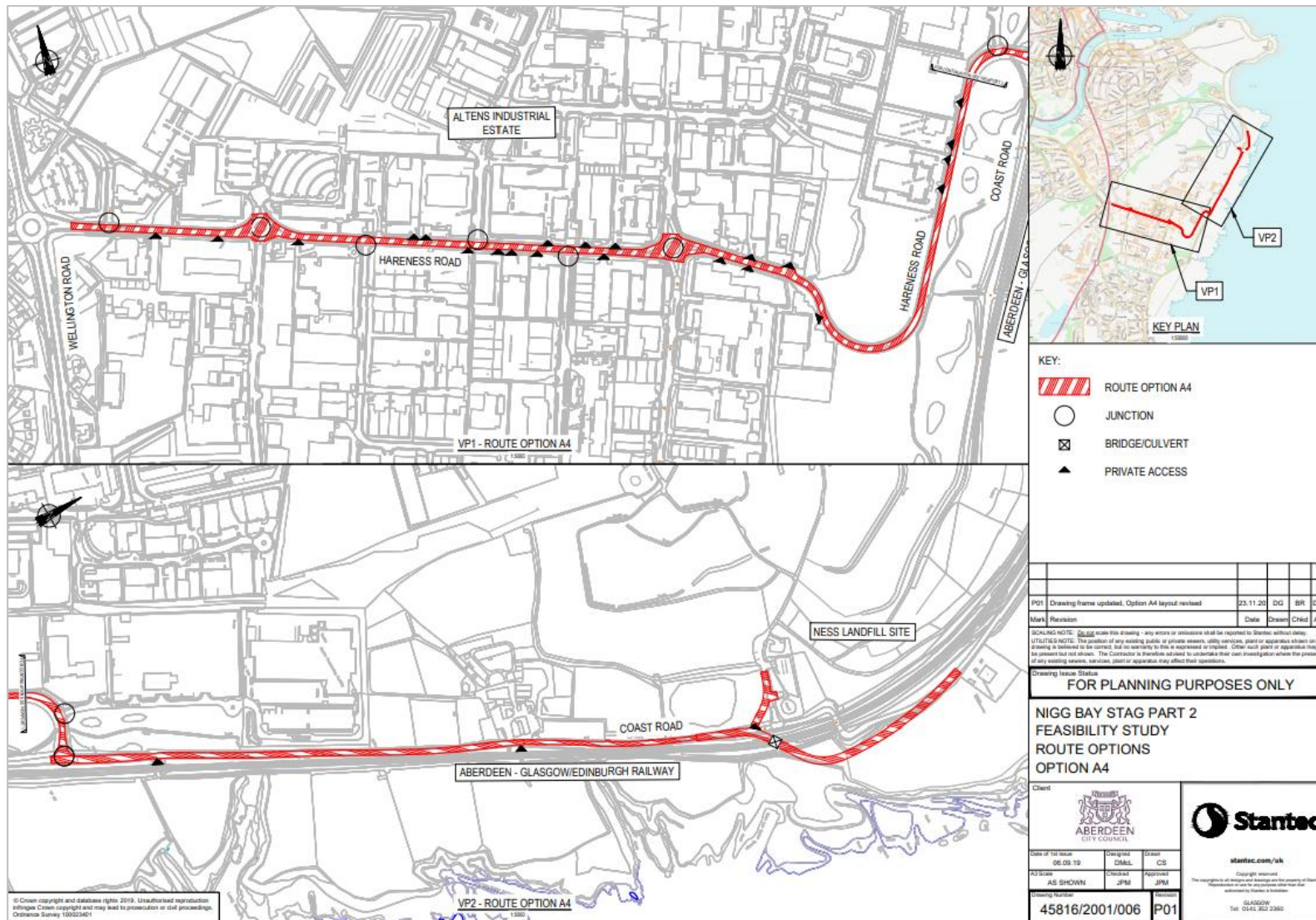


Figure A:5: Option A4

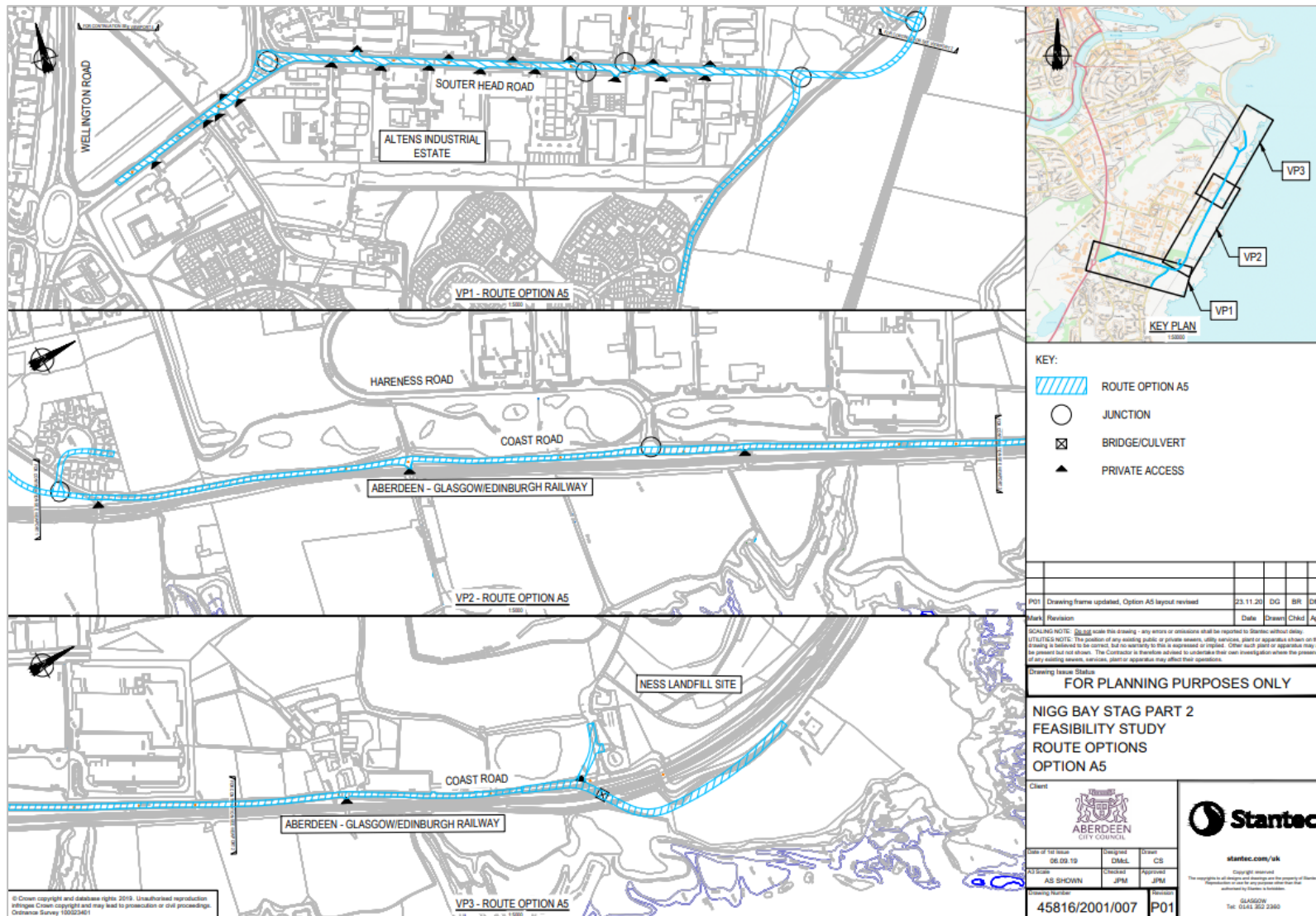


Figure A:6: Option A5

## Appendix B Aberdeen South Harbour and Energy Transition Zone Scenario Development

### B.1 Aberdeen South Harbour Trip Generation and Distribution

B.1.1 The initial planning application for Aberdeen South Harbour (ASH) was supported by a Transport Assessment (*Fairhurst, July 2015*), which estimated how much traffic would be generated by the new harbour and examined the likely effects on the public road network. Vehicular trip generation was estimated based on traffic surveys undertaken at the accesses to Albert Quay and North Esplanade Quay at the existing Aberdeen Harbour. This initial approach was agreed with Aberdeen City Council.

B.1.2 However, there is no guarantee that ASH will serve a similar profile of traffic to Aberdeen Harbour. Consequently, as part of this STAG study alternative first principles estimate of ASH trip generation has been undertaken. The approach taken involved the following broad steps, discussed in the sections below:

- Estimating annual cargo tonnage;
- Estimating annual trip generation; and
- Profiling trips across an average day.

#### Aberdeen South Harbour Cargo Tonnage Estimate

B.1.3 The first step was to estimate how much cargo is likely to be handled by ASH. Without alternative information, ASH tonnage was estimated based on the relationship between quay length and cargo tonnage seen at comparator UK ports. Data on cargo tonnage was sourced from the Department for Transport's (DfT's) Port and Domestic Waterborne Freight statistics (PORT).

Table B:1: Comparator Ports Cargo Tonnage

Comparator Port	Annual Tonnage (2017)	Annual Tonnage (2017 excl. crude oil)
Aberdeen	4,058,421	4,058,421
Belfast	18,225,929	18,225,929
Bristol	8,740,687	8,740,687
Cardiff	1,573,539	<b>1,573,462</b>
Dundee	566,361	566,361
Forth	27,543,663	<b>12,517,790</b>
Liverpool	32,541,249	<b>24,692,849</b>
London	49,868,396	49,868,396
Southampton	34,471,040	<b>22,233,537</b>
Tees and Hartlepool	28,447,414	<b>16,164,217</b>

B.1.4 Quay length was plotted against total tonnage excluding crude oil, given that ASH will not handle crude oil.

Table B:2: Comparator Ports Quay Lengths

Comparator Port	Assumed Quay Length	Source / Notes
Aberdeen	6,366m	Ports of Scotland Yearbook 2014

Comparator Port	Assumed Quay Length	Source / Notes
Belfast	8,000m	<a href="https://www.belfast-harbour.co.uk/port/facilities">https://www.belfast-harbour.co.uk/port/facilities</a>
Bristol	5,530m	<a href="http://www.4allports.com">http://www.4allports.com</a>
Cardiff	3,639m	<a href="https://www.abports.co.uk/locations/cardiff/">https://www.abports.co.uk/locations/cardiff/</a>
Dundee	1,678m	Ports of Scotland Yearbook 2014
Forth	11,091m	Ports of Scotland Yearbook 2014
Liverpool	7,700m	<a href="http://uk-ports.org">http://uk-ports.org</a>
London	24,267m	<a href="http://www.pla.co.uk/Port-Trade/Port-services/Terminal-Directory">http://www.pla.co.uk/Port-Trade/Port-services/Terminal-Directory</a> - quay lengths summed where available.
Southampton	8,924m	<a href="https://www.abports.co.uk/locations/southampton/">https://www.abports.co.uk/locations/southampton/</a>
Tees & Hartlepool	4,974m	<a href="http://www.4allports.com">http://www.4allports.com</a>

- B.1.5 Estimated tonnage was calculated using the equation for the line of best fit, (i.e. tonnage = 2.1 x Quay Length – 1456). For a 1400m quay, it is estimated that ASH might handle approximately 1.5million tonnes of freight per year.
- B.1.6 An important point to note is that Aberdeen Harbour falls towards the bottom of the list of comparator ports in terms of annual cargo tonnage compared with quay length. This means that calculations assume a more intensive use of the ASH quayside than is currently seen at Aberdeen Harbour, but more similar to comparator ports in general.
- B.1.7 Figure B:1 shows tonnage by quay length at the set of comparator ports.

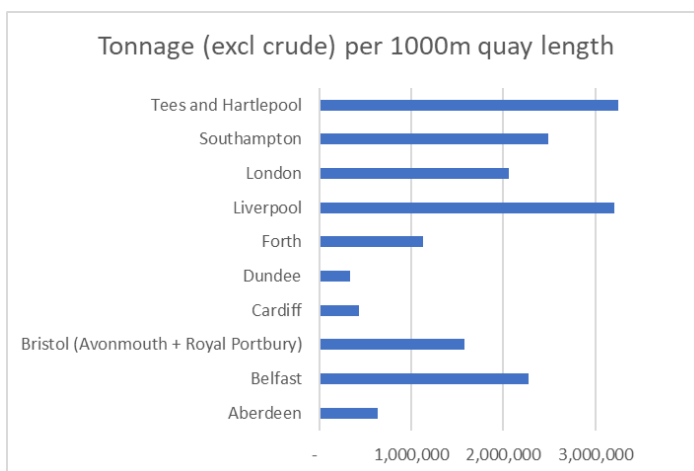


Figure B:1: Tonnage by Quay Length at Comparator Ports

### Annual Trip Generation

- B.1.8 Trip generation is heavily influenced by the specific cargo being transported. An ASH *Trip Generation Spreadsheet* was designed to allow the user to specify the proportion of total cargo which will fall into each cargo category, with the associated tonnage calculated accordingly.
- B.1.9 While it remains unclear what types of cargo will be handled by ASH and to what extent, the Aberdeen Harbour Board was able to confirm that ASH will not handle crude oil or coal. It was additionally considered that notable volumes of Ro-Ro<sup>12</sup> traffic was unlikely. As such, average

<sup>12</sup> However, a sensitivity test was developed including a proportion of Ro-Ro traffic. This increased average weekday freight/HGV trip generation from 534 to 546 movements per day.

proportions of other broad freight types were used in accordance with the sample of comparator ports.

Table B.3: Estimated ASH Cargo Tonnage (Core Scenario)

Cargo Type		% Total Cargo	Tonnes
Liquid Bulk	Liquefied gas	4%	55,033
	Oil products	31%	468,207
	Other liquid bulk products	5%	77,804
Dry Bulk	Ores	4%	63,839
	Agricultural products	6%	89,501
	Other dry bulk	20%	295,352
Lo-Lo	20' freight units	7%	111,338
	40' Freight Units	15%	227,422
	Freight units >20' & <40'	0%	6,541
	Freight units >40'	2%	35,402
Other	Forestry products	1%	14,261
	Iron and steel products	2%	23,308
	Other general cargo & containers <20'	2%	26,693
<b>Total</b>		<b>100%</b>	<b>1,494,702</b>

B.1.10 To convert freight tonnages into vehicular movements, high level vehicle capacity estimates were produced. These assumptions are outlined below.

#### Unitised Freight

B.1.11 The DfT's PORTS dataset provides data on the number of units of cargo and the tonnage of that cargo, for Ro-Ro and Lo-Lo freight. Total tonnage and total units of cargo were summed across all comparator ports, and an average tonnage per unit calculated. In all cases, except for import/export of motor vehicles, it was assumed that one unit of cargo would be carried to/from the port by one vehicle. It was assumed that six import/export vehicles would be accommodated on a single road transporter vehicle.

B.1.12 Cargo categorised as 'Road goods vehicles with or without accompanying trailers' was expected to be vehicular, and so assumed to only generate a single movement either to or from port. All other cargo was assumed to generate two movements for pick-up/drop-off. All unitised freight movements are assumed to be Heavy Goods Vehicle (HGV) trips.

#### Non-unitised Freight

B.1.13 Data on liquid bulk, dry bulk and other general cargo is provided in tonnes in the DfT's PORTS dataset. Therefore, a variety of assumptions were made on the nature of the cargo carried and associated vehicle capacity.

Table B.4: Estimated Vehicle Capacities by Cargo Type

Cargo Type	Assumed Substance	Estimated vehicle capacity	
Liquefied gas	Liquid Natural Gas	51,000 litres	22.44t
Oil products	Unleaded Petrol	38,000 litres	28.31t
Other liquid bulk products	Water	30,000 litres	30t



Cargo Type	Assumed Substance	Estimated vehicle capacity	
Ores	Iron ore	n/a	16t
Coal	Coal	n/a	16t
Agricultural products	Grain	n/a	16t
Other dry bulk	Cement	n/a	16t
Forestry products	Timber	n/a	20t
Iron and steel products	Steel	n/a	27.5t
Other general cargo & containers <20'	Pipes	n/a	20t

B.1.14 For liquid bulk, internet searches were completed to identify potential vehicle types for transporting each liquid cargo. Road tanker vehicles are typically described in terms of the volume of liquid they carry, and so it was then necessary to convert identified tanker capacities from litres to tonnes. Factors were obtained to reflect the weight of a litre of each assumed liquid cargo to allow estimation of tanker capacities in tonnes. Tonnage was then divided by tanker capacity to calculate the number of tankers required.

B.1.15 For dry bulk and general cargo, identifying the likely tonnage carried by each vehicle was more complicated. It was not possible to find data which explicitly stated how much dry bulk/other general cargo would typically be carried by a single vehicle. However, online searches yielded some suggestions regarding potential vehicle types and the maximum vehicle payloads.

B.1.16 Vehicles which transport dry cargoes are typically described in terms of their maximum payload, but it cannot be assumed that each vehicle will carry the maximum weight it can bear, given that the volume of a product may first restrict the amount that can be carried, e.g. 100t of sand has a volume of approx. 52m<sup>3</sup>, but 100t of wheat grain has a volume of 127m<sup>3</sup>. Factors were added to the spreadsheet to allow the user to suggest the proportion of the maximum payload carried, for each cargo type.

### Non-freight Trips

B.1.17 Ports also generate non-freight trips, taking the form of car/Light Goods Vehicle (LGV) movements. It was assumed that cars/LGVs would make up 40% of total traffic in accordance with the 2015 Transport Assessment.

B.1.18 Freight and non-freight movements were then summed to give an estimate of total annual trip generation.

### Daily Trip Generation

B.1.19 Most large ports are in continual operation, and so daily trip generation was calculated by dividing annual trip generation by 365.

B.1.20 The 2015 Transport Assessment developed for Aberdeen South Harbour provides an estimation of hourly HGV and car/LGV trip generation, based on traffic surveys completed at Aberdeen Harbour. The same distribution of traffic movements across the day was used to estimate hourly trip generation in this calculation.

Table B:5: Aberdeen South Harbour – Daily Trip Generation

Time	Arrivals			Departures		
	Car/LGV	HGV	Total	Car/LGV	HGV	Total
0700-0800	47	12	59	8	18	26
0800-0900	31	11	41	16	14	30

Time	Arrivals			Departures		
	Car/LGV	HGV	Total	Car/LGV	HGV	Total
0900-1000	31	16	47	25	13	38
1000-1100	32	22	54	30	21	52
1100-1200	39	24	63	53	21	74
1200-1300	37	16	53	36	17	52
1300-1400	28	21	49	28	15	43
1400-1500	28	40	68	29	31	60
1500-1600	20	31	51	24	33	58
1600-1700	17	24	42	24	19	43
1700-1800	3	14	16	40	21	62
1800-0700	89	36	124	86	44	130
<b>Daily</b>	400	267	667	400	267	667

### Trip Distribution

B.1.21 The Trip Distribution for ASH was taken from the 2015 Transport Assessment as shown in Table B:6.

Table B:6: Aberdeen South Harbour - Trip Distribution

To/from	Car/LGV Proportion	HGV Proportion
A956 South	37%	60%
West Tullos Road	8%	10%
Market Street	55%	0%
N Esplanade West	0%	30%

## B.2 Energy Transition Zone

B.2.1 In terms of the proposed ETZ, 34.5 hectares of land has been earmarked at St Fitticks Park and Doonies Farm for development. Plans for the proposed ETZ are at a very early stage, and so the exact nature of development is unknown, but it is anticipated that the proposed ETZ will host a variety of businesses associated with the generation of renewable energy and the development of green technologies. The proposed ETZ is expected to open in 2026.

B.2.2 Although the two proposed ETZ sites have a combined area of 34.5 hectares, the *Aberdeen Energy Transition Zone Feasibility Study (Barton Wilmore, 2020)* advises that approximately 2/3 of this area is 'developable'. As such, the sites are assumed to have a developable area of 23 hectares.

### Siemens Green Port Hull

B.2.3 In the absence of alternative information on the exact nature of development at the proposed ETZ, as agreed with the Client, it has been assumed to take a similar form as that seen at the Siemens Green Port Hull (SGPH) at Alexandra Dock in Hull. SGPH comprises a wind turbine manufacturing facility, offices, warehousing, and a marine installation/commissioning base.

B.2.4 A Transport Assessment (TA) was undertaken to support the planning application for SGPH and provides the basis for the Traffic and Transportation Chapter of the associated Environmental Statement (ES). The TA was not available on the Hull City Council Planning portal, and so data from the ES was used to inform estimates of trip generation at the proposed ETZ.

B.2.5 The ES provided high level trip generation estimates for the Opening Phase and Operational Phase, as shown in Table B:7. The AM Peak is 0800-0900 and the PM Peak is 1600-1700.

Table B:7: SGPH High Level Trip Generation Statistics from ES

Vehicle Type	Opening Phase			Operational Phase		
	Daily	AM Peak	PM Peak	Daily	AM Peak	PM Peak
Light	1089	235	235	1566	297	297
Heavy	44	44	0	60	60	0
<b>Total</b>	<b>1133</b>	<b>270</b>	<b>235</b>	<b>1626</b>	<b>357</b>	<b>297</b>

B.2.6 All heavy traffic movements were assumed to occur during the AM Peak hour, but further consideration was needed to estimate how light vehicle movements were spread across the day.

B.2.7 Light movements were assumed to comprise a combination of staff commute movements and light vehicle deliveries/visitors. Data on staff numbers and shift patterns was provided in the ES and is shown in Table B:8.

Table B:8: SGPH Staff Numbers and Shifts

Nature of Work	No. Employees in Opening Phase	No. Employees in Operational Phase	Shifts Worked
Factory production	220-235	300-350	07:00-15:30 22:10-07:10
Office	160-170	200-220	08:30-16:30
Warehouse, loading & services	110-145	200-260	07:00-15:30, 15:15-23:00, 22:10-07:10
Pre-assembly	80-90	100-120	08:00-16:15, 16:00-00:15, 00:00-08:15
Marine installation & commissioning	130-180	220-280	08:30-16:30 (worst case)
<b>Total</b>	<b>700-800</b>	<b>1,020-1,230</b>	-

B.2.8 To translate this information into actual daily staff numbers, the following supplementary assumptions were made:

- Expected number of staff employed is equivalent to the average of the high- and low-end estimates;
- Office staff work a 5-day week Monday to Friday; and
- All other staff work seven days out of fourteen (based on anecdotal evidence found on jobs website).

B.2.9 On this basis, it was estimated that there were 461 and 665 staff on-site on an average weekday during the opening and operational periods, respectively.

B.2.10 Travel to Work data, obtained from the 2011 Census for the Marfleet MSOA (which contains SGPH), shows that 68% people working in the area drive to work by car. Assuming a similar modal split is true at SGPH then staff will generate 622 and 898 light vehicle trips on an average weekday during the opening and operational periods, respectively.

B.2.11 Staff trips were then distributed across the day, assuming that inbound and outbound movements occur in the 15 minutes before and after a shift. Non-staff light vehicle trips were calculated for peak hours by deducting staff trips from peak hour totals and distributing the remaining trips evenly across the intervening hours. The resulting traffic distribution across the day for both the opening and operational phase are shown in Table B:9.

Table B:9: SGPH Daily Trip Generation by Phase

<b>SGPH - OPENING PHASE</b>									
<b>Time</b>	<b>Arrivals</b>			<b>Departures</b>			<b>Arrivals + Departures</b>		
	<b>Light</b>	<b>Heavy</b>	<b>Total</b>	<b>Light</b>	<b>Heavy</b>	<b>Total</b>	<b>Light</b>	<b>Heavy</b>	<b>Total</b>
0700-0800	9	0	9	54	0	54	<b>64</b>	<b>0</b>	<b>64</b>
0800-0900	193	22	215	42	22	64	<b>235</b>	<b>44</b>	<b>279</b>
0900-1000	24	0	24	24	0	24	<b>48</b>	<b>0</b>	<b>48</b>
1000-1100	24	0	24	24	0	24	<b>48</b>	<b>0</b>	<b>48</b>
1100-1200	24	0	24	24	0	24	<b>48</b>	<b>0</b>	<b>48</b>
1200-1300	24	0	24	24	0	24	<b>48</b>	<b>0</b>	<b>48</b>
1300-1400	24	0	24	24	0	24	<b>48</b>	<b>0</b>	<b>48</b>
1400-1500	24	0	24	24	0	24	<b>48</b>	<b>0</b>	<b>48</b>
1500-1600	48	0	48	78	0	78	<b>126</b>	<b>0</b>	<b>126</b>
1600-1700	33	0	33	203	0	203	<b>235</b>	<b>0</b>	<b>235</b>
1700-1800	0	0	0	0	0	0	<b>0</b>	<b>0</b>	<b>0</b>
1800-0700	118	0	118	24	0	24	<b>141</b>	<b>0</b>	<b>141</b>
<b>Daily</b>	<b>545</b>	<b>22</b>	<b>567</b>	<b>545</b>	<b>22</b>	<b>567</b>	<b>1089</b>	<b>44</b>	<b>1133</b>

<b>SGPH - OPERATIONAL PHASE</b>									
<b>Time</b>	<b>Arrivals</b>			<b>Departures</b>			<b>Arrivals + Departures</b>		
	<b>Light</b>	<b>Heavy</b>	<b>Total</b>	<b>Light</b>	<b>Heavy</b>	<b>Total</b>	<b>Light</b>	<b>Heavy</b>	<b>Total</b>
0700-0800	12	0	12	80	0	80	93	0	93
0800-0900	259	30	289	45	30	75	304	60	364
0900-1000	38	0	38	38	0	38	77	0	77
1000-1100	38	0	38	38	0	38	77	0	77
1100-1200	38	0	38	38	0	38	77	0	77
1200-1300	38	0	38	38	0	38	77	0	77
1300-1400	38	0	38	38	0	38	77	0	77
1400-1500	38	0	38	38	0	38	77	0	77
1500-1600	76	0	76	119	0	119	195	0	195
1600-1700	33	0	33	271	0	271	304	0	304
1700-1800	0	0	0	0	0	0	0	0	0
1800-0700	173	0	173	38	0	38	<b>211</b>	<b>0</b>	<b>211</b>
<b>Daily</b>	<b>783</b>	<b>30</b>	<b>813</b>	<b>783</b>	<b>30</b>	<b>813</b>	<b>1,566</b>	<b>60</b>	<b>1,626</b>

### proposed ETZ Trip Generation

#### Heavy and Non-Staff Light Vehicle Trips

- B.2.12 As noted above, the proposed ETZ will have a 'developable' area of 23 hectares<sup>13</sup> whereas the SGPH covers an area of 56 hectares. If both developments generate equivalent volumes of traffic per hectare, then the proposed ETZ would be loosely expected to generate 41% of the traffic volumes of SGPH.
- B.2.13 A scaling factor of 41% was applied to heavy and light non-staff traffic to estimate volumes generated by the proposed ETZ; however, a different approach was taken in the calculation of staff trips.

#### Staff Light Vehicle Trips

- B.2.14 The scaling factor of 41% was applied to SGPH daily staff numbers to generate an estimate of proposed ETZ daily staff numbers. In the absence of any more specific information on staff types and shift patterns, it was assumed that each member of staff would make two trips in a 24 hour period, and that staff would arrive and depart the proposed ETZ at the same times and in the same proportions as SGPH staff.
- B.2.15 Data was obtained from the 2011 census on the modal split of TTW trips for workplaces in the Cove North Intermediate Zone. This modal split was then applied to staff trip numbers to generate an estimate of trip generation by mode. Only car driver trips were assumed to be new vehicular trips added to the road network. SGPH and proposed ETZ Daily Staff and Trip Volumes by Phase are shown in Table B:10.

Table B:10: SGPH & proposed ETZ Daily Staff and Trip Volumes by Phase

	Opening Phase			Operational Phase		
	Daily Staff	% Car Driver (TTW)	Daily Light Vehicle Trips	Daily Staff	% Car Driver (TTW)	Daily Light Vehicle Trips
<b>SGPH</b>	461	68%	622	665	68%	898
<b>proposed ETZ</b>	189	77%	310	273	77%	447

#### All Traffic

- B.2.16 Combining the above assumptions and estimates generated a traffic demand profile for the proposed ETZ is shown in Table B:11.

Table B:11: proposed ETZ Weekday Trip Generation – Opening Phase

proposed ETZ - OPENING PHASE (2026)									
Time	Arrivals			Departures			Arrivals + Departures		
	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
0700-0800	4	0	4	30	0	30	35	0	35
0800-0900	89	9	98	19	9	28	108	18	126
0900-1000	10	0	10	10	0	10	20	0	20
1000-1100	10	0	10	10	0	10	20	0	20
1100-1200	10	0	10	10	0	10	20	0	20
1200-1300	10	0	10	10	0	10	20	0	20
1300-1400	10	0	10	10	0	10	20	0	20

<sup>13</sup> Note: if this assumption changes, proposed ETZ trip generation will have to be recalculated.

1400-1500	10	0	10	10	0	10	20	0	20
1500-1600	23	0	23	35	0	35	58	0	58
1600-1700	13	0	13	93	0	93	107	0	107
1700-1800	0	0	0	0	0	0	0	0	0
1800-0700	61	0	61	13	0	13	75	0	75
<b>Daily</b>	<b>250</b>	<b>9</b>	<b>259</b>	<b>250</b>	<b>9</b>	<b>259</b>	<b>500</b>	<b>18</b>	<b>518</b>
<b>proposed ETZ - OPERATIONAL PHASE (2041)</b>									
<b>Time</b>	<b>Arrivals</b>			<b>Departures</b>			<b>Arrivals + Departures</b>		
	<b>Light</b>	<b>Heavy</b>	<b>Total</b>	<b>Light</b>	<b>Heavy</b>	<b>Total</b>	<b>Light</b>	<b>Heavy</b>	<b>Total</b>
0700-0800	6	0	6	45	0	45	51	0	51
0800-0900	120	12	132	20	12	33	140	25	165
0900-1000	16	0	16	16	0	16	32	0	32
1000-1100	16	0	16	16	0	16	32	0	32
1100-1200	16	0	16	16	0	16	32	0	32
1200-1300	16	0	16	16	0	16	32	0	32
1300-1400	16	0	16	16	0	16	32	0	32
1400-1500	16	0	16	16	0	16	32	0	32
1500-1600	37	0	37	54	0	54	91	0	91
1600-1700	13	0	13	125	0	125	139	0	139
1700-1800	0	0	0	0	0	0	0	0	0
1800-0700	90	0	90	21	0	21	111	0	111
<b>Daily</b>	<b>360</b>	<b>12</b>	<b>373</b>	<b>360</b>	<b>12</b>	<b>373</b>	<b>721</b>	<b>25</b>	<b>745</b>

B.2.17 As noted above, the proposed ETZ will be split across the St Fitticks and Doonies Farm development sites which are estimated to have 12.1 and 10.9 hectares of developable area, respectively. On this basis, it was assumed that 53% of proposed ETZ traffic volumes would be associated with the St Fitticks site and 47% with the Doonies Farm site.

### proposed ETZ Trip Distribution

B.2.18 Heavy vehicle trip distribution was assumed to be as per the Aberdeen South Harbour Transport Assessment for both the St Fitticks and Doonies Farm sites. While there are more direct routes available for some traffic, HGV traffic must utilise the defined freight network which limits route options.

B.2.19 Light vehicle trip distribution was calculated based on the home origins of those working in the Cove North Intermediate Zone according to the TTW data from the 2011 Census and is shown in Table B:12.

Table B:12: proposed ETZ Trip Distribution

Origin/Destination	Heavy Traffic		Light Traffic	
	St Fitticks / Doonies Farm		St Fitticks	Doonies Farm
Wellington Road (south) / A92	60%		23%	25%
West Tullos Road	10%		11%	43%
Coast Road (North)	-		5%	5%
Abbotswell Road	-		8%	-
Victoria Bridge	-		31%	21%
Riverside Drive	-		3%	-

Origin/Destination	Heavy Traffic	Light Traffic	
	St Fitticks / Doonies Farm	St Fitticks	Doonies Farm
North Esplanade Way	30%	-	-
South College Street	-	12%	-
Cove	-	6%	6%

## Appendix C Traffic Modelling

### C.1 Introduction

- C.1.1 In order to enable an economic assessment of the road options, it was agreed with the client group that the Wellington Road microsimulation model (at the time being developed by AECOM and being used in the *Wellington Road Multi-modal Corridor Study*), would be utilised to provide estimates of journey time changes and road network traffic operation. In agreement with the client, AECOM extended the Wellington Road model such that it was suitable to be used for this purpose.
- C.1.2 A traffic microsimulation model simulates the behaviour of individual vehicles within a predefined road network and is used to predict the likely impact of changes in traffic patterns resulting from changes to traffic flow or from changes to transport infrastructure.
- C.1.3 It was agreed that Stantec would audit the model. Stantec would then, independent of AECOM, develop appropriate future year matrices in line with the opening year for the harbour, 2026, and a further future design year, 2041.
- C.1.4 As well as providing information on the operational performance of the options, traffic demand and journey time data from the model for both 2026 and 2041 were used in the economic assessment of the schemes using TUBA.
- C.1.5 The microsimulation traffic model was developed in Paramics Discovery software.

### C.2 Base Model Audit

- C.2.1 The Base model audit was completed in June 2020 with comments passed back to the Auditor. The required model changes were subsequently made by AECOM with the model achieving final auditor sign off in June 2020. Details of the model audit can be found in *A956 Wellington Road Audit Report\_Final, Stantec, June 2020*.
- C.2.2 The Base Model consists of an AM period (07:00 – 09:00) and a PM period (16:00 – 18:00).

### C.3 Inter-Peak Model Development

- C.3.1 As noted above, the Wellington Road model consists of AM and PM periods. However, to undertake a more robust economic assessment of the options for this study, a model covering a wider time period was beneficial. This would allow journey time benefits to traffic across the day to be more robustly attributed – rather than potentially deriving a free flow travel time benefit to be applied to a level of traffic demand attributable to just specific harbour and proposed ETZ traffic.
- C.3.2 During the Base Model development, observed traffic data was collected covering a 07:00 – 19:00 period. Therefore, while this data was not utilised in the development of the Base Model, it was available for developing a rudimentary IP period for inclusion in the model.
- C.3.3 The following steps were agreed with the client and undertaken to derive an IP period (09:00 – 16:00) for inclusion in the model:
- Comparisons were undertaken of the observed traffic data on Wellington Road, Greenbank Road, Greenwell Road, Harness Road and Langdykes to compare IP traffic levels to AM and PM levels.
  - 50% of both AM and PM zone to zone traffic demand was taken and combined and then factored to the IP levels to create an IP matrix which reflected the trip distribution patterns



of both the AM and PM traffic. This was done at the model wide level and not the individual zone level. Essentially this was the type of exercise which might be undertaken to develop a prior matrix for use in the demand matrix estimation. However, no further matrix refinement or model estimation process or calibration / validation was undertaken. The matrix created was assigned to the model. While this does not provide a fully refined and validated IP period, it does provide a reasonably robust platform to allow for the estimation of benefits for zone to zone movements across the modelled area in the IP period.

- In terms of the network, AM signal timings were taken from the model and assigned to the IP period, but no detailed consideration of the signal SCOOT timings for the IP period was undertaken. The exception to this is the Langdykes Road approach to Souter Head Roundabout. This arm operates with part time signals that only run during the AM peak. These timings have therefore not been extended to the interpeak.
- Bus route assignment was taken from the AM period as per timetables and routes for regularly scheduled services. For non-regular services, timetable information was used to determine what times services run during the interpeak period and this has been coded in the model.
- A combined vehicle type proportion split was derived from the AM and PM periods by matrix i.e. Car, and Lights for Matrix 1 and OGV1 and OGV2 for Matrix 2.
- Similar traffic profiles to the AM period were assigned to IP traffic at the individual zone level.

C.3.4 On completion, once the IP periods was included, the Base Model covered the period from 07:00 – 18:00 for use in the economic assessment of the road options.

## **C.4 Do Minimum Model (2026 and 2041)**

C.4.1 The Do Minimum model comprises both future assumptions around background traffic growth (including those relating to committed development in the area) and committed infrastructure.

C.4.2 Two future years are to be used for the purposes of undertaking the economic assessment of the proposed road options: 2026 and 2041.

### **Committed Infrastructure**

C.4.3 Aberdeen City Council provided details of a committed infrastructure scheme to be included in the Do Minimum model – the linking up of Palmerston Road to North Esplanade West at the northern extent of the model. This new infrastructure enables vehicles travelling between North Esplanade West and South College Street to route via Palmerston Place instead of the roundabout of North Esplanade West/ South College Street / Wellington Road / Riverside Drive. As Palmerston Place is just outside the model extent, as agreed with the Client, for modelling purposes the trips between the two route zones have simply been removed from all matrices in the Do Minimum model. This provides an improvement to the roundabout as there is a reduction in the number of right turn movements from North Esplanade Way. This reduces queueing on North Esplanade West and Wellington Road due to the reduction in opposing vehicle movements.

C.4.4 This has been included in both the 2026 and 2041 Do Minimum models.

C.4.5 In addition, on harbour opening, if no intervention were implemented, Hareness Road will become the designated route to the new harbour. Given this, in the modelled network, to reflect on-street signage and route designation, Langdykes Road, Blackness Road and Crawpeel Road (within Altens industrial estate) have HGV restrictions in place for harbour (and proposed ETZ) traffic. This means all HGV traffic to the new harbour / proposed ETZ area will be constrained to use Hareness Road. This constraint remains in the option models.

### Traffic Growth

- C.4.6 In terms of future year traffic growth, as an initial test to observe the future year networks, initial assumptions were made on annual traffic growth up to 2041. The estimates were derived from TEMPRO for 2019-26 (opening year) and 2019-41 (appraisal year) for all time periods, all purposes and car driver mode. These growth factors were developed as both an Aberdeen wide factor to apply to model 'through' trips and a more localised factor (for Nigg, Altens, Tullos and Kincorth) applied to those traffic movements which originate or terminate in the modelled area.
- C.4.7 It was quickly clear that the future year network, even in 2026, could not accommodate the level of growth derived. The greatest problem encountered was that a small increase in through traffic on Wellington Road made it almost impossible for traffic turning right from the many minor side arm junctions (often crossing four lanes of traffic) which was unable to do so given the lower prevalence of sufficient gaps in the traffic on Wellington Road.
- C.4.8 The most significant issues were in the PM peak at the junctions of Wellington Road with Girdleness Road, Abbotswell Road and Greenback Road. Girdleness Road and Greenbank Road have significant capacity issues as these roads have to give-way to the traffic on Wellington Road (i.e. these junctions are not signalised). Increased traffic on Wellington Road has therefore lowered the effective capacity of the side-arms. This interaction is made even more complex due to the proximity of the Abbotswell Road junction (approx. 30m from Girdleness Road). Traffic heading southbound on Wellington Road seeking to turn right into Abbotswell Road queues back past Girdleness Road and further reduces the capacity on that road. Traffic heading northbound on Wellington Road and turning into Girdleness Road must also wait for a gap in the traffic to turn right. This results in queues reaching back to the Wellington Road junction with Greenwell Road, further reducing the available capacity there.
- C.4.9 The large queues forming on many of the local roads, indicated that the network was already close to 'tipping point' in the Base model. Minor mitigation, including signal optimisation and banning right turns from those side roads, where an alternative route using a signalised junction were possible, was investigated. While some minor benefit was derived, the 2041 network, and to a lesser extent, the 2026 network still did not operate within what would be considered acceptable operating conditions (in the 2041 network there were many unreleased vehicles in the modelled traffic zones at the end of the PM period in particular). This is particularly problematic when utilising model outputs in an economic assessment as it does not provide a realistic representation of the future (given traffic simply would not queue for such lengths of time and would potentially use alternative routes – outwith the modelled area).
- C.4.10 After discussion with Aberdeen City Council the following traffic growth methodology was agreed:
- Applying low or nil growth associated with 'local' zones where no future development is allocated;
  - Applying specific future local development traffic to the appropriate zones as allocated; and
  - Applying two levels of growth for 'through' traffic (up to 2.5% in 2041, and up to 10% in 2041 (pro-rated in 2026). This was based on the knowledge that the network cannot handle much additional traffic and also the impact of the Aberdeen City Centre Masterplan and Sustainable Urban Mobility Plan which is seeking to reduce traffic in the city centre.
- C.4.11 Some minor demand adjustments were made in the model to account for re-routing that would be assumed to occur in the model given the congestion, but which could not be represented in the model due to the network coverage. This included adjustments to move all right turn demand from Girdleness Road to Balnagask and to move 60% of the demand from Craigshaw Road to Craigshaw Drive. Without these adjustments, highly unrealistic queueing was present.

C.4.12 In terms of the local areas where future development was assumed, the following sites were agreed with Aberdeen City Council for inclusion in the model to represent localised growth in traffic.

#### Stationfields, Cove

C.4.13 Stationfields consists of 150 homes, to be built by 2026. The site is located at the north-east of Cove, just south of the Coast Road / Langdykes Road junction. TRICS was utilised to estimate the number of trips associated with the site, with the trip distribution of these trips assumed as per the testing undertaken as part of the Nigg Development Framework testing (*Fairhurst, 2017*).

Table C:1: Stationfields Trip Generation

Time Range	ARRIVALS	DEPARTURES	TOTALS
07:00-08:00	13	43	56
08:00-09:00	17	50	66
09:00-10:00	18	25	43
10:00-11:00	17	19	36
11:00-12:00	20	20	40
12:00-13:00	21	19	40
13:00-14:00	21	20	41
14:00-15:00	22	23	45
15:00-16:00	35	24	59
16:00-17:00	39	24	63
17:00-18:00	48	24	72
18:00-19:00	42	24	66

#### Loirston Development

C.4.14 A site comprising 1500 homes and 11ha of employment land, situated to the west of Wellington Road, north of Charleston junction. The site has an assumed 500 houses by 2026 with the additional 1,000 houses by 2041. Employment land use was discussed with Aberdeen City Council who indicated that very low density employment should be assumed, with an assumption that it would be mostly small local employment sites with origins and destinations local to the site itself and hence with little impact on the external road network. As such, no allowance has been made for employment trips from or to the site within the modelling. TRICS was utilised to estimate the number of trips associated with the residential element of the site, with the trip distribution of these trips assumed as per the testing undertaken as part of the Nigg Development Framework testing (*Fairhurst, 2017*).

Table C:2: Loirston Trip Generation

Time Range	ARRIVALS	DEPARTURES	TOTALS
07:00-08:00	111	366	477

Time Range	ARRIVALS	DEPARTURES	TOTALS
08:00-09:00	105	311	416
09:00-10:00	141	193	334
10:00-11:00	139	157	295
11:00-12:00	158	162	320
12:00-13:00	166	153	320
13:00-14:00	170	165	335
14:00-15:00	161	174	335
15:00-16:00	214	148	362
16:00-17:00	312	195	507
17:00-18:00	400	205	605
18:00-19:00	348	200	548

### Altens East and Peterseat

- C.4.15 Altens East and Peterseat are largely built out sites with large office developments in place. Altens East is accessed at the east end of Hareness Road near the Coast Road. The Peterseat site is accessed via either Minto Avenue or Minto Road onto Hareness Road.
- C.4.16 While there is limited land available for additional development at either site, it was agreed with Aberdeen City Council that additional build out of the sites would be assumed by 2026 with:
- 2,500sqm Class 5 and 2,500sqm Class 6 assumed at each site.
- C.4.17 TRICS was utilised to estimate the number of trips associated with each site with a trip distribution pattern applied similar to the surrounding industrial estate zones.

Table C:3: Altens East and Peterseat Trip Generation

Time Range	ARRIVALS		DEPARTURES		TOTALS	
	Lights	Heavies	Lights	Heavies	Lights	Heavies
07:00-08:00	10	2	3	2	13	3
08:00-09:00	12	2	6	2	18	4
09:00-10:00	9	2	6	2	15	4
10:00-11:00	7	2	7	2	14	4
11:00-12:00	8	1	8	1	15	3
12:00-13:00	8	2	8	1	16	3
13:00-14:00	8	2	8	1	16	3
14:00-15:00	8	1	8	1	16	2

Time Range	ARRIVALS		DEPARTURES		TOTALS	
	Lights	Heavies	Lights	Heavies	Lights	Heavies
15:00-16:00	7	2	8	1	15	3
16:00-17:00	7	2	12	2	19	3
17:00-18:00	4	2	13	1	17	4
18:00-19:00	2	1	5	1	7	2

### Energy from Waste Plant

- C.4.18 Aberdeen City, Aberdeenshire, and Moray Councils are working together on the NESS Energy Project to build an Energy from Waste (EfW) facility to process non-recyclable waste. The plant will produce electricity for the National Grid and heat will be used to provide low cost heating for homes in Torry, via a district heating network. Planning permission was granted in 2016 and the plant is expected to become operational in 2022.
- C.4.19 The EfW plant will be constructed on a former gas holder site in the East Tullos Industrial Estate and will be accessed via Greenwell Road.
- C.4.20 A Transport Statement was produced by Amec Foster Wheeler to support the 2016 planning application, and this document formed an Appendix to the Environmental Statement. Data on trip generation and distribution was taken directly from the Transport Statement, assuming that the development will have entered Phase 2 (Future Operations) by the assessment year of 2026.

Table C:4: EfW Trip Generation

Time	Arrivals			Departures		
	Car/LGV	HGV	Total	Car/LGV	HGV	Total
0700-0800	12	3	15	0	3	3
0800-0900	0	3	3	8	3	11
0900-1000	0	3	3	0	3	3
1000-1100	0	3	3	0	3	3
1100-1200	0	3	3	0	3	3
1200-1300	0	3	3	0	3	3
1300-1400	0	3	3	0	3	3
1400-1500	0	3	3	0	3	3
1500-1600	0	3	3	0	3	3
1600-1700	0	3	3	4	3	7
1700-1800	0	3	3	0	3	3
1800-0700	8	13	21	8	13	21
<b>Daily</b>	<b>20</b>	<b>44</b>	<b>64</b>	<b>20</b>	<b>44</b>	<b>64</b>

- C.4.21 The EfW TA states that all traffic from Aberdeenshire and Moray, and additionally all hazardous loads will approach from the south via the AWPR (i.e. Model Zone 1). All other traffic will originate from Aberdeen City, with the specific proportions determined by the number of households in each ward/area. Based on this information, the following distribution matrix was produced.

Table C.5: EFW Trip Distribution

Model Zone	Car/LGV Proportion	HGV Proportion
1	52%	7%
19	30%	59%
30	12%	23%
33	6%	11%

### Aberdeen South Harbour

C.4.22 Appendix A presents details on the development of traffic demand associated with Aberdeen South Harbour.

C.4.23 In terms of network access, after discussion with the Client, the harbour access has been modelled as a crossroads with the Coast Road, as opposed to a staggered T-junction. ASH traffic accesses the Coast Road from the crossroads eastern arm, with the proposed ETZ St. Fitticks site accessing the network from the crossroads western arm. The location of the crossroads has been determined from the engineering drawings developed for the Option A2a/b road alignment which highlights the constraints in the area. This access is further south than the original location for the harbour access in the Base Model. The harbour access has therefore been moved south in the model from the indicative Base Model location so that it can form the crossroads junction with the proposed ETZ access.

### Energy Transition Zone

C.4.24 Appendix A presents details with regards to the development of traffic demand associated with the proposed ETZ.

C.4.25 As noted above, in terms of network access, after discussion with the Client, proposed ETZ access at the St. Fitticks site has been modelled as a crossroads with the Coast Road. ASH traffic accesses the Coast Road from the crossroads eastern arm, with the proposed ETZ St. Fitticks site accessing the network from the crossroads western arm. Note that in the Option A2a/b testing, access to the St. Fitticks proposed ETZ site is also possible from East Tullos industrial estate using the new road.

C.4.26 Access to the proposed ETZ site at Doonies Farm has remained as modelled in the Base Model.

## C.5 Option Testing

C.5.1 As noted above, the traffic model was developed for the *Wellington Road Multi-modal Corridor Study* but was extended such that it was suitable to be used in the testing of schemes for this study. The extension of the model was agreed in Autumn 2019. At that time, the Energy Transition Zone had not emerged. As such, the model extension focussed on ensuring the model was suitable for testing new access options for the new harbour. Given the focus was on heavy vehicle traffic movements, which are restricted from accessing the harbour from the north (via Victoria Road / Coast Road), the focus was on ensuring appropriate route choice was modelled south of the harbour (i.e. Hareness Road, Langdykes Road, Souter Head Road etc.).

C.5.2 As noted previously, the emergence of the proposed ETZ means the study now has a wider remit. The focus is now on ensuring appropriate and robust transport connectivity to / from the harbour, the proposed ETZ and the surrounding industrial area, ensuring appropriate access for both freight traffic to the harbour, *and* the volume of commuting traffic that the proposed ETZ is anticipated to generate. The proposed ETZ and the activities likely to take place there are anticipated to generate traffic volumes of a different vehicle composition to the new harbour, with more commuter-based traffic. Such traffic is not restricted in accessing the harbour from the south. Unrestricted vehicles can utilise Victoria Road/Coast Road from the city centre, and

Balnagask Road and Girdleness Road if accessing the area from Wellington Road / west of Wellington Road, as well as the routes from the south (Hareness Road, Langdykes Road, Souter Head Road etc.). As such, the route choice available for non-HGV traffic to the harbour/ proposed ETZ area is far greater. It would also be anticipated that a large proportion of commuting traffic to the site would be coming from the urban Aberdeen area i.e. from the north / west of the site.

- C.5.3 The potential route choice options from the north are not represented in the model. Given this, a methodology was required to enable access to and from the harbour and proposed ETZ site area to be robustly considered such that traffic journey times, and hence economic benefits, of the road options could be appropriately estimated using the transport model.
- C.5.4 At present, the area around the proposed ETZ sites and harbour are not major 'destinations'. No existing base traffic in the traffic model has an origin or destination at the new harbour or St. Fitticks park zones. Options A2a/b and A3a/b are those likely to generate routeing changes due to the linking of Wellington Road via East Tullos industrial area through to the Coast Road. For 'Base' traffic, this link is unlikely to cause any significant re-routeing of traffic to use the new link given the lack of any significant existing origins/destinations in the harbour / proposed ETZ sites area. It is, therefore, development traffic associated with the harbour and proposed ETZ sites that will gain the significant benefits to be derived by the new infrastructure.
- C.5.5 To enable the capture of these benefits derived through use of the new road, it is therefore considered appropriate, given the minor benefit that may be gained for existing traffic, to assume that the benefits attributable to the new road will come almost entirely from traffic generated by the new harbour and proposed ETZ sites themselves. As such, in order to understand how this development traffic may route in the model, particularly with regards to the traffic heading to and from the harbour / proposed ETZ from the north and west of the modelled area, 'ghost links' were added to the model to enable route choice.
- C.5.6 These 'ghost links' included:
- St. Fitticks Road – to join up the route between Victoria Road and the Coast Road
  - Balngask Road – to join up Wellington Road with St. Fitticks Road
  - Girdleness Road - to join up Wellington Road with Balnagask Road / St. Fitticks Road
- C.5.7 The ghost links were constrained to allow only light vehicle traffic associated with the new harbour and proposed ETZ sites to use them. In this way, base traffic was maintained as is and HGV traffic associated with the harbour / proposed ETZ sites was still required to route via the defined Aberdeen freight routes.
- C.5.8 The 'ghost links' are shown on the model network in Figure C:1.

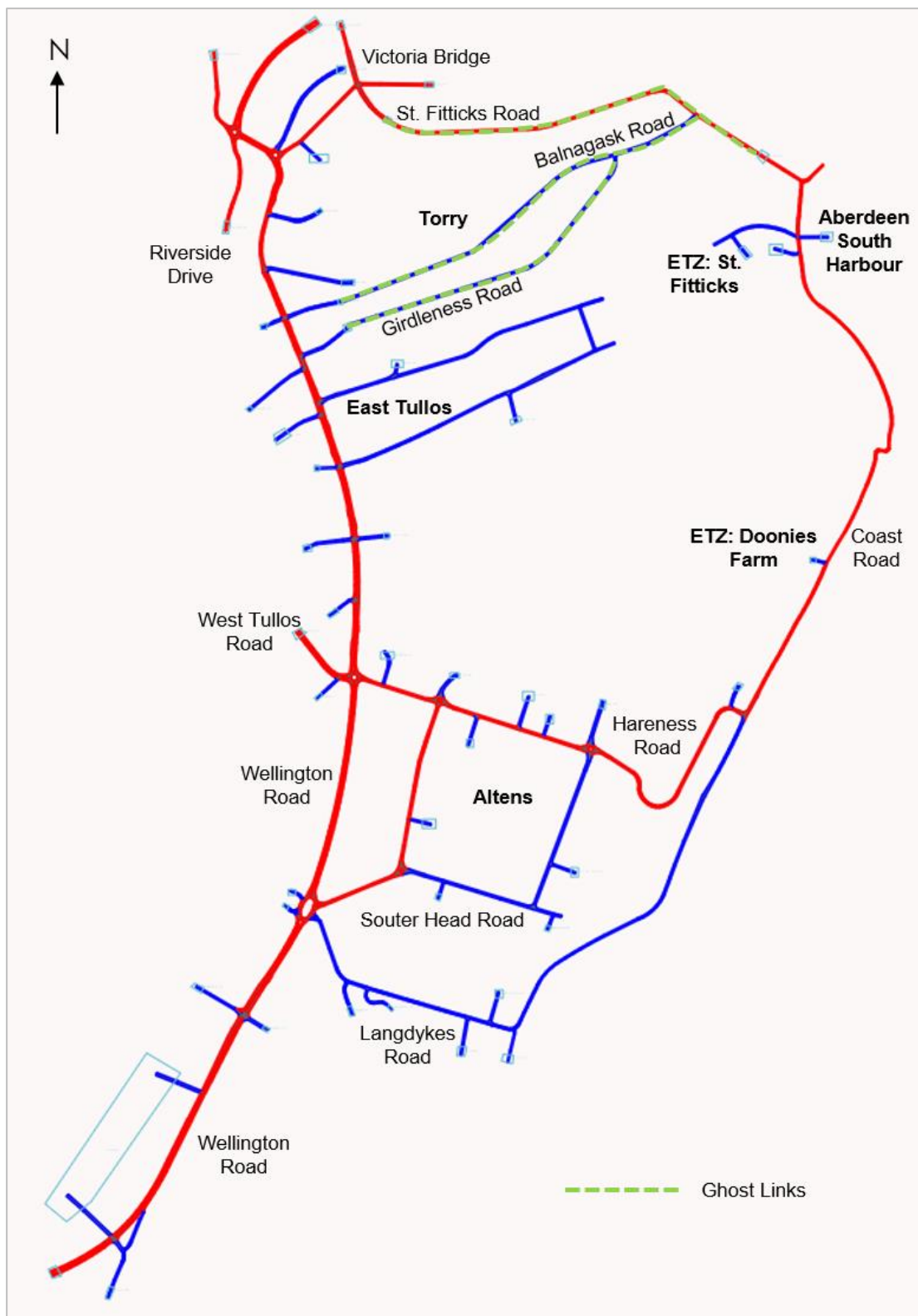


Figure C.1: Modelled 'Ghost Links'

C.5.9 When each option is included in the model, all traffic can use the new routes. Although, as noted, it is not anticipated that base traffic would reroute to use the new infrastructure linking Wellington Road with the Coast Road through East Tullos (Options A2a/b and A3a/b), as to do so would require a convoluted route, unlikely to provide any journey time benefit i.e. a trip from Aberdeen city centre to Souter Head roundabout is unlikely to route down Wellington Road to



Greenwell Road, along Greenwell Road to the Coast Road, south on the Coast Road, and then via Hareness Road or Langdykes Road to Souter Head roundabout).

C.5.10 Note that existing base traffic is constrained on the 'ghost links' purely for modelling purposes and is not reflective of any restrictions that would be imposed on these routes in reality.

#### Option A2a/b

C.5.11 The modelling of Option A2a/b in the traffic model has included:

- A new road section from the end of Greenwells Road (Option A2a) or Greenbank (Option A2b) to link via a railway underpass into St. Fitticks Park and linking to the Coast Road at a new priority junction with the harbour.
- Signalisation of the Wellington Road / Greenwells Road junction (Option A2a).
- Additional capacity at the Wellington Road / Greenwells Road junction (Option A2a) with a 2-lane section extending back on Greenwells Road from the junction approximately 60m to the Bank of Scotland building.
- The route to the harbour designated as the new link between Wellington Road and the Coast Road via the underpass (with the route coded as 'major' route within the modelled network)
- Reflecting the new key link to the harbour further north, the existing route along Hareness Road was 'downgraded to a 'minor' route within the modelled network.

C.5.12 The modelled networks for Options A2a and A2b are shown in Figure C:2 and Figure C:3, respectively.

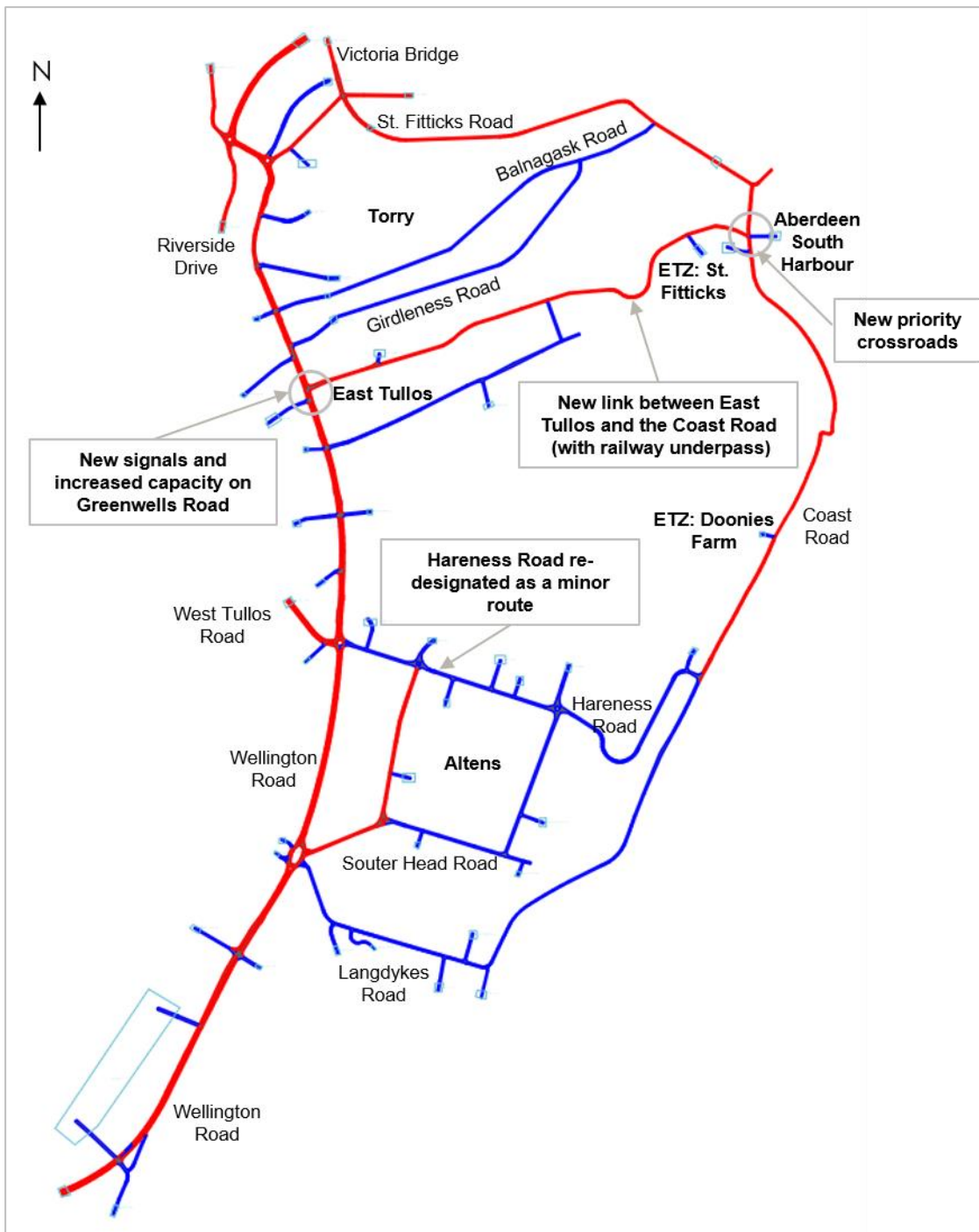


Figure C:2: Option A2a modelled network

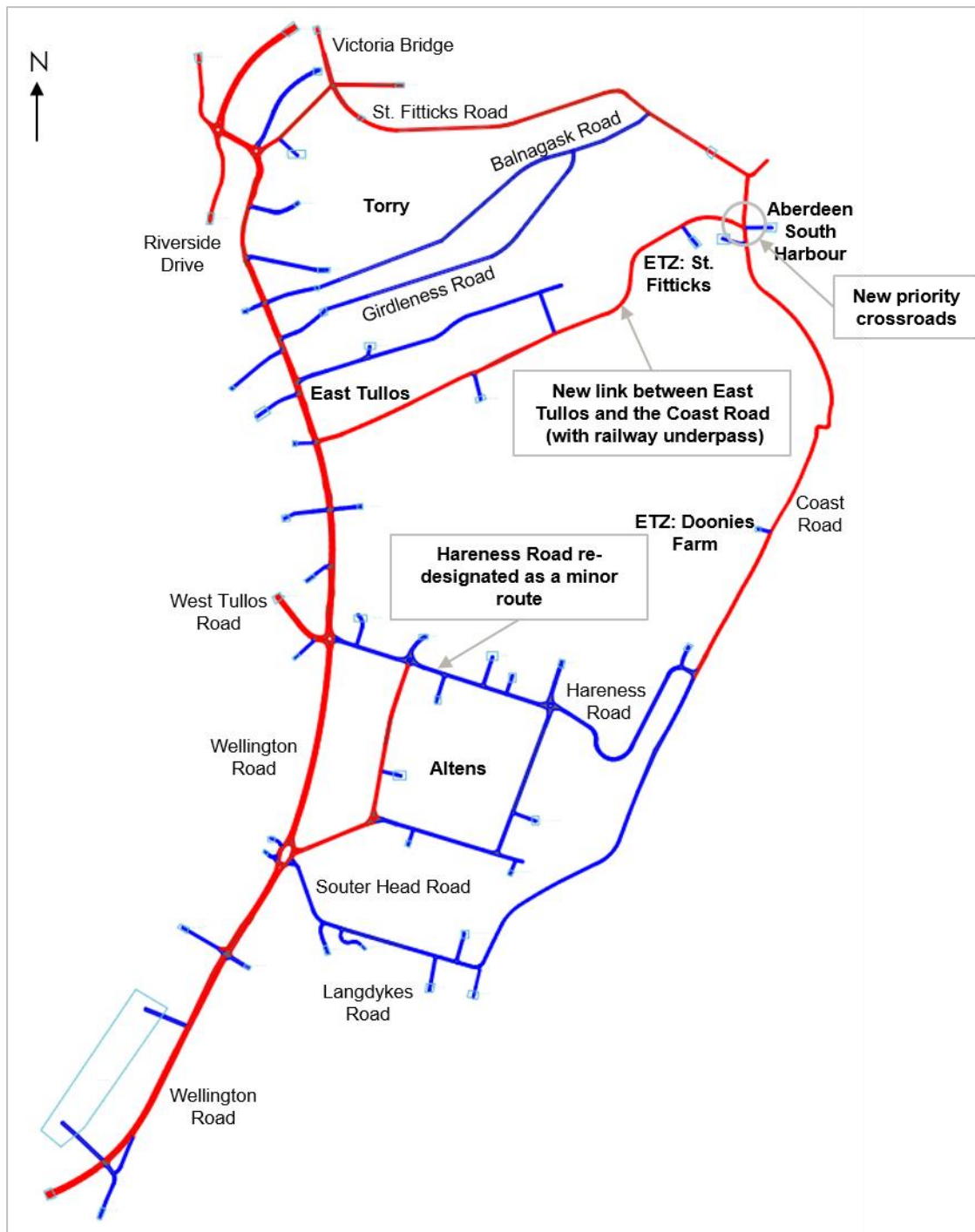


Figure C:3: Option A2b modelled network

### Option A3a/b

C.5.13 The modelling of Option A3a/b in the traffic model has included:

- A new road section from the end of Greenwells Road (Option A3a) or Greenbank (Option A3b) across the landfill site with a new bridge over the railway, to link to the Coast Road at a new priority junction.
- Signalisation of the Wellington Road / Greenwells Road junction (Option A3a)

- Additional capacity at the Wellington Road / Greenwells Road junction (Option A3a) with a 2-lane section extending back on Greenwells Road from the junction approximately 60m to the Bank of Scotland building.
- The route to the harbour designated as the new link between Wellington Road and the Coast Road via the new rail bridge (with the route coded as 'major' route within the modelled network).
- Reflecting the new key link to the harbour further north, the existing route along Hareness Road 'downgraded to a 'minor' route (shown as blue) within the modelled network.

C.5.14 The modelled networks for options A3a and A3b are shown in Figure C:4 and Figure C:5, respectively.

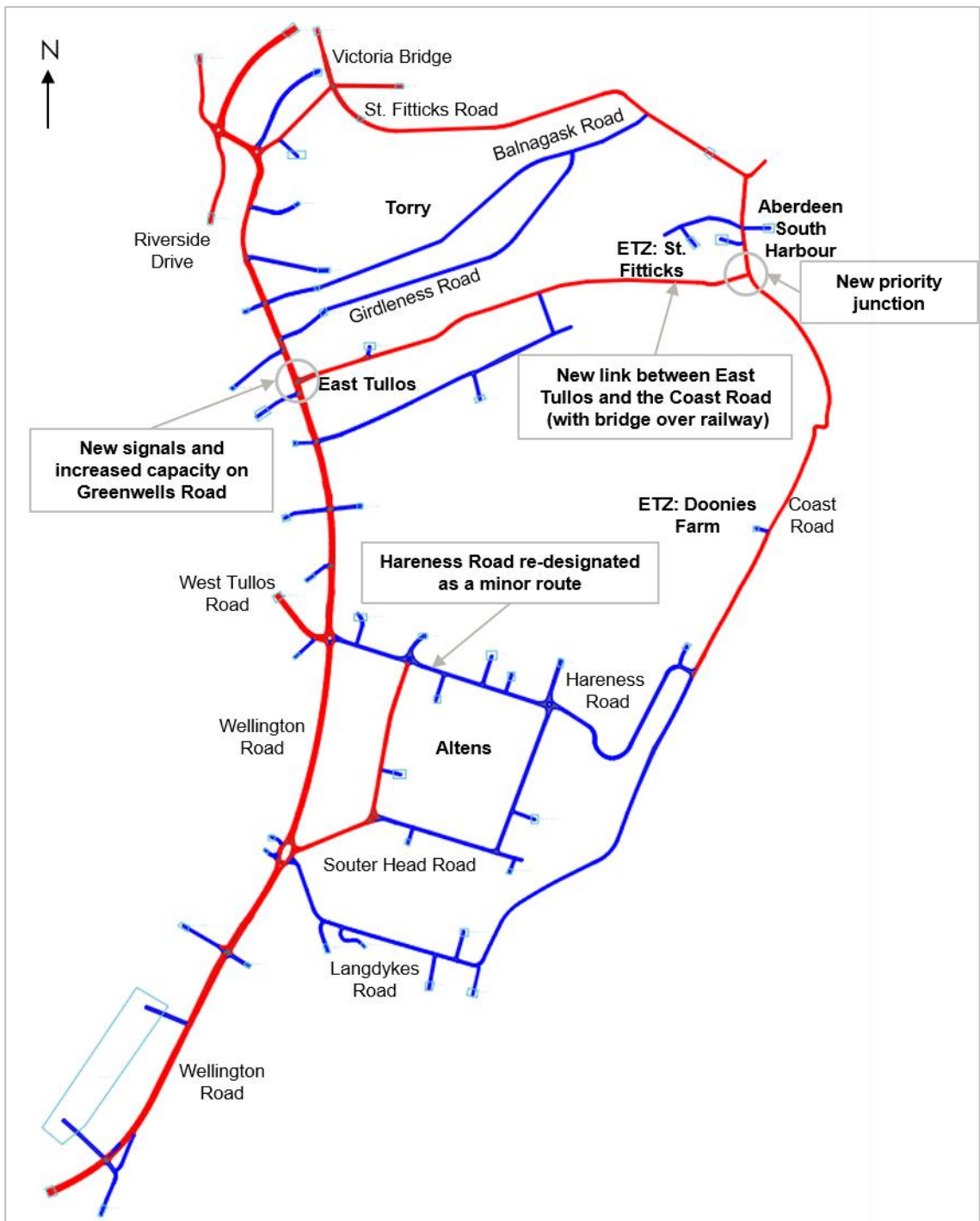


Figure C:4: Option A3a modelled network

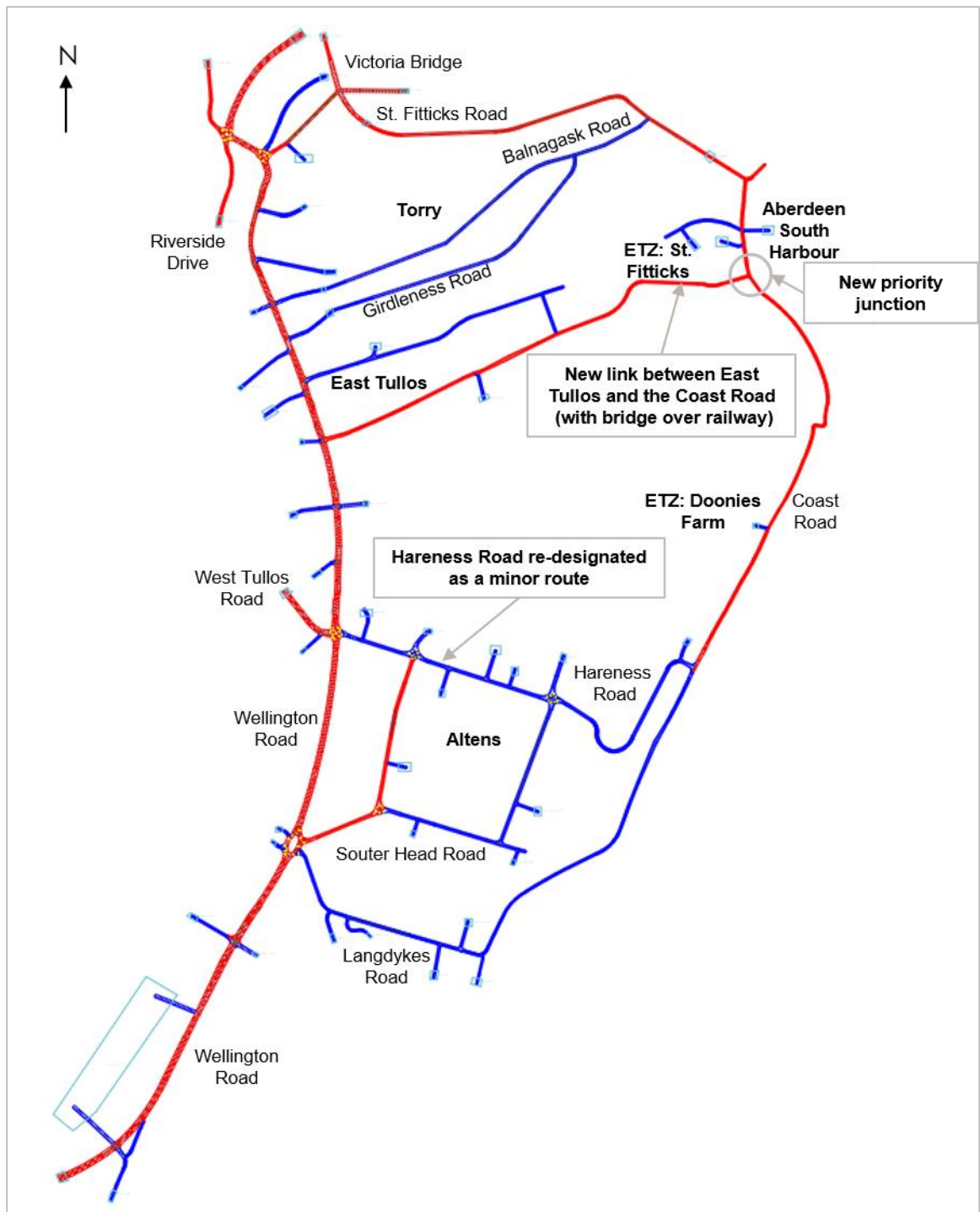


Figure C:5: Option A3b modelled network

**Option A4**

C.5.15 The modelling of Option A4 in the traffic model has included:

- A new bridge on the Coast Road to cross the railway line – not requiring any signalisation as per the existing bridge

C.5.16 The modelled network for Options A4 is shown in Figure C:6.

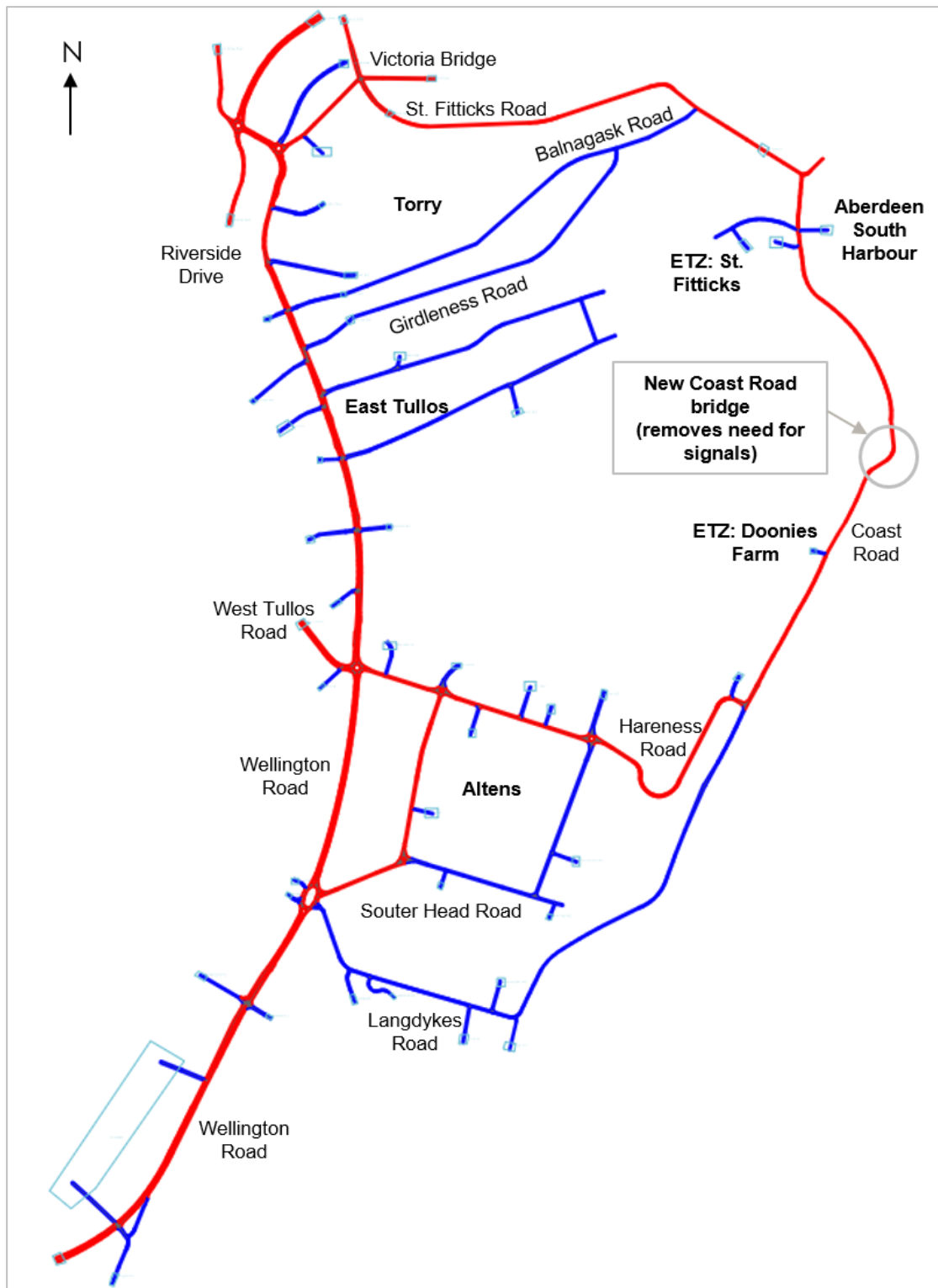


Figure C:6: Option A4 modelled network

**Option A5**

C.5.17 The modelling of Option A5 in the traffic model has included:

- A new bridge on the Coast Road to cross the railway line – not requiring any signalisation as per the existing bridge

- A new link between the Coast Road and Souter Head Road
- The route to the harbour designated to be along Souter Head Road and the Coast Road using the new bridge (with the route coded as 'major' route within the modelled network)
- Reflecting the new key link to the harbour further south, the existing route along Hareness Road 'downgraded to a 'minor' route (shown as blue) within the modelled network.

C.5.18 The modelled network for Options A5 is shown in Figure C:7.



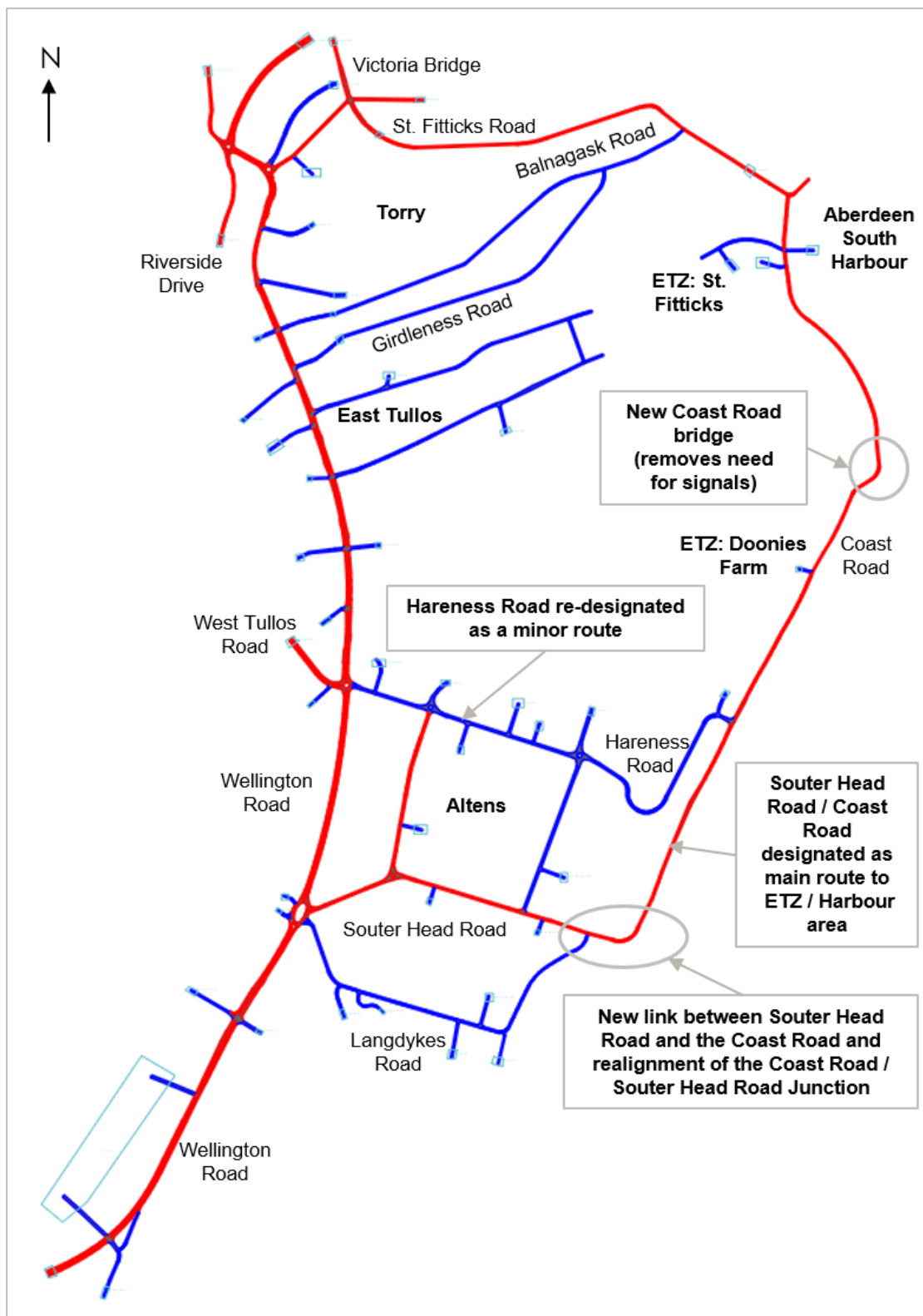


Figure C:7: Option A5 modelled network

## C.6 Traffic Modelling – Traffic Flow Outputs

C.6.1 The tables below present the traffic flows in the AM, IP, and PM periods for the highest traffic flow scenario (2041 High harbour and proposed ETZ traffic scenario with 10% background

growth). The figures therefore represent the most significant differences between the options and the Do Minimum model.

Table C:6: 2041 High scenario with 10% background growth – AM Traffic Flows

Period	Location	Direction	Absolute Count							Difference from Do Minimum					
			Do Min	Option					Option						
				A2a	A2b	A3a	A3b	4	5	A2a	A2b	A3a	A3b	4	5
AM	Langdykes / Coast Road	NB	653	649	642	653	647	657	0	-3	-11	1	-6	4	-653
		SB	92	99	99	100	101	94	0	6	7	8	9	2	-92
	Hareness Road	EB	464	272	272	270	268	463	134	-192	-192	-194	-196	-1	-330
		WB	819	588	613	585	607	820	323	-231	-206	-234	-212	1	-496
	Coast Road (between Doonies Farm and Hareness Road)	NB	547	405	391	414	401	550	551	-143	-156	-134	-146	2	4
		SB	516	344	365	349	368	520	519	-172	-151	-167	-149	3	3
	Coast Road (between Doonies Farm and Harbour)	NB	511	445	430	462	446	514	514	-66	-80	-49	-65	3	4
		SB	337	240	260	254	269	339	340	-97	-77	-84	-68	2	3
	Greenwell Road	EB	28	166	40	169	38	28	29	138	12	141	9	0	1
		WB	25	250	78	256	86	24	23	225	53	231	61	-1	-2
	Greenbank Road	EB	280	351	460	348	462	279	277	71	180	68	182	-1	-2
		WB	270	276	398	273	395	270	271	6	128	3	125	0	1
	St. Fitticks Road	NB	445	435	437	439	439	443	443	-10	-8	-6	-6	-2	-2
		SB	345	326	328	329	330	341	341	-19	-17	-16	-15	-4	-4
	Balnagask Road	EB	164	154	156	158	159	165	164	-10	-8	-6	-5	1	0
		WB	336	334	334	333	334	334	334	-2	-1	-2	-1	-1	-1
	Girdleness Road	EB	278	268	267	267	268	274	274	-10	-11	-11	-10	-4	-4
		WB	234	231	231	232	231	233	233	-3	-4	-3	-3	-2	-2
	Wellington Road (between Langdykes Rd and Hareness Rd)	NB	2245	2315	2339	2302	2331	2240	2238	70	94	58	87	-5	-7
		SB	1565	1668	1662	1659	1655	1560	1562	103	97	94	90	-5	-3
	Wellington Road (between Hareness Rd and Greenwell Rd)	NB	1912	1987	2008	1975	2001	1908	1906	76	96	63	90	-3	-6
		SB	1630	1736	1727	1728	1721	1624	1627	106	97	98	91	-5	-3
	Wellington Road (between Greenwell Rd and Balnagask Rd)	NB	1749	1752	1745	1746	1747	1746	1743	3	-3	-3	-1	-2	-5
		SB	2086	2099	2097	2095	2092	2082	2084	13	11	9	6	-4	-2
	Wellington Road (between Balnagask Rd and Polwarth Rd)	NB	1759	1762	1757	1758	1759	1759	1757	4	-2	-1	1	0	-2
		SB	1955	1952	1953	1952	1952	1952	1955	-3	-2	-3	-3	-3	0
	Souter Head Road	EB	183	182	184	183	185	186	433	-1	1	0	2	2	250
		WB	293	321	325	323	324	296	581	28	33	30	32	3	289

Table C:7: 2041 High scenario with 10% background growth – IP Traffic Flows

Period	Location	Direction	Absolute Count							Difference from Do Minimum					
			Do Min	Option					Option						
				A2a	A2b	A3a	A3b	4	5	A2a	A2b	A3a	A3b	4	5
IP	Langdykes / Coast Road	NB	881	847	852	849	858	898	0	-34	-28	-31	-22	18	-881
		SB	882	964	948	975	953	884	0	82	65	93	71	2	-882
	Hareness Road	EB	1615	927	936	927	940	1632	669	-688	-679	-688	-675	17	-946
		WB	1733	1125	1080	1116	1084	1734	613	-608	-653	-617	-650	1	-1120
	Coast Road (between Doonies Farm and Hareness Road)	NB	1755	1158	1170	1164	1185	1789	1789	-597	-585	-591	-571	34	34
		SB	1480	1079	1016	1086	1030	1482	1483	-401	-464	-394	-450	2	2
	Coast Road (between Doonies Farm and Harbour)	NB	1739	1242	1268	1268	1298	1773	1774	-497	-471	-470	-441	34	35
		SB	1131	830	782	857	810	1132	1133	-301	-349	-274	-321	2	2
	Greenwell Road	EB	2	615	43	628	37	2	3	613	41	626	35	1	1
		WB	124	593	670	613	656	120	119	469	546	489	531	-4	-6
	Greenbank Road	EB	677	864	1364	859	1352	678	678	186	687	182	674	1	0
		WB	1377	1467	1394	1459	1395	1383	1384	90	17	83	19	6	7
	St. Fitticks Road	NB	1580	1569	1569	1575	1574	1577	1578	-12	-12	-6	-7	-3	-2
		SB	961	907	908	916	916	929	928	-54	-53	-45	-45	-33	-33
	Balnagask Road	EB	587	573	575	581	581	588	587	-14	-12	-7	-6	0	0
		WB	754	755	755	755	754	755	755	0	1	0	-1	1	0
	Girdleness Road	EB	957	917	917	917	917	924	923	-40	-41	-41	-40	-33	-34
		WB	701	696	694	699	698	698	699	-5	-8	-3	-4	-3	-2
	Wellington Road (between Langdykes Rd and Hareness Rd)	NB	5145	5559	5538	5546	5521	5114	5110	414	393	401	376	-31	-35
		SB	5563	5776	5834	5767	5815	5559	5563	213	271	204	252	-3	0
	Wellington Road (between Hareness Rd and Greenwell Rd)	NB	4958	5380	5360	5368	5343	4926	4922	423	403	410	386	-32	-35
		SB	5145	5366	5426	5358	5407	5141	5145	222	282	214	263	-4	0
	Wellington Road (between Greenwell Rd and Balnagask Rd)	NB	5476	5451	5450	5443	5445	5444	5441	-25	-26	-33	-31	-31	-35
		SB	5293	5306	5310	5301	5298	5289	5292	13	17	8	6	-4	-1
Wellington Road (between Balnagask Rd and Polwarth Rd)	NB	5030	5036	5031	5031	5030	5032	5031	6	1	1	0	3	1	
	SB	5036	5031	5035	5032	5031	5036	5038	-5	-2	-4	-6	-1	2	
Souter Head Road	EB	535	586	583	586	585	533	1458	50	48	51	50	-3	922	
	WB	351	363	364	360	368	356	1068	12	13	9	17	5	717	

Table C:8: 2041 High scenario with 10% background growth – PM Traffic Flows

Period	Location	Direction	Absolute Count							Difference from Do Minimum					
			Do Min	Option					Option						
				A2a	A2b	A3a	A3b	4	5	A2a	A2b	A3a	A3b	4	5
PM	Langdykes / Coast Road	NB	134	137	131	139	131	137	0	3	-3	5	-3	3	-134
		SB	663	743	717	754	729	641	0	81	54	91	67	-22	-663
	Hareness Road	EB	766	553	520	550	531	741	371	-212	-246	-215	-235	-25	-395
		WB	382	182	173	181	172	380	79	-200	-209	-201	-210	-2	-303
	Coast Road (between Doonies Farm and Hareness Road)	NB	629	501	455	505	462	633	633	-128	-174	-124	-166	4	4
		SB	549	510	469	523	477	551	551	-39	-80	-26	-72	2	2
	Coast Road (between Doonies Farm and Harbour)	NB	636	541	500	552	514	641	641	-96	-136	-85	-122	5	5
		SB	417	410	374	430	388	419	420	-6	-43	13	-28	2	4
	Greenwell Road	EB	180	350	189	367	203	154	166	170	9	187	24	-25	-14
		WB	14	205	39	207	46	15	16	191	25	193	32	1	2
	Greenbank Road	EB	166	222	381	222	381	166	169	56	215	56	215	0	3
		WB	826	780	939	780	941	798	811	-46	113	-46	115	-28	-14
	St. Fitticks Road	NB	638	621	622	628	627	636	634	-17	-15	-10	-10	-2	-4
		SB	317	310	310	310	310	312	313	-7	-6	-7	-6	-4	-4
	Balnagask Road	EB	318	315	316	315	316	317	317	-3	-2	-2	-1	-1	-1
		WB	326	326	326	326	326	327	327	-1	0	0	0	1	0
	Girdleness Road	EB	460	455	454	455	455	456	455	-4	-5	-5	-4	-4	-5
		WB	285	276	276	279	278	283	281	-8	-9	-6	-7	-2	-3
	Wellington Road (between Langdykes Rd and Harness Rd)	NB	1461	1544	1590	1539	1582	1456	1457	83	129	77	121	-5	-5
		SB	2736	2725	2769	2713	2760	2733	2729	-10	33	-23	24	-3	-6
Wellington Road (between Hareness Rd and Greenwell Rd)	NB	1757	1842	1888	1835	1880	1752	1752	85	131	79	123	-5	-4	
	SB	2266	2256	2302	2245	2292	2263	2260	-10	36	-21	26	-3	-6	
Wellington Road (between Greenwell Rd and Balnagask Rd)	NB	2070	2077	2076	2067	2070	2064	2064	8	6	-3	0	-6	-6	
	SB	1957	1951	1954	1951	1952	1954	1952	-5	-3	-6	-5	-3	-5	
Wellington Road (between Balnagask Rd and Polwarth Rd)	NB	1833	1839	1837	1832	1832	1832	1833	6	3	-2	-1	-1	0	
	SB	1937	1932	1935	1932	1934	1936	1936	-5	-2	-5	-3	-1	-1	
Souter Head Road	EB	468	481	481	486	479	448	655	13	13	18	10	-20	187	
	WB	92	99	91	98	93	90	345	7	-1	6	1	-2	253	

## Appendix D Transport Planning Objectives Appraisal

### D.1 TPO1

**TPO1: Provide a designated Heavy Goods Vehicle (HGV) route to/from ASH / proposed ETZ sites which is more efficient than alternative routes:**

- minimise journey times to Aberdeen Western Peripheral Route (AWPR) / Charleston junction and King George VI Bridge; and
- help minimise inappropriate routeing and environmental and nuisance impacts

#### Minimising Journey Times

- D.1.1 Appraisal against TPO1 has been undertaken through the comparison of HGV journey times to and from the Aberdeen South Harbour / proposed ETZ access point on the Coast Road, to Charleston Junction and to King George VI bridge.
- D.1.2 HGV journey times for the Do Minimum and Do Something (option) scenarios have been derived in part from the traffic model (up to the model extents) and then using Network Analyst software to derive journey times for the part of the route outwith the modelled area.
- D.1.3 Results are presented in the tables below showing the absolute journey times for each option within the AM, IP, and PM periods for 2026 and 2041 as well as the difference from the Do Minimum scenario for:
- Core scenario (core harbour traffic and core proposed ETZ traffic)
  - High scenario (high harbour traffic and high proposed ETZ traffic (+25% for each))
  - High scenario (high harbour traffic and high proposed ETZ traffic (+25% for each)) with high background growth (10% by 2041)
- D.1.4 From the tables, analysis comparing the Do Minimum journey time from the south (Charleston junction) and the north (King George VI bridge) to and from the ASH / proposed ETZ area shows:

#### For Option A2a (and comparisons with Option A2b):

- Between Charleston junction and the ASH / proposed ETZ access junction:
  - Overall, Option A2a shows increases in journey time for travel from the harbour area to Charleston junction in the AM and IP periods.
  - Journey time reductions from Charleston junction to the harbour / proposed ETZ in the AM period (1 minute), IP period (1 minute) and PM period (2 minutes) in 2026, with these reductions reducing by 2041 as the network becomes more congested.
  - Limited journey time change from the harbour / proposed ETZ area to Charleston junction in the AM period in 2026 but with some minor journey time increases by 2041 as the network becomes more congested.
  - Journey time increases in the IP period (around 1 minute) from the harbour / proposed ETZ area to Charleston junction.

- Unlike the AM and IP periods, a reduction in journey time from the harbour / proposed ETZ area to Charleston junction in the PM period of 50 seconds in 2026 increasing to around 2 minutes by 2041 – although this reduces to around 80 seconds in the 2041 scenario where 10% background growth is assumed.
- For travel to the harbour area from Charleston junction, Option A2a shows a greater journey time reduction than A2b in the interpeak period, but when the network is congested in the AM and PM periods, Options A2b yields greater journey time reductions. Similar to Option A2a, Option A2b shows increases in journey time for travel from the harbour area to Charleston junction in the AM and IP periods.
- Option A2a (as well as Option A2b) does not provide the consistency of journey time reductions across all periods and future years as noted for Option A4 and A5.
- Between George VI Bridge and the ASH / proposed ETZ area:
  - Journey time reductions from George VI Bridge to the harbour / proposed ETZ area in the AM period (1 minute), IP period (over 1 minute) and PM period (over 2 minutes) in 2026, with these reductions reducing by 2041 as the network becomes more congested.
  - Limited journey time change from the harbour / proposed ETZ area to George VI Bridge in the AM period in 2026 but with some minor journey time increases by 2041 as the network becomes more congested.
  - Journey time increases in the IP period (around 1 minute) from the harbour / proposed ETZ area to George VI Bridge.
  - Unlike the AM and IP periods, a reduction in journey time from the harbour / proposed ETZ area to George VI Bridge in the PM period of 45 seconds in 2026 increasing to a reduction of nearly a minute and a half by 2041 – although this reduced to around 45 seconds again in the 2041 scenario where 10% background growth is assumed.
  - Overall, Option A2a shows increases in journey time for travel from the harbour area to George VI Bridge in the AM and IP periods.
  - Compared to Option A2a, Option A2b provides larger reductions in travel time from the harbour / proposed ETZ area to the bridge in the PM period (over 4 minutes in the 2041 high scenario with additional assumed background growth).
  - Option A2a (as well as Option A2b) does not provide the consistency of journey time reduction across all periods and future years, as noted for Option A4 and A5.

**For Option A3a (and comparisons with Option A3b):**

- Between Charleston junction and the ASH / proposed ETZ area:
  - Overall, Option A3a shows increases in journey time for travel from the harbour area to Charleston junction in the IP periods but a reduction in the AM and PM.
  - Journey time reductions from Charleston junction to the harbour / proposed ETZ in the AM period (1 minute), IP period (1 minute) and PM period (2 minutes) in 2026, with these reductions reducing by 2041 as the network becomes more congested.
  - Limited journey time change from the harbour / proposed ETZ area to Charleston junction in the AM period in 2026 but with some minor journey time increases by 2041 as the network becomes more congested.

- Journey time increases in the IP period (around 1 minute) from the harbour / proposed ETZ area to Charleston junction.
- A small reduction in journey time in the PM peak from the harbour / proposed ETZ to the Charleston junction of around 30 seconds in 2026 increasing to around 90 seconds by 2041 – although this reduced to around 60 seconds in the 2041 scenario where 10% background growth is assumed.
- For travel to the harbour area from Charleston junction, Option A3a shows a greater journey time reduction than A3b in the interpeak period, but when the network is congested in the AM and PM periods, Options A3b yields greater journey time reductions. Similar to option A3a, Option A3b shows increases in journey time for travel from the harbour area to Charleston junction in the AM and IP periods.
- Option A3a (as well as Option A3b) does not provide the consistency of journey time reductions across all periods and future years as noted for Option A4 and A5.
- Between George VI Bridge and the ASH / proposed ETZ area:
  - Journey time reductions from George VI Bridge to the harbour / proposed ETZ area in the AM (40 seconds), IP (1 minute) and PM (100 seconds) periods in 2026, with these reductions reducing by 2041 as the network becomes more congested.
  - Small journey time increase (up to 30 seconds) from the harbour / proposed ETZ area to George VI Bridge in the AM period in 2026 but with some minor journey time increases by 2041 (up to 45 seconds longer than the Do Min) as the network becomes more congested.
  - Journey time increases in the IP period (around 1 minute) from the harbour / proposed ETZ area to George VI Bridge in 2026, increasing to around 90 seconds in 2041 .
  - Unlike the AM and IP periods, a reduction in journey time from the harbour / proposed ETZ area to George VI Bridge in the PM period of 30 seconds (2 minutes in option A3b) in 2026 increasing to a reduction of 1 minute by 2041 (3 minutes in option A3b) – although this reduced by around 30 seconds again in the 2041 scenario where increased background growth is assumed.
  - Overall, Options A3a/b shows increases in journey time for travel from the harbour area to George VI Bridge in the AM and IP periods.
  - Compared to Option A3a, Option A3b provides larger reductions in travel time from the harbour / proposed ETZ area to the bridge in the PM period (over 4 minutes in the 2041 high scenario with additional assumed background growth).
  - Option A3a (as well as Option A2b) does not provide the consistency of journey time reductions across all periods and future years as noted for Option A4 and A5

**For Option A4:**

- Between Charleston junction and the ASH / proposed ETZ area:
  - Overall, Option A4 shows a reduction in journey time for travel from the harbour area to Charleston junction in all periods.
  - The journey time reduction from the harbour area is around 30 seconds in 2026, rising to around 45 seconds in 2041. These results are similar in the scenarios with increased background growth and increased development traffic.



- The option also provides a reduction in journey time from the Charleston junction to the harbour in all time periods.
- The journey time reduction from the Charleston junction is around 1 minute in the AM and IP periods and around 100 seconds in the PM peak. The results are similar in the scenarios with increased background growth and increased development traffic.
- Between George VI Bridge and the ASH / proposed ETZ area:
  - Overall, Option A4 shows a reduction in journey time for travel from the harbour area to the George VI Bridge in all periods.
  - The journey time reduction from the harbour area is around 30 seconds in the AM and IP periods and around 1 minute in the PM period in 2026. In 2041 the journey time reduction is around 45 seconds in the AM, 30 seconds in the IP and 90 seconds in the PM peak.
  - The journey time savings increase by a further 15 seconds in the scenarios with 10% background growth.
  - The option also provides a reduction in journey time from the George VI Bridge to the harbour in all time periods.
  - The journey time reduction from the George VI Bridge is around 1 minute in the AM and IP periods and around 2 minutes in the PM period in 2026. The journey time savings are similar in 2041 and in the scenario with 10% background growth.

#### For Option A5:

- Between Charleston junction and the ASH / proposed ETZ area:
  - Overall, Option A5 shows a reduction in journey time for travel from the harbour area to Charleston junction in all periods.
  - In 2026, the option provides journey time savings of around 3 minutes in the AM and IP periods and over 4 minutes in the PM period. In 2041 the results for the AM and IP periods are similar (to 2026) but there is a saving over 6 minutes in the PM period.
  - The results are similar in the scenario with 10% background growth as well as the scenario with high development traffic.
  - The option also provides a reduction in journey time from the Charleston junction to the harbour in all time periods.
  - In 2026, the journey time savings are around 2 minutes in the AM and IP periods and 3 minutes in the PM period. In 2041 the journey time savings are around 90 seconds in the AM period, 2 minutes in the IP period and 3 minutes in the PM period.
  - The results are similar in the scenario with 10% background growth as well as the scenario with high development traffic.
- Between George VI Bridge and the ASH / proposed ETZ area:
  - Overall, Option A5 shows a reduction in journey time for travel from the harbour area to the George VI Bridge in all periods.
  - The journey time reduction is around 45 seconds in the AM period, 20 seconds in the IP and 60 seconds in the PM period in 2026 (increasing to 100 seconds in the scenario

with 10% background growth). In 2041, the results are similar (to 2026) apart from the PM period which has a reduction of around 150 seconds.

- The option also provides a reduction in journey time from the George VI Bridge to the harbour in all time periods.
- The journey time reduction from the George VI Bridge is around 15 seconds in the AM and IP periods and around 45 seconds in the PM period in 2026. In 2041, the journey time reduction is around 45 seconds in the AM and PM periods and around 15 seconds in the IP.
- The journey time savings are similar in the scenario with 10% background growth but with increased time savings in the PM which shows a reduction of around 2 minutes.

D.1.5 **In summary**, across all options, the tables show:

- For travel between Charleston junction and the harbour / proposed ETZ area:
  - Option A4 and Option A5 consistently show journey time benefits across all periods, future years, and scenarios.
  - Option A5 shows the overall greatest level of journey time reduction compared to the Do Minimum (over 4 minutes) with Option A4 reductions generally around or under 1 minute.
  - For travel to the harbour / proposed ETZ area, Option A2a and A3a show a greater journey time reduction than A2b and A3b in the IP period, but when the network is congested in the AM and PM periods, Options A2b and A3b yield greater journey time reductions.
  - Options A2a/b and A3a/b all show increases in journey time for travel from the harbour area to Charleston junction in the AM and IP periods.
  - All options show a significant reduction in journey time in the PM period for travel from the harbour / proposed ETZ area to Charleston junction when compared to the Do Minimum.
- For travel between King George VI Bridge and the harbour / proposed ETZ area:
  - There are reductions in travel time from the bridge to the harbour / proposed ETZ area in all scenarios.
  - Option A4 and Option A5 consistently show journey time benefits across all periods, future years, and scenarios – with Option A4 providing greater benefits than Option 5 in travel to and from King George VI bridge specifically.
  - Option A2b shows the overall greatest level of journey time reduction compared to the Do Minimum (around 2 and a half minutes in the PM period for travel from the harbour to the bridge in 2026 and over 3 minutes in 2041). This is however not replicated across all periods which show increases in journey time for travel from the harbour area to the bridge in the AM and IP periods.
  - Option A2b and A3b show large reductions in travel time from the harbour / proposed ETZ area to the bridge in the PM period (over 4 minutes in the 2041 high scenario with 10% background growth).
  - As well as Option A2b, Options A2a and A3a/b all show increases in journey time for travel from the harbour area to the bridge in the AM and IP periods.

Table D:1: HGV Journey Times – Charleston junction to/from Harbour / proposed ETZ site - 2026 - Core Scenario

2026 Core Scenario			Absolute Journey Time (seconds)							Difference from Do Min (seconds)					
Period	From	To	Do Min	A2a	A2b	A3a	A3b	4	5	A2a	A2b	A3a	A3b	4	5
AM	Charleston Junction	Harbour / ETZ	831	772	759	779	763	766	715	-59	-72	-52	-68	-65	-116
	Harbour / ETZ	Charleston Junction	665	673	690	689	714	621	467	8	24	24	48	-44	-199
IP	Charleston Junction	Harbour / ETZ	603	538	561	551	576	556	477	-65	-42	-52	-27	-47	-125
	Harbour / ETZ	Charleston Junction	631	684	687	701	704	597	465	54	56	70	73	-34	-166
PM	Charleston Junction	Harbour / ETZ	683	561	554	573	560	577	510	-123	-129	-110	-123	-106	-174
	Harbour / ETZ	Charleston Junction	861	810	693	825	717	834	596	-51	-168	-36	-144	-27	-265

Table D:2: HGV Journey Times – Charleston junction to/from Harbour / proposed ETZ site - 2026 – High Scenario

2026 High Scenario			Absolute Journey Time (seconds)							Difference from Do Min (seconds)					
Period	From	To	Do Min	A2a	A2b	A3a	A3b	4	5	A2a	A2b	A3a	A3b	4	5
AM	Charleston Junction	Harbour / ETZ	847	782	784	785	799	787	735	-65	-63	-62	-48	-60	-112
	Harbour / ETZ	Charleston Junction	670	672	705	686	709	627	469	2	35	16	39	-43	-201
IP	Charleston Junction	Harbour / ETZ	609	538	579	552	590	557	479	-70	-30	-56	-19	-51	-129
	Harbour / ETZ	Charleston Junction	633	696	698	708	713	597	465	63	65	75	81	-35	-167
PM	Charleston Junction	Harbour / ETZ	737	555	552	566	572	558	509	-181	-185	-171	-165	-179	-228
	Harbour / ETZ	Charleston Junction	887	822	709	848	733	843	602	-65	-177	-38	-153	-43	-284

Table D.3: HGV Journey Times – Charleston junction to/from Harbour / proposed ETZ site - 2026 – High Scenario with 10% background growth

2026 High Scenario + 10% background growth			Absolute Journey Time (seconds)							Difference from Do Min (seconds)					
Period	From	To	Do Min	A2a	A2b	A3a	A3b	4	5	A2a	A2b	A3a	A3b	4	5
AM	Charleston Junction	Harbour / ETZ	877	809	799	804	811	791	759	-68	-78	-73	-66	-86	-118
	Harbour / ETZ	Charleston Junction	679	677	696	688	725	622	472	-1	17	10	47	-57	-207
IP	Charleston Junction	Harbour / ETZ	609	539	576	555	589	558	481	-70	-32	-54	-20	-51	-128
	Harbour / ETZ	Charleston Junction	633	696	695	712	718	598	465	63	62	79	85	-35	-168
PM	Charleston Junction	Harbour / ETZ	736	562	557	581	567	563	513	-173	-178	-155	-168	-173	-223
	Harbour / ETZ	Charleston Junction	907	840	718	873	746	872	612	-67	-190	-34	-162	-35	-295

Table D.4: HGV Journey Times – King George VI Bridge to/from Harbour / proposed ETZ site - 2026 – Core Scenario

2026 Core Scenario			Journey Time (seconds)							Difference from Do Min (seconds)					
Period	From	To	Do Min	A2a	A2b	A3a	A3b	4	5	A2a	A2b	A3a	A3b	4	5
AM	King George VI Bridge	Harbour / ETZ	591	535	527	545	553	537	576	-57	-64	-46	-38	-54	-15
	Harbour / ETZ	King George VI Bridge	607	600	623	625	634	550	560	-7	16	18	27	-58	-47
IP	King George VI Bridge	Harbour / ETZ	556	484	516	499	529	507	546	-72	-40	-57	-27	-48	-10
	Harbour / ETZ	King George VI Bridge	567	620	629	634	640	530	549	53	61	67	72	-37	-18
PM	King George VI Bridge	Harbour / ETZ	619	490	494	516	508	503	566	-129	-126	-104	-111	-116	-53
	Harbour / ETZ	King George VI Bridge	737	691	589	706	605	709	677	-46	-148	-31	-132	-28	-60

Table D:5: HGV Journey Times – King George VI Bridge to/from Harbour / proposed ETZ site - 2026 – High Scenario

2026 High Scenario			Journey Time (seconds)							Difference from Do Min (seconds)					
Period	From	To	Do Min	A2a	A2b	A3a	A3b	4	5	A2a	A2b	A3a	A3b	4	5
AM	King George VI Bridge	Harbour / ETZ	605	557	540	554	560	539	568	-48	-65	-51	-45	-66	-37
	Harbour / ETZ	King George VI Bridge	600	601	651	627	644	571	567	1	51	27	44	-29	-33
IP	King George VI Bridge	Harbour / ETZ	561	486	527	500	539	509	546	-75	-34	-60	-22	-52	-15
	Harbour / ETZ	King George VI Bridge	567	628	631	638	658	531	550	60	64	71	91	-36	-17
PM	King George VI Bridge	Harbour / ETZ	683	496	498	513	511	506	568	-188	-186	-171	-173	-177	-115
	Harbour / ETZ	King George VI Bridge	741	705	599	726	624	711	659	-37	-142	-16	-118	-31	-82

Table D:6: HGV Journey Times – King George VI Bridge to/from Harbour / proposed ETZ site - 2026 – High Scenario with 10% background growth

2026 High Scenario + 10% background growth			Journey Time (seconds)							Difference from Do Min (seconds)					
Period	From	To	Do Min	A2a	A2b	A3a	A3b	4	5	A2a	A2b	A3a	A3b	4	5
AM	King George VI Bridge	Harbour / ETZ	614	546	543	550	571	544	565	-67	-71	-63	-42	-70	-49
	Harbour / ETZ	King George VI Bridge	606	600	628	627	659	571	565	-6	22	21	53	-35	-41
IP	King George VI Bridge	Harbour / ETZ	559	490	523	500	535	508	547	-70	-36	-59	-24	-52	-12
	Harbour / ETZ	King George VI Bridge	568	631	628	644	654	532	551	63	60	76	86	-36	-17
PM	King George VI Bridge	Harbour / ETZ	676	506	501	517	511	507	562	-170	-174	-158	-165	-169	-114
	Harbour / ETZ	King George VI Bridge	763	708	619	751	620	726	662	-55	-145	-12	-143	-37	-101

Table D:7: HGV Journey Times – Charleston junction to/from Harbour / proposed ETZ site – 2041 - Core Scenario

2041 Core Scenario			Absolute Journey Time (seconds)							Difference from Do Min (seconds)					
Period	From	To	Do Min	A2a	A2b	A3a	A3b	4	5	A2a	A2b	A3a	A3b	4	5
AM	Charleston Junction	Harbour / ETZ	946	904	889	912	893	886	857	-43	-58	-34	-53	-60	-89
	Harbour / ETZ	Charleston Junction	664	676	715	698	714	619	469	11	51	33	50	-46	-195
IP	Charleston Junction	Harbour / ETZ	605	540	568	554	583	559	480	-66	-37	-51	-22	-46	-125
	Harbour / ETZ	Charleston Junction	634	692	696	709	717	597	467	58	62	75	83	-38	-168
PM	Charleston Junction	Harbour / ETZ	698	584	554	601	572	583	530	-114	-144	-97	-126	-115	-168
	Harbour / ETZ	Charleston Junction	981	865	748	885	783	915	613	-116	-234	-97	-198	-66	-369

Table D:8: HGV Journey Times – Charleston junction to/from Harbour / proposed ETZ site – 2041 – High Scenario

2041 High Sceario			Absolute Journey Time (seconds)							Difference from Do Min (seconds)					
Period	From	To	Do Min	A2a	A2b	A3a	A3b	4	5	A2a	A2b	A3a	A3b	4	5
AM	Charleston Junction	Harbour	994	923	920	925	928	890	858	-71	-74	-69	-66	-105	-136
	Harbour	Charleston Junction	670	674	719	697	745	618	472	3	49	27	75	-52	-198
IP	Charleston Junction	Harbour	618	544	585	557	599	561	481	-74	-32	-60	-18	-57	-136
	Harbour	Charleston Junction	635	706	706	722	731	600	466	71	71	87	96	-35	-169
PM	Charleston Junction	Harbour	762	589	583	603	577	572	540	-173	-178	-159	-185	-190	-222
	Harbour	Charleston Junction	989	887	765	907	788	944	632	-102	-224	-82	-201	-45	-357

Table D:9: HGV Journey Times – Charleston junction to/from Harbour / proposed ETZ site – 2041 – High Scenario with 10% background growth

2041 High Scenario + 10% background growth			Absolute Journey Time (seconds)							Difference from Do Min (seconds)					
Period	From	To	Do Min	A2a	A2b	A3a	A3b	4	5	A2a	A2b	A3a	A3b	4	5
AM	Charleston Junction	Harbour	1051	1017	1019	1039	1016	1002	958	-34	-32	-12	-35	-50	-93
	Harbour	Charleston Junction	667	673	735	706	730	625	468	6	68	39	62	-42	-199
IP	Charleston Junction	Harbour	618	546	588	559	599	562	483	-72	-29	-59	-19	-55	-134
	Harbour	Charleston Junction	638	707	711	729	733	602	468	69	73	91	95	-35	-170
PM	Charleston Junction	Harbour	831	704	624	722	632	625	604	-128	-207	-110	-199	-206	-227
	Harbour	Charleston Junction	1103	981	788	1003	818	1008	646	-122	-315	-100	-285	-95	-457

Table D:10: HGV Journey Times – King George VI Bridge to/from Harbour / proposed ETZ site – 2041 – Core Scenario

2041 Core Scenario			Journey Time (seconds)							Difference from Do Min (seconds)					
Period	From	To	Do Min	A2a	A2b	A3a	A3b	4	5	A2a	A2b	A3a	A3b	4	5
AM	King George VI Bridge	Harbour	613	568	559	586	566	541	569	-45	-54	-26	-47	-72	-44
	Harbour	King George VI Bridge	609	613	631	621	651	563	567	5	23	13	42	-46	-42
IP	King George VI Bridge	Harbour	556	484	514	502	534	508	543	-71	-41	-54	-22	-48	-12
	Harbour	King George VI Bridge	565	629	631	650	649	530	549	64	66	85	84	-35	-16
PM	King George VI Bridge	Harbour	626	514	495	531	513	505	584	-112	-131	-95	-113	-121	-42
	Harbour	King George VI Bridge	830	743	634	763	635	745	676	-87	-197	-67	-195	-85	-155

Table D:11: HGV Journey Times – King George VI Bridge to/from Harbour / proposed ETZ site – 2041 – High Scenario

2041 High Sceario			Journey Time (seconds)							Difference from Do Min (seconds)					
Period	From	To	Do Min	A2a	A2b	A3a	A3b	4	5	A2a	A2b	A3a	A3b	4	5
AM	King George VI Bridge	Harbour	624	560	558	589	582	543	566	-65	-66	-36	-42	-82	-59
	Harbour	King George VI Bridge	611	601	653	623	718	567	569	-10	42	12	107	-44	-42
IP	King George VI Bridge	Harbour	566	486	527	500	546	510	546	-80	-39	-66	-20	-56	-20
	Harbour	King George VI Bridge	570	641	645	652	664	533	551	71	75	82	95	-37	-19
PM	King George VI Bridge	Harbour	683	513	494	530	510	508	591	-169	-189	-153	-173	-175	-92
	Harbour	King George VI Bridge	815	752	619	773	644	781	692	-63	-196	-42	-171	-33	-123

Table D:12: HGV Journey Times – King George VI Bridge to/from Harbour / proposed ETZ site – 2041 – High Scenario with 10% background growth

2041 High Sceario + 10% background growth			Journey Time (seconds)							Difference from Do Min (seconds)					
Period	From	To	Do Min	A2a	A2b	A3a	A3b	4	5	A2a	A2b	A3a	A3b	4	5
AM	King George VI Bridge	Harbour	620	573	545	587	579	546	568	-48	-76	-34	-41	-75	-53
	Harbour	King George VI Bridge	606	610	658	639	672	578	561	4	52	33	66	-28	-45
IP	King George VI Bridge	Harbour	567	485	532	505	545	509	552	-82	-36	-63	-22	-58	-15
	Harbour	King George VI Bridge	569	641	646	656	660	532	548	72	77	87	91	-37	-21
PM	King George VI Bridge	Harbour	705	589	510	588	515	506	605	-116	-195	-117	-190	-199	-100
	Harbour	King George VI Bridge	902	807	626	836	661	823	707	-95	-276	-65	-241	-79	-195



### Minimising Inappropriate routeing and environmental and nuisance impacts

D.1.6 In order to assess routeing and environment and nuisance impacts, traffic flow output information from the traffic model was combined with information about the number of properties along various routes within the traffic network.

D.1.7 The impact of traffic on the various routes has been calculated as:

Residential Impact  $_{period, type} = \text{number of residential properties on route} \times \text{vehicle}_{type} \text{ passing in } period$

Business Impact  $_{period, type} = \text{number of commercial properties on route} \times \text{vehicle}_{type} \text{ passing in } period$

Where:

period = AM, IP, and PM

type = light vehicles or heavy goods vehicles

D.1.8 The impact was then compared against the Do Minimum to understand the *change in impact*.

D.1.9 The *Change in Impact* results are presented for **HGV** traffic in Table D:14, Table D:15 and Table D:16 at the route level for each option within the AM, IP and PM periods for the 2041 High scenario (high harbour traffic and high proposed ETZ traffic (+25% traffic demand for each) with high background growth (10%)). This scenario provides an indication of the 'worst-case' scenario given this scenario has the greatest level of assumed traffic demand.

D.1.10 To provide an overall comparison, all routes have been combined and compared with the Do Minimum, with the outcome presented in Table D:13 for *HGV traffic*, and also *All Vehicle types* (lights and heavies). Note that the figures are presented to provide an indication in the size of impact by option compared to the other options. The figures themselves should be seen as an indicator and not as representing a specific impact value.

Table D:13: Traffic Impact – 2041 – High Scenario +10% background growth – Overall Property Impact Indicator

Vehicle Types	Scenario	Property Type	Period	Difference from Do Minimum (all routes)					
				A2a	A2b	A3a	A3b	A4	A5
All Vehicles	2041 High Scenario + 10% background growth	Residential	AM	-2	-1	-1	0	-1	-84
			IP	9	9	13	12	-7	-204
			PM	7	7	9	8	-4	-90
		Business	AM	9	11	9	11	0	-9
			IP	32	35	31	33	-1	-11
			PM	3	8	3	8	-4	-9
HGVs	2041 High Scenario + 10% background growth	Residential	AM	1	1	0	1	0	-1
			IP	4	5	4	5	0	-9
			PM	1	1	1	1	0	-4
		Business	AM	17	17	16	17	0	12
			IP	4	1	2	0	-1	5
			PM	-7	1	-8	1	-2	-5

D.1.11 The overall results in Table D:13, and the more detailed results in Table D:14, Table D:15 and Table D:16 show:

- All options have no significant impact on the volume of HGV traffic routeing past residential properties when compared to the Do Minimum situation.

- A reduction in HGV traffic routeing past commercial premises on Hareness Road in all scenarios except, as would be expected, Option A4 (where there is no routeing change for HGV traffic in accessing the harbour / proposed ETZ area).
- Increases in HGV traffic routeing past commercial premises on Greenwell Road (Options A2a and A3a) and on Greenbank Road (Options A2b and A3b) as would be expected given the new link to the Coast Road through the East Tullos industrial estate. Correspondingly, there is also increased HGV traffic on Wellington Road (both north and southbound) between Hareness Road and Greenwell Rd / Greenbank Road. This stretch of carriageway is predominantly fronted by commercial premises but there are some residential properties.
- Increased HGV traffic routeing past commercial premises on Souter Head road in Option A5, again, as would be expected.

D.1.12 Although for the sake of brevity the detailed tables relating to *All Vehicles* are not provided here, the results show:

- Option A2a/b and Option A3a/b create additional traffic in front of residential and commercial premises across all time periods with the exception of residential properties in the AM period.
- Option A2a/b, and Option A3a/b, as expected, show large increases in traffic on Greenwell Road and Greenbank Road, as well as on Wellington Road, with decreases in traffic on Hareness Road and Coast Road. Increased traffic on Greenwell and Greenbank Road has an impact on purely commercial properties in East Tullos industrial estate. Decreased traffic on Hareness Road provides benefit to commercial premises located along the route with no residential properties located along the road. Increased traffic on Wellington Road impacts most greatly between Landykes Road and Hareness Road as there are a number of residential properties located here.
- For Option A2a/b and Option A3a/b there are also some minor decreases in traffic on St. Fitticks Road, Balnagask Road and Girdleness Road and therefore some benefit to mainly residential properties on these routes in terms of reduced noise and vibration from traffic in what is predominantly a residential area.
- Option A5 consistently shows overall reduced traffic routeing past residential and business properties across all periods. This is to be expected given the removal of new harbour and proposed ETZ traffic from Wellington Road and Hareness Road, onto Souter Head Road. The option also significantly reduces traffic on Langdykes Road with traffic favouring Souter Head Road instead, with a significant benefit to residential properties located here.
- As expected, given the smaller size of the intervention, Option A4 provides minor benefits. These changes are not considered to be significant.

Table D:14: HGV Traffic Impact – 2041 – High Scenario +10% background growth — AM

Period	Properties passed		Location	Direction	Difference from Do Min											
	Residential	Business			Residential					Business						
					A2a	A2b	A3a	A3b	4	5	A2a	A2b	A3a	A3b	4	5
AM	110	1	Langdykes / Coast Road	NB	0	0	0	0	1	-4	0	0	0	0	0	0
	110	1		SB	0	1	0	1	0	-3	0	0	0	0	0	0
	0	27	Hareness Road	EB	0	0	0	0	0	0	-13	-13	-12	-13	0	-18
	0	27		WB	0	0	0	0	0	0	-16	-14	-16	-14	0	-21
	0	0	Coast Road (between Doonies Farm and Hareness Road)	NB	0	0	0	0	0	0	0	0	0	0	0	0
	0	0		SB	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	Coast Road (between Doonies Farm and Harbour)	NB	0	0	0	0	0	0	0	0	0	0	0	0
	0	1		SB	0	0	0	0	0	0	0	0	0	0	0	0
	0	30	Greenwell Road	EB	0	0	0	0	0	0	10	2	10	2	0	0
	0	30		WB	0	0	0	0	0	0	15	4	15	4	0	0
	0	41	Greenbank Road	EB	0	0	0	0	0	0	3	15	3	14	0	0
	0	41		WB	0	0	0	0	0	0	1	13	0	15	0	0
	16	4	St. Fitticks Road	NB	0	0	0	0	0	0	0	0	0	0	0	0
	16	4		SB	0	0	0	0	0	0	0	0	0	0	0	0
	335	8	Balnagask Road	EB	-1	-2	-2	-1	-1	-1	0	0	0	0	0	0
	335	8		WB	-1	0	-1	-2	-2	-1	0	0	0	0	0	0
	220	8	Girdleness Road	EB	0	0	0	0	1	0	0	0	0	0	0	0
	220	8		WB	1	0	1	0	0	0	0	0	0	0	0	0
	25	7	Wellington Road (between Langdykes Rd and Harness Rd)	NB	2	2	1	2	0	0	1	1	0	1	0	0
	25	7		SB	5	3	4	3	0	0	1	1	1	1	0	0
6	27	Wellington Road (between Hareness Rd and Greenwell Rd)	NB	1	1	0	1	0	0	3	3	2	3	0	0	
6	27		SB	1	1	1	1	0	0	6	4	5	4	0	0	
0	11	Wellington Road (between Greenwell Rd and Balnagask Rd)	NB	0	0	0	0	0	0	0	0	0	0	0	0	
0	11		SB	0	0	0	0	0	0	0	0	0	0	0	0	
24	2	Wellington Road (between Balnagask Rd and Polwarth Rd)	NB	0	0	0	0	0	0	0	0	0	0	0	0	
24	2		SB	0	0	0	0	0	0	0	0	0	0	0	0	
0	22	Souter Head Road	EB	0	0	0	0	0	0	1	1	1	1	0	14	
0	22		WB	0	0	0	0	0	0	2	2	2	2	0	18	

Table D:15: HGV Traffic Impact – 2041 – High Scenario +10% background growth – IP

Period	Properties passed		Location	Direction	Difference from Do Min											
	Residential	Business			Residential					Business						
					A2a	A2b	A3a	A3b	4	5	A2a	A2b	A3a	A3b	4	5
IP	110	1	Langdykes / Coast Road	NB	-5	-5	-5	-4	1	-34	0	0	0	0	0	0
	110	1		SB	0	0	1	1	1	-62	0	0	0	0	0	-1
	0	27	Hareness Road	EB	0	0	0	0	0	0	-67	-66	-67	-67	0	-78
	0	27		WB	0	0	0	0	0	0	-51	-54	-50	-53	0	-72
	0	0	Coast Road (between Doonies Farm and Hareness Road)	NB	0	0	0	0	0	0	0	0	0	0	0	0
	0	0		SB	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	Coast Road (between Doonies Farm and Harbour)	NB	0	0	0	0	0	0	-2	-2	-2	-2	0	0
	0	1		SB	0	0	0	0	0	0	-2	-2	-2	-2	0	0
	0	30	Greenwell Road	EB	0	0	0	0	0	0	59	8	60	8	0	0
	0	30		WB	0	0	0	0	0	0	49	29	50	29	0	0
	0	41	Greenbank Road	EB	0	0	0	0	0	0	20	88	18	88	0	0
	0	41		WB	0	0	0	0	0	0	5	37	4	36	1	0
	16	4	St. Fitticks Road	NB	0	0	0	0	0	0	0	0	0	0	0	0
	16	4		SB	0	0	0	0	0	0	0	0	0	0	0	0
	335	8	Balnagask Road	EB	0	0	0	0	0	0	0	0	0	0	0	0
	335	8		WB	1	1	1	0	1	1	0	0	0	0	0	0
	220	8	Girdleness Road	EB	0	0	-1	0	1	0	0	0	0	0	0	0
	220	8		WB	0	0	0	-1	0	1	0	0	0	0	0	0
	25	7	Wellington Road (between Langdykes Rd and Harness Rd)	NB	28	27	27	27	1	0	8	8	8	8	0	0
	25	7		SB	11	14	10	12	0	0	3	4	3	3	0	0
	6	27	Wellington Road (between Hareness Rd and Greenwell Rd)	NB	7	7	7	7	0	0	32	31	31	31	1	0
	6	27		SB	3	4	3	3	0	0	13	17	12	15	0	0
	0	11	Wellington Road (between Greenwell Rd and Balnagask Rd)	NB	0	0	0	0	0	0	0	0	0	0	0	0
	0	11		SB	0	0	0	0	0	0	0	0	0	0	0	0
24	2	Wellington Road (between Balnagask Rd and Polwarth Rd)	NB	0	0	0	0	0	0	0	0	0	0	0	0	
24	2		SB	0	0	0	0	0	0	0	0	0	0	0	0	
0	22	Souter Head Road	EB	0	0	0	0	0	0	4	5	4	4	0	65	
0	22		WB	0	0	0	0	0	0	8	7	8	8	0	59	

Table D:16: HGV Traffic Impact – 2041 – High Scenario +10% background growth – PM

Period	Properties passed		Location	Direction	Difference from Do Min											
	Residential	Business			Residential					Business						
					A2a	A2b	A3a	A3b	4	5	A2a	A2b	A3a	A3b	4	5
PM	110	1	Langdykes / Coast Road	NB	-1	-1	-1	-1	0	-9	0	0	0	0	0	0
	110	1		SB	0	-1	-1	-1	-1	-28	0	0	0	0	0	0
	0	27	Hareness Road	EB	0	0	0	0	0	0	-14	-15	-14	-15	0	-15
	0	27		WB	0	0	0	0	0	0	-14	-14	-14	-14	0	-16
	0	0	Coast Road (between Doonies Farm and Hareness Road)	NB	0	0	0	0	0	0	0	0	0	0	0	0
	0	0		SB	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	Coast Road (between Doonies Farm and Harbour)	NB	0	0	0	0	0	0	0	0	-1	0	-1	0
	0	1		SB	0	0	0	0	0	0	0	0	0	0	0	0
	0	30	Greenwell Road	EB	0	0	0	0	0	0	12	2	13	2	0	0
	0	30		WB	0	0	0	0	0	0	11	1	11	1	0	0
	0	41	Greenbank Road	EB	0	0	0	0	0	0	5	21	5	20	0	0
	0	41		WB	0	0	0	0	0	0	7	20	7	20	0	0
	16	4	St. Fitticks Road	NB	0	0	0	0	0	0	0	0	0	0	0	0
	16	4		SB	0	0	0	0	0	0	0	0	0	0	0	0
	335	8	Balnagask Road	EB	0	0	0	0	0	0	0	0	0	0	0	0
	335	8		WB	0	0	0	0	1	0	0	0	0	0	0	0
	220	8	Girdleness Road	EB	0	0	0	0	0	0	0	0	0	0	0	0
	220	8		WB	0	0	0	0	0	0	0	0	0	0	0	0
	25	7	Wellington Road (between Langdykes Rd and Harness Rd)	NB	5	6	5	6	0	0	2	2	1	2	0	0
	25	7		SB	5	5	5	5	0	0	1	1	1	1	0	0
6	27	Wellington Road (between Hareness Rd and Greenwell Rd)	NB	1	1	1	1	0	0	6	6	6	6	0	0	
6	27		SB	1	1	1	1	0	0	5	6	5	6	0	0	
0	11	Wellington Road (between Greenwell Rd and Balnagask Rd)	NB	0	0	0	0	0	0	0	0	0	0	0	0	
0	11		SB	0	0	0	0	0	0	0	0	0	0	0	0	
24	2	Wellington Road (between Balnagask Rd and Polwarth Rd)	NB	0	0	0	0	0	0	0	0	0	0	0	0	
24	2		SB	0	0	0	0	0	0	0	0	0	0	0	0	
0	22	Souter Head Road	EB	0	0	0	0	0	0	1	1	1	1	0	13	
0	22		WB	0	0	0	0	0	0	1	0	0	0	0	12	

## D.2 TPO2

**2a: Maximise connectivity between ASH / proposed ETZ and prospective workers at the site**

**2b: Maximise connectivity between proposed ETZ and other energy-related businesses in the Aberdeen area (Business to Business)**

- D.2.1 To provide an indication of connectivity to the harbour and proposed ETZ sites for prospective workers, journey times by car and public transport from datazones within the region were compared between the Do Minimum and Do Something (option) scenarios. From this, Hansen connectivity indicators were developed through considering the population within each datazone (TOP2a).
- D.2.2 In a similar manner, a Hansen connectivity indicator between the proposed ETZ and other energy-related businesses was developed but by consideration of the number of jobs within relevant BRES sectors within each datazone (TPO2b).
- D.2.3 Car travel times were developed in a similar way to those for TPO1, with the journey time from the relevant section within the model, added to the journey time from the model extent to the datazone to establish the full journey time from each datazone to the Harbour / proposed ETZ site.
- D.2.4 Public transport travel times, for both the Do Minimum and Do Something (option) situations were estimated from TRACC software, with each of the public transport options coded into TRACC.
- D.2.5 A Hansen indicator value was developed for each option for the AM, IP and PM periods for the roads and public transport options for the future year of 2041 (Core scenario, High scenario, and High scenario + 10% background growth).
- D.2.6 The AM and PM indicator figures were averaged to represent an 'Access to Workforce' indicator. The IP indicator was used as a representation of accessibility during business hours and therefore as the 'Access between businesses' indicator.
- D.2.7 Table D:17 and Table D:18 below present the information for the Hansen Indicators for both Car and Public Transport accessibility for the relevant options (roads options for car and bus options for public transport) and present the absolute change in the indicator and the percentage change in the indicator compared to the Do Minimum scenario. Note that no indicator has been developed for Option B2 as this relates to the ad-hoc provision of bus services to enable cruise ship passengers to access Aberdeen City direct from the new harbour.
- D.2.8 Table D:17 and Table D:18 show:
- All road options providing minor improvement in access to the workforce, with Option A2a/b providing the greatest accessibility improvement, with a 6% increase in the 2026 High scenario with the high background growth.
  - Road Option A4 providing the smallest improvement in accessibility. This is likely due to the new Coast Road bridge offering improved benefit to a more limited number of workers accessing the site from the south (as compared to from the north / west i.e. Aberdeen City itself).
  - All public transport options provide improved accessibility to the harbour / proposed ETZ sites with Option B1 providing the greatest improvement in accessibility for both access to jobs and between the harbour / proposed ETZ site and other businesses. This option covers

extending existing services to enable public transport access to the harbour and both proposed ETZ sites with regular services to the sites.

Table D:17: Hansen Indicator – Road Options

		Change in Accessibility					
		A2a	A2b	A3a	A3b	A4	A5
2026 Core Scenario	Access to workforce (AM / PM average)	4%	4%	2%	3%	1%	2%
	Access to other firms (IP)	5%	3%	2%	0%	1%	1%
2026 High Scenario	Access to workforce (AM / PM average)	5%	3%	2%	2%	2%	3%
	Access to other firms (IP)	5%	2%	2%	0%	1%	1%
2026 High Scenario + additional background growth (factored down to from 10% by 2041)	Access to workforce (AM / PM average)	6%	5%	3%	2%	2%	2%
	Access to other firms (IP)	5%	3%	2%	0%	1%	1%
2041 Core Scenario	Access to workforce (AM / PM average)	2%	3%	2%	1%	1%	1%
	Access to other firms (IP)	5%	2%	2%	0%	1%	1%
2041 High Scenario	Access to workforce (AM / PM average)	5%	4%	2%	1%	0%	2%
	Access to other firms (IP)	5%	2%	3%	0%	1%	1%
2041 High Scenario + 10% background growth	Access to workforce (AM / PM average)	3%	6%	0%	2%	1%	3%
	Access to other firms (IP)	5%	2%	3%	0%	1%	1%



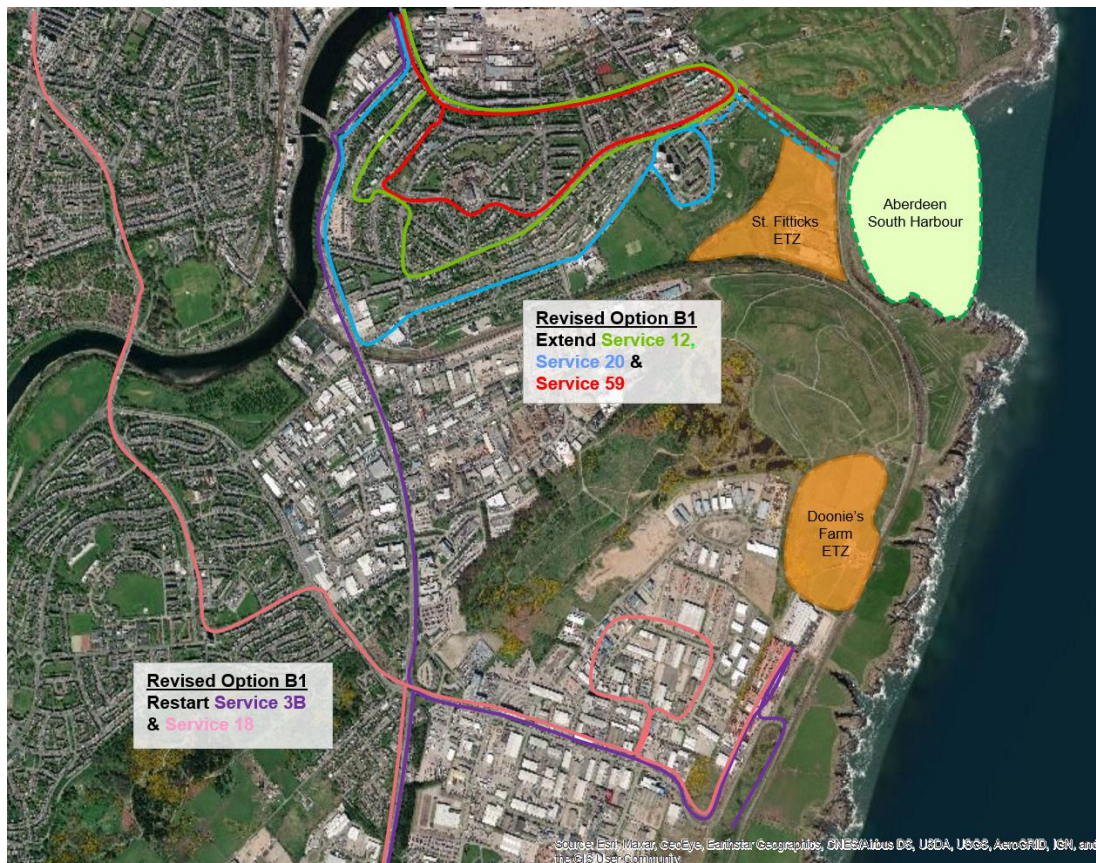
Table D:18: Hansen Indicator – Public Transport Options

		Option			
		Do Min	B1	B4	B5
Hansen Value	Access to workforce (AM / PM average)	88	119	94	101
	Access to other firms (IP)	58	71	62	65
Change in Accessibility	Access to workforce (AM / PM average)	-	35%	7%	15%
	Access to other firms (IP)	-	22%	7%	12%

## Appendix E Public Transport Operational Implementability Appraisal

E.1.1 This Appendix details the implementability appraisal of the public transport options in terms of operational feasibility.

### Option B1: Route Extensions to serve Aberdeen South Harbour and Energy Transition Zone



E.1.2 Option B1 was previously discussed in July 2019 with local bus operators First Aberdeen and Stagecoach North Scotland. However, concerns were raised by both neither operators about extending their existing commercial services to the new Aberdeen South Harbour (ASH). The revised option has however been revisited with the operators given that the Energy Transition Zone (proposed ETZ) would generate much higher travel demand on a consistent year-round basis compared to the previous proposal which just considered demand for travel to the new harbour. The proposed ETZ may therefore be a more attractive commercial proposition to the bus operators.

E.1.3 Option B1 involves the extension of existing Services 12, 20 and 59 from Torry to ASH and the reinstatement of journeys to Altens Recycling Plant on Services 3b and 18. Pre-COVID descriptions of timetables presented here refer to the schedules operating prior to the Covid-19 pandemic. Actual timetables being operated are, at present, sometimes less frequent, at least at certain times of day.

Table E:1: Existing services operating in the Aberdeen South Harbour / proposed ETZ area

Service	Operator	Route	Frequency	Proposed Change
3b	First Aberdeen	Mastrick, city centre, Altens	One peak journey	Additional journeys
12	First Aberdeen	Heathryfold, city centre, Torry (Victoria Rd/ Balnagask Rd)	Up to 10 mins	Extend loop to include St. FitticksRd and Coast Rd
18	First Aberdeen	Dyce, city centre, Holborn, Altens	Occasional peak journeys	Additional journeys
20	First Aberdeen	Hillhead, city centre, Girdleness Rd, Balnagask Circle	Up to 30 mins	Extend from current terminus via St. FitticksRd and Coast Rd
59	Stagecoach North Scotland	Northfield, city centre, Torry (Balnagask Rd/ Victoria Rd)	Up to 10 mins	Extend loop to include St. FitticksRd and Coast Rd

E.1.4 Demand forecasting work presented in Appendix A , suggests that the peak times for staff arrivals are likely to be as shown in Table E:2 which also shows indicative timetable adjustments to cater for proposed ETZ staff.

Table E:2: Options for Existing Services to Serve proposed ETZ

Time Period	Activity	Indicative Timetable Adjustments				
		12 (Torry)	20 (Torry)	59 (Torry)	3b (Altens)	18 (Altens)
0600-0700	Arrivals	Extend up to 2 journeys	Extend up to 1 journey	Extend up to 3 journeys	Operate ≥1 journeys	Operate ≥1 journeys
0700-0800	Arrivals & Departures	Extend up to 5 journeys	Extend up to 2 journeys	Extend up to 6 journeys	Operate ≥1 journeys	Operate ≥2 journeys
0800-0900	Arrivals & Departures	Extend up to 5 journeys	Extend up to 2 journeys	Extend up to 6 journeys	Operate ≥1 journeys	Operate ≥1 journeys
1500-1600	Arrivals & Departures	Extend up to 6 journeys	Extend up to 2 journeys	Extend up to 6 journeys	Operate ≥1 journeys	Operate ≥1 journeys
1600-1700	Departures	Extend up to 6 journeys	Extend up to 2 journeys	Extend up to 5 journeys	Operate ≥1 journeys	Operate ≥2 journeys
2200-2300	Departures	Extend up to 1 journey	Extend up to 1 journey	Extend up to 2 journeys	Operate ≥1 journeys	Operate ≥1 journeys
2300-0000	Arrivals & Departures	Extend up to 1 journey	Extend up to 1 journey	Extend up to 1 journey	Operate ≥1 journeys	Operate ≥1 journeys

E.1.5 The options shown in Table E:2 are necessarily indicative because it is not certain that the timetables operated prior to Covid-19 will be reinstated in the longer term. In addition, the

timescale to implementation is such that service frequencies and route patterns may be revised to take account of changes in operating and market conditions more generally.

- E.1.6 Detailed scheduling work would be required to optimise proposals to achieve the best balance of cost and benefit. Given the points made in the previous paragraph, such effort would not be justifiable at this stage in the development of proposals. However, it has been possible to model the additional resource requirements necessary to deliver the options shown in Table E:2 and the results are given in Table E:3.

Table E:3: Resource Requirements for Extending Existing Services to Harbour / proposed ETZ

Service	12		20		59		3/3a/3b		18	
Additional distance 1-way	0.7 km		0.9 km		0.7 km		0.7 km		0.7 km	
Additional round trip distance	1.4 km		1.8 km		1.4 km		1.4 km		1.4 km	
Additional round trip time	6 mins		7 mins		6 mins		6 mins		6 mins	
<b>Current cycle</b>										
	Heathryfold	00	Br of Don	00	Northfield	00	Mastrick	00	Dyce	00
	Torry	42	Torry	58	Torry	44	Cove	58	Redmoss	67
	Torry	44	Torry	60	Torry	45	Cove	70	Redmoss	74
	Heathryfold	87	Br of Don	118	Northfield	89	Mastrick	121	Dyce	141
Cycle time (minutes)	90		120		90		135		150	
Frequency (mins)	10		30		10		15		10	
Number of buses required	9		4		9		9		15	
<b>New cycle</b>										
	Heathryfold	00	Br of Don	00	Northfield	00	Mastrick	00	Dyce	00
	St Fitticks ETZ	44	St Fitticks ETZ	60	St Fitticks ETZ	46	Doonie's Farm ETZ	64	Doonie's Farm ETZ	73
	St Fitticks ETZ	46	St Fitticks ETZ	62	St Fitticks ETZ	47	Doonie's Farm ETZ	76	Doonie's Farm ETZ	80
	Heathryfold	91	Br of Don	123	Northfield	93	Mastrick	133	Dyce	156
Cycle time (minutes)	100		150		100		150		160	
Frequency (mins)	10		30		10		15		10	
Number of buses required	10		5		10		10		16	
<b>Additional buses required</b>	<b>1</b>		<b>1</b>		<b>1</b>		<b>1</b>		<b>1</b>	
<b>Annual operating hours</b>										
<b>(1) To meet office hours</b>	<b>1,500</b>		<b>1,500</b>		<b>1,500</b>		<b>1,500</b>		<b>1,500</b>	
<b>(2) To meet all shifts</b>	<b>2,200</b>		<b>2,200</b>		<b>2,200</b>		<b>2,200</b>		<b>2,200</b>	

- E.1.7 Table E:3 shows that one additional bus would be required to extend each of the existing services due to the increase in journey times. This additional resource would enable all journeys on the service to be extended, but this would only be necessary when there is sufficient demand for travel. Two scenarios have been modelled: extending services to meet daytime shift hours, i.e. two hours in the AM and PM peaks; and extending services to meet all shift changes which would require a further two hours for late evening shift changes. The calculations are based on a seven day per week operation.

### Option B2: New Service for Cruise market



- E.1.8 The proposed service in Option B2 would operate only on days when cruise ships are scheduled to visit Aberdeen. For the first year of operation, this is expected to be 11 days in total. Times of operation of the proposed service would depend on the arrival and departure times and duration of stay of each cruise liner. As these details are not known at this stage, cruise ship schedules at other ports in the North of Scotland have been reviewed<sup>14</sup>; while there is a degree of variation, ships typically spend 10 to 14 hours in port covering the main daytime period from circa 0700-0900 until 1800-2000.
- E.1.9 In some cases, ships arrive later in the day (circa 1100-1300) and also leave later (2000-2200); in this situation, the service start time would clearly be later, but the finish time would probably not be affected as passengers would wish to return to their ship in time for their evening meal.
- E.1.10 Indicative timetables have been prepared for these two scenarios and these are shown in Table E:4. In each case, two options have been developed: a regular 30-minute service throughout the operating day and a regular service augmented by higher frequency of operation at the start and end of the operating day.
- E.1.11 It is assumed that the shuttle would operate direct from Aberdeen South Harbour to Union Square, with no intermediate stops and taking the most direct route.

<sup>14</sup> Cruise ship schedules for summer 2019 at Invergordon, Kirkwall and Lerwick:  
<http://www.visitinvergordon.com/schedule.html>, <https://www.lerwick-harbour.co.uk/visiting-cruise-ships-2019>  
<https://www.orkneyharbours.com/files/cruise-ships/2019.pdf?mode=view>, all retrieved on 13 August 2019

E.1.12 An indicative timetable is shown in Table E:4.

Table E:4: Cruise Ship Indicative Timetable

<b>Cruise Ship Shuttle</b>							
<b>Option 1a: Daytime Service, Regular Timetable</b>							
ABERDEEN SOUTH HARBOUR	08:00	& every 30	17:30				
ABERDEEN, Union Square	08:25	mins until	17:55				
ABERDEEN, Union Square	08:30	& every 30	18:00				
ABERDEEN SOUTH HARBOUR	08:55	mins until	18:25				
<b>Option 1b: Daytime Service, Enhanced Timetable</b>							
ABERDEEN SOUTH HARBOUR	08:00	& every 15	09:00	& every 30	16:30	& every 15	17:30
ABERDEEN, Union Square	08:25	mins until	09:25	mins until	16:55	mins until	17:55
ABERDEEN, Union Square	08:30	& every 15	09:30	& every 30	17:00	& every 15	18:00
ABERDEEN SOUTH HARBOUR	08:55	mins until	09:55	mins until	17:25	mins until	18:25
<b>Option 2a: Late Day Service, Regular Timetable</b>							
ABERDEEN SOUTH HARBOUR	12:00	& every 30	17:30				
ABERDEEN, Union Square	12:25	mins until	17:55				
ABERDEEN, Union Square	12:30	& every 30	18:00				
ABERDEEN SOUTH HARBOUR	12:55	mins until	18:25				
<b>Option 2b: Late Day Service, Enhanced Timetable</b>							
ABERDEEN SOUTH HARBOUR	12:00	& every 15	13:00	& every 30	16:30	& every 15	17:30
ABERDEEN, Union Square	12:25	mins until	13:25	mins until	16:55	mins until	17:55
ABERDEEN, City Centre, Union Square	12:30	& every 15	13:30	& every 30	17:00	& every 15	18:00
ABERDEEN, Union Square	12:55	mins until	13:55	mins until	17:25	mins until	18:25

**Option B4: New Service for ASH and both proposed ETZ Sites**



E.1.13 Option B4 is for a new service operating between Aberdeen city centre, ASH, St. Fitticks proposed ETZ and Doonies Farm proposed ETZ.

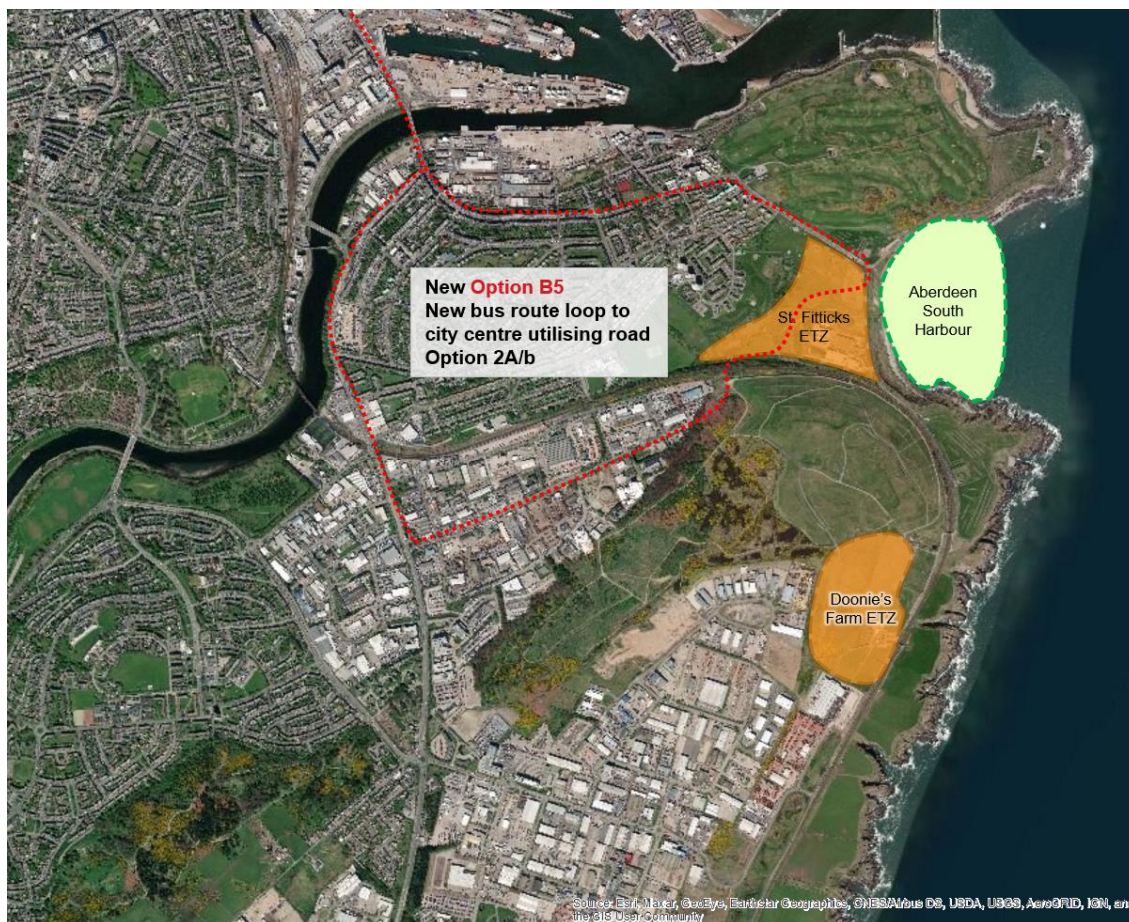
E.1.14 An indicative timetable has been drawn up for this service, as shown in Table E:5, although detailed specification would need to be determined once staff working times etc are established.

Table E:5: Option B4 Indicative Timetable

	Morning				Afternoon			Evening			
Aberdeen City Centre	06:28	06:58	07:33	08:08	14:28	14:58	15:33	21:28	21:58	22:33	23:03
ASH	06:40	07:10	07:45	08:20	14:40	15:10	15:45	21:40	22:10	22:45	23:15
St Fittick's ETZ	06:42	07:12	07:47	08:22	14:42	15:12	15:47	21:42	22:12	22:47	23:17
Doonies Farm ETZ	06:45	07:15	07:50	08:25	14:45	15:15	15:50	21:45	22:15	22:50	23:20
Doonies Farm ETZ	07:15	07:50	08:25		15:15	16:10		22:15	23:20		
St Fittick's ETZ	07:18	07:53	08:28		15:17	16:12		22:17	23:22		
ASH	07:20	07:55	08:30		15:19	16:14		22:19	23:24		
Aberdeen City Centre	07:32	08:07	08:42		15:31	16:26		22:31	23:36		

E.1.15 The indicative timetable shown in Table E:5 would require one bus to operate, with annual operating hours of 2,700, assuming operation on seven days per week. If the service was focused on daytime workers, the annual operating hours would reduce to 1,900.

**Option B5: New Service for ASH and St. Fitticks Park proposed ETZ**



E.1.16 Option B5 is for a new service between Aberdeen city centre, ASH and St. Fitticks Park proposed ETZ, operating on a loop basis through Torry and Tullos.

E.1.17 An indicative timetable is shown in Table E:6 and would require one bus to operate, with annual operating hours, again, of 2,700, assuming daily seven-day operation. If the service were focused on daytime workers, the annual operating hours would reduce to 1,800.

Table E:6: Option B5 Indicative Timetable

	Morning				Afternoon				Evening			
Aberdeen City Centre	06:33	07:03	07:33	08:03	14:33	15:03	15:33	16:03	21:33	22:03	22:33	23:03
ASH	06:43	07:13	07:43	08:13	14:43	15:13	15:43	16:13	21:43	22:13	22:43	23:13
St Fittick's ETZ	06:45	07:15	07:45	08:15	14:45	15:15	15:45	16:15	21:45	22:15	22:45	23:15
East Tullos Ind Estate	06:48	07:18	07:48	08:18	14:48	15:18	15:48	16:18	21:48	22:18	22:48	23:18
Aberdeen City Centre	06:59	07:29	07:59	08:29	14:59	15:29	15:59	16:29	21:59	22:29	22:59	23:29

## E.2 Bus Operator Consultation

E.2.1 Meetings were held with the two local bus operators. First Aberdeen, and Stagecoach North Scotland in July 2020 to brief their officers on the options under consideration and to understand their views on the commercial and operational issues associated with each.

E.2.2 Both operators were supportive of the options in principal subject to more detailed operational and commercial discussions, and various operational suggestions were made to inform later design stages.



## Appendix F STAG Environmental Appraisal

### F.1 Case for Change – Environmental Baselining Work

F.1.1 As part of the Case for Change work for the study, an environmental baselining exercise which examined key environmental designations and land use within the study area was undertaken and a map showing the outcomes of this is reproduced below for ease of reference.

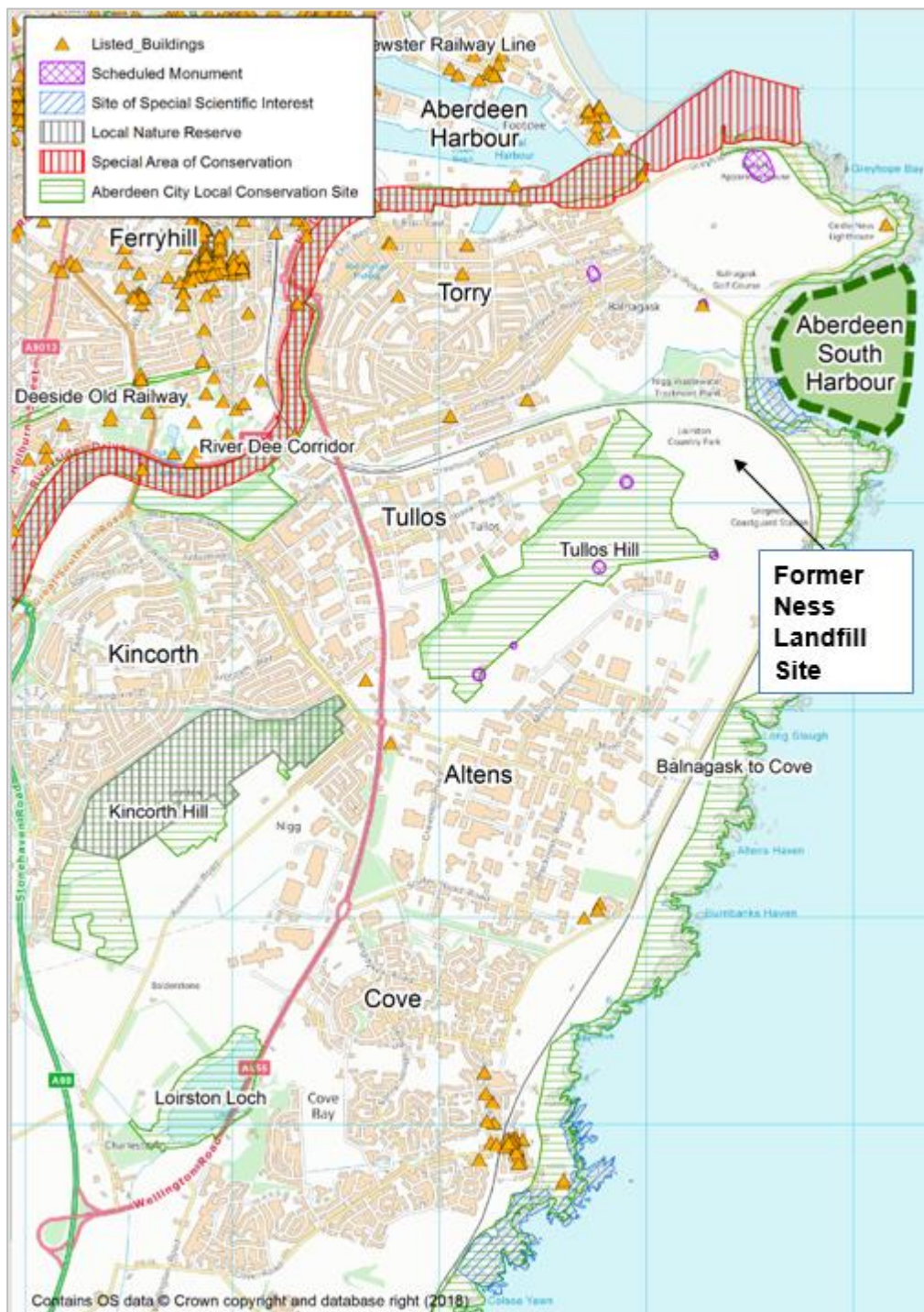


Figure F.1: Environmental Designations within the Study Area

- F.1.2 As shown, the site of the former Ness Landfill is located to the south-west of the ASH site and several of the options involve providing routes through this area. To develop an understanding as to the feasibility of delivering these routes, a more detailed review of the former landfill site was therefore completed. This considered:
- The extent of the landfill area;
  - The site history, including the period during which the landfill was active, the type of waste disposed at the site, and the rate of deposition and closing dates;
  - Details of the landfill construction cap, drainage infrastructure, monitoring points and hazardous waste cells within the site.
- F.1.3 The landfill site was licensed for the disposal of household, industrial, commercial, fragmented, and stabilised drilling muds, asbestos, low level radioactive materials, silt dredging and inert wastes and is known to comprise 90% commercial/industrial waste and 10% domestic waste, with much of the latter pre-treated.
- F.1.4 The site appears to extend to the boundary with the railway line and there are several constraints, which may impact the feasibility and cost of construction works, including:
- asbestos cells located at various points across the site, including in the north-west corner near Greenwell Road and towards the south-east of the site to the north of the existing railway bridge on Coast Road. In addition, bagged asbestos was also found in two locations outside of the landfill cells during 2010.
  - two cells containing low radioactive waste which extend across the centre of the site.
  - several attenuation ponds, including in the north-west corner near Greenwell Road and in the south-east of the site to the north of the existing railway bridge.
- F.1.5 Given these challenges, consideration around the issues with the landfill site are detailed in the main body of the report. It was noted that, in general, building on landfill sites is challenging as there is no bearing capacity necessitating the construction of piles. However, the latter create pathways for contamination and therefore significant mitigation would be required. Furthermore, detailed assessment would be required to determine the feasibility and cost implications of building on the landfill site and it is recommended that this be explored further at the detailed design stage should the relevant options progress.

## F.2 Environmental Feasibility

- F.2.1 In order to facilitate a robust environmental appraisal, a high-level desk-based review of constraints has been undertaken to identify the key environmental considerations and to inform the appraisal and design of the potential route options.
- F.2.2 Key environmental constraints were identified with reference to publicly available datasets, Ordnance Survey (OS) mapping, relevant planning policy documents and other available publications. These included:
- **Development Plan Documents:** Aberdeen City and Shire Strategic Development Plan (SDP) (2014), Aberdeen Local Development Plan (LDP) (2017), Aberdeen LDP2 Main Issues Report and associated Interim Environmental Report (2019); Draft Bay of Nigg Development Framework (2018);
  - **Local plans and policies:** Aberdeen Core Paths Plan (2009), Aberdeen Local Transport Strategy 2016 – 2021;

- **National planning policy, advice and associated information:** Scottish Planning Policy (2014), SEPA Flood Map, National Cycle Network in Scotland (Sustrans);
- **Aberdeen Harbour Project Environmental Statement** (2015); and
- **Envirocheck Report.**

F.2.3 Full details are contained in the separate Options Feasibility Study Report, *45816\_2001\_R\_001 - External Transportation Links to ASH Feasibility Study Rev 1, Stantec, March 2020*. This review of relevant environmental datasets indicates that several key environmental sensitivities are present within the Study Area and in some cases overlap with potential route options. Any potential route option should address these environmental issues and be sited and designed to minimise environmental impacts. These key environmental sensitivities are discussed below and related in the appraisal in the main body of this report.

### Noise and Vibration

F.2.4 The construction and operation of any vehicular route to connect the new harbour with the strategic road network is likely to give rise to localised construction and operational phase noise and vibration impacts on nearby sensitive receptors.

F.2.5 The general study area lies to the east of the residential area of Torry, Balnagask Golf Course and St Fitticks Community Park, extending south to the residential areas of Burnbanks Village and Cove. There are also six primary schools (Walker Road School, Tullos School, Abbotswell Primary School, Kirkhill Primary School, Loirston School and Charleston School) and one secondary school (Lochside Academy) within the Study Area.

#### *Burnbank Village – Noise Assessment*

F.2.6 Option A5 creates a new link from Souter Head Road to the Coast Road. Given the routing past Burnbanks Village, additional appraisal was undertaken for this option to consider the potential option impact in terms of noise and vibration on the village community specifically.

F.2.7 Traffic data, disaggregated into light and heavy vehicle types, relating to the route past Burnbanks Village was extracted and compared between the Do Minimum and Option A5 traffic models for all four scenarios (Core, High, Core with 10% background growth by 2026, High + 10% background growth by 2026) and future years (2026 and 2041). Traffic flow data is presented in Table F:1 alongside details of the percentage of all traffic which is HGVs.

Table F.1: Burnbanks Village Noise Assessment – Traffic Flows on Coast Road (Do Minimum vs. Option A5)

Period	2019		2026						2041					
	Traffic Flow		Traffic Flow				Difference from Base	Difference from Do Min	Traffic Flow				Difference from Base	Difference from Do Min
	Base		Do Min		Option 5				Do Min		Option 5			
	Vehicles	% HGV	Vehicles	% HGV	Vehicles	% HGV	Vehicles	% HGV	Vehicles	% HGV	Vehicles	% HGV		
Core														
AM	641	1%	733	1%	1148	11%	79%	57%	743	1%	1180	11%	84%	59%
IP	1535	6%	1723	5%	3194	17%	108%	85%	1736	5%	3232	17%	111%	86%
PM	583	6%	655	5%	1168	11%	100%	78%	720	5%	1190	11%	104%	65%
<b>Total Flow</b>	<b>2758</b>	<b>5%</b>	<b>3111</b>	<b>4%</b>	<b>5510</b>	<b>15%</b>	<b>100%</b>	<b>77%</b>	<b>3199</b>	<b>4%</b>	<b>5602</b>	<b>15%</b>	<b>103%</b>	<b>75%</b>
Core + additional background growth														
AM	641	1%	732	1%	1150	11%	80%	57%	742	1%	1175	11%	83%	58%
IP	1535	6%	1730	5%	3193	17%	108%	85%	1745	5%	3240	17%	111%	86%
PM	583	6%	670	5%	1162	11%	99%	73%	753	4%	1218	10%	109%	62%
<b>Total Flow</b>	<b>2758</b>	<b>5%</b>	<b>3133</b>	<b>4%</b>	<b>5505</b>	<b>15%</b>	<b>100%</b>	<b>76%</b>	<b>3239</b>	<b>4%</b>	<b>5633</b>	<b>14%</b>	<b>104%</b>	<b>74%</b>
High														
AM	641	1%	738	1%	1191	12%	86%	61%	747	1%	1218	12%	90%	63%
IP	1535	6%	1736	5%	3319	19%	116%	91%	1766	5%	3369	19%	120%	91%
PM	583	6%	664	5%	1203	12%	106%	81%	736	4%	1127	4%	93%	53%
<b>Total Flow</b>	<b>2758</b>	<b>5%</b>	<b>3138</b>	<b>4%</b>	<b>5713</b>	<b>16%</b>	<b>107%</b>	<b>82%</b>	<b>3250</b>	<b>4%</b>	<b>5714</b>	<b>14%</b>	<b>107%</b>	<b>76%</b>
High + additional background growth														
AM	641	1%	744	1%	1188	12%	85%	60%	746	1%	1223	12%	91%	64%
IP	1535	6%	1746	5%	3321	19%	116%	90%	1763	5%	3372	19%	120%	91%
PM	583	6%	675	6%	1201	12%	106%	78%	797	4%	1255	11%	115%	58%
<b>Total Flow</b>	<b>2758</b>	<b>5%</b>	<b>3165</b>	<b>4%</b>	<b>5710</b>	<b>16%</b>	<b>107%</b>	<b>80%</b>	<b>3305</b>	<b>4%</b>	<b>5850</b>	<b>16%</b>	<b>112%</b>	<b>77%</b>

- F.2.8 Using the traffic data, the standard assessment criteria provided in the Design Manual for Roads and Bridges, *LA 111, Noise and Vibration* was then utilised to assess the effect of potential noise and vibration impacts during operation.
- F.2.9 The assessment showed a similar impact across all scenarios, with a 5 dB increase in noise levels in the worst-case at properties in the north-east corner of Burnbanks Village. The increase at other dwellings i.e. towards the south of Burnbanks Village should be lower than this, owing to the increased distance between the new road and dwellings. The assessment highlights a significant impact over both the short (opening year - 2026) and long term (15 years from opening - 2041).
- F.2.10 In terms of mitigation, a potential solution would be to make use of a low noise road surface which could reduce the increase in noise levels by up to 3.5 dB, resulting in an increase in noise levels of between 1-2 dB at the worst-affected dwellings in the short and long-term. While this may still be marginally above the significance criteria, as set out in the Design Manual for Roads and Bridges, it is unlikely to be significantly above it and it may be possible that further mitigation would not be required based on the number of properties experiencing increases/reductions in noise levels from the new road layout.
- F.2.11 This assessment would need to be revisited at any further detailed design stage when a full noise model could be developed to take into account the vertical alignment and relative distance between the existing/proposed road and dwellings.

### Global Air Quality

- F.2.12 The provision of a new route to the new harbour / proposed ETZ sites would be expected to increase vehicle trips associated with passengers and freight, although any change in greenhouse gas emissions would depend on modal split and any interaction between local road and wider rail or ship freight transport.
- F.2.13 The economic assessment undertaken, see Section 9.4 and Appendix H , provided estimated monetised benefits in relation to greenhouse gas emissions. These are included in the overall estimation of a Benefit-Cost Ratio for each road scheme, as shown Section 9.4 and Appendix H . For ease, the monetised benefit relating to greenhouse gas emissions is reported separately here for each option, as shown in Table F:2. The table shows all options providing a positive benefit in terms of reducing greenhouse gas emissions, with the greatest benefits coloured green, and the lowest coloured red).

Table F:2: Monetised Carbon Emissions Benefits (positive figures indicate a saving)

		Scenario			
		Core	High	Core + 10%	High + 10%
Option	Option A2a	£197,000	£281,000	£166,000	£275,000
	Option A2b	£233,000	£272,000	£207,000	£288,000
	Option A3a	£202,000	£255,000	£170,000	£241,000
	Option A3b	£189,000	£288,000	£182,000	£263,000
	Option A4	£124,000	£152,000	£109,000	£165,000
	Option A5	£177,000	£230,000	£177,000	£248,000

### Local Air Quality

- F.2.14 Construction and operational traffic would result in release of pollutants such as Nitrogen Dioxide (NO<sub>2</sub>) and increased particulate matter (PM<sub>10</sub>) due to increased traffic flows along the local road network.

F.2.15 Of the three Air Quality Management Areas (AQMA) designated within the Aberdeen City Council area, one is located within the Study Area on the northern section of Wellington Road. The Wellington Road AQMA extends from the Queen Elizabeth Bridge to Balnagask Road and is designated owing to exceedances of NO<sub>2</sub> and PM<sub>10</sub> annual mean limits.

### Water Quality, Drainage and Flood Defence

F.2.16 The key water environment features within the Study Area are:

- The Bay of Nigg - open tidal bay which encompasses the marine, intertidal, and terrestrial environments.
- East Tullos and Ness Farm Landfill Burns, both of which discharge to the North Sea at the Bay of Nigg. East Tullos Burn runs between Calder Park in the south and St Fitticks Park in the north and is culverted under the East Tullos Industrial Estate.
- River Dee - runs throughout Aberdeen and discharges to the North Sea at the existing Aberdeen Harbour. The river is not hydrologically connected to the East Tullos Burn.

F.2.17 The SEPA flood map identifies a high to medium risk of river flooding surrounding the River Dee throughout Aberdeen, with variable levels of surface water flooding. The Study Area is not generally affected by coastal flooding owing to its elevated topography. Envirocheck data indicates the potential for surface groundwater flooding in northern and south eastern areas.

### Biodiversity and Habitats

F.2.18 **International** - the River Dee is designated as a Special Area of Conservation (SAC). This flows through the city and discharges at the existing harbour. It is designated for the presence of Atlantic Salmon, European Otter and Freshwater Pearl Mussel.

F.2.19 **National** - a single biological Site of Special Scientific Interest (SSSI) is located at Cove Bay at the southern tip of the Study Area. There are several areas of woodland throughout the study area, with one area of Ancient Woodland at Tullos Hill.

F.2.20 **Local** - Loirston Country Park and Kincorth Hill Local Nature Reserve are located within the centre of the Study Area, adjacent to the former Ness Farm Landfill site. The Study Area encompasses five locally designated Local Nature Conservation Sites (LNCS):

- The River Dee is designated as a LNCS in order to protect semi-natural grassland, water margin vegetation, willow and alder tree habitats and associated species;
- Tullos Hill LNCS sits within the study area covering the Loirston Country Park and Tullos Wood. Tullos Hill LNCS offers protection for broadleaved woodland, rank neutral grassland, dry heath, wet heath, and lowland birch woodland. It also supports populations of larger mammals such as fox and roe deer. It also incorporates Ancient Woodland;
- The Balnagask to Cove LNCS covers the entirety of the coastal area in the study area from Battery in the North to Cove in the South. It offers protection to the entirety of the coastal area including shingle beaches, dry heath, coastal heath and gorse scrub, mini saltmarsh habitats. and its coastal plants and insects. It also offers protection to coastal birds and cetaceans;
- The Kincorth Hill LNCS forms part of 'the Gramps' and is an area of semi-natural vegetation. It is dominated by gorse/broom and willow scrub with dry heathland on higher ground. It also includes trees, neutral grassland, and small patches of wet heathland. The majority of Kincorth Hill is also classified as a Local Nature Reserve; and,

- Loirston Loch LNCS is divided in two by the A956 with a small portion on the east side of the road. The loch has a range of grassland and damp habitats, heath, mixed and wet woodland, a Scots pine plantation and areas of gorse scrub. It hosts aquatic and marginal flora, aquatic plant species, birds including wildfowl and rare plant species such as the autumnal water starwort.

### Landscape & Visual

- F.2.21 The Study Area comprises elevated headlands around the Bay of Nigg, with the land itself generally undulating except steeper slopes located at Doonies Hill and Tullos Hill. Land along the Coast Road is predominantly undeveloped, with residential properties concentrated in Torry to the north and industrial uses clustered in the East Tullos and Altens industrial estates to the west and south west.
- F.2.22 The elevated position and topography of the Study Area means that the eastern coastal edge is relatively exposed, whereas further inland, screening is provided by built form. However, the introduction of ASH will itself change the local landscape character around the Bay of Nigg, resulting in a more urbanised setting.
- F.2.23 The Study Area is not covered by any Special Landscape Areas (SLA) and does not include any Inventory Garden & Designed Landscapes. St Fitticks Community Park, Walker Park and Loirston Country Park (inc. Kincorth Hill) cover the south west, central and north east parts of the Study Area.
- F.2.24 A number of Core Paths, National Cycle Route 1 and other designated routes are present in the Study Area, providing both localised access and forming part of a wider recreational network.

### Cultural Heritage

- F.2.25 **Conservation Areas** - there are no Conservation Areas within the Study Area, with the closest being located in Cove to the south and Aberdeen City Centre on the opposite side of the River Dee to the North.
- F.2.26 **Listed buildings** - there are a number of listed buildings throughout the Study Area. Five of these in the north of the Torry residential area (Sinclair Road, Menzies Road, Victoria Road, Walker Road and Grampian Road). Two are in Girdleness Road, with another adjacent to the River Dee at Wellington Road. Another lies at the junction of West Tullos Road and Wellington Road and three are adjacent to Coast Road.
- F.2.27 **Scheduled Monuments** - five scheduled monuments are located within and surrounding Loirston Country Park (cairn and dyke 220m NE of Cat Cairn, Crab's Cairn, Tullos Cairn, Cat Cairn and Barons Cairn). A further four scheduled monuments are located within the Study Area including Pitfoddels Castle, motte 30m E of Norwood, St Fittick's Church, Balnagask motte, Baxter Place and Torry Battery, battery 130m ESE of Old South Breakwater.

### Geology

Due to the importance of understanding the challenges with building on a landfill site, detailed commentary around the issue is presented in full in the main body of this report.

## Appendix G STAG Safety Appraisal

### G.1 Accident Appraisal

- G.1.1 A quantitative appraisal of the impact of the road options on accidents has been undertaken using the Department for Transport's (DfT's) COBALT (Cost and Benefit to Accidents – Light Touch) program. The software was developed to undertake the analysis of the impact of accidents as part of the economic appraisal for road schemes. COBALT carries out the economic appraisal in accordance with the DfT's Transport Analysis Guidance, WebTAG.
- G.1.2 COBALT assesses the safety aspects of road schemes using detailed inputs of either (a) separate road links and road junctions that would be impacted by the scheme; or (b) combined links and junctions. The assessment is based on a comparison of accidents by severity and associated costs across an identified network in 'Without-Scheme' and 'With-Scheme' forecasts, using details of link and junction characteristics, relevant accident rates and costs and forecast traffic volumes by link and junction. For this assessment the *combined links and junctions* assessment was used.
- G.1.3 The most up to date, July 2020, economic parameter file was used in the assessment.
- G.1.4 The COBALT model was developed using the traffic model as a base and assigning each link an appropriate COBALT link category. This includes information regarding link length and speed limit. Information regarding the link flows (for both 2026 and 2041) from the traffic model outputs was also input into COBALT for both the Do Minimum and each option test.
- G.1.5 Any links that are modified between the Do Minimum and the option to be tested are included twice within COBALT. One of the links is input with the road characteristics and flows from the Do Minimum and then another link is added with the relevant flow and link information from the option test.
- G.1.6 The resulting analysis from COBALT is shown in Table G:1.



Table G.1: COBALT Accident Analysis

Scenario	Option	Number of accidents (2026 - 2085)			Accidents saved by scheme (2026 - 2085)			Cost	
		Fatal	Serious	Slight	Fatal	Serious	Slight	Accident Costs	Benefit from Do Min
Core	Do Min	9.6	131.4	1462.0	-	-	-	£47,313,600	-
	A2a	9.6	130.9	1460.7	0.0	0.5	1.3	£47,235,400	£78,200
	A2b	9.6	130.8	1459.9	0.0	0.6	2.1	£47,211,600	£102,000
	A3a	9.6	130.9	1460.6	0.0	0.5	1.4	£47,235,900	£77,700
	A3b	9.6	131.0	1460.7	0.0	0.4	1.3	£47,239,400	£74,200
	A4	9.6	131.4	1462.5	0.0	0.0	-0.5	£47,325,600	-£12,000
	A5	9.7	131.5	1460.3	-0.1	-0.1	1.7	£47,328,000	-£14,400
Core + 10% background growth	Do Min	9.8	134.1	1493.5	-	-	-	£48,284,100	-
	A2a	9.8	133.6	1492.2	0.0	0.5	1.3	£48,210,400	£73,700
	A2b	9.8	133.6	1491.8	0.0	0.5	1.7	£48,194,700	£89,400
	A3a	9.8	133.7	1492.5	0.0	0.4	1.0	£48,223,600	£60,500
	A3b	9.8	133.7	1492.0	0.0	0.4	1.5	£48,207,200	£76,900
	A4	9.8	134.1	1494.1	0.0	0.0	-0.6	£48,299,200	-£15,100
	A5	9.9	134.2	1491.8	-0.1	-0.1	1.7	£48,297,600	-£13,500
High	Do Min	9.7	132.8	1475.5	-	-	-	£47,763,300	-
	A2a	9.7	132.1	1473.5	0.0	0.7	2.0	£47,655,600	£107,700
	A2b	9.7	132.2	1473.2	0.0	0.6	2.3	£47,650,000	£113,300
	A3a	9.7	132.2	1473.9	0.0	0.6	1.6	£47,673,400	£89,900
	A3b	9.7	132.3	1473.8	0.0	0.5	1.7	£47,671,800	£91,500
	A4	9.7	132.8	1475.9	0.0	0.0	-0.4	£47,772,000	-£8,700
	A5	9.8	132.8	1473.4	-0.1	0.0	2.1	£47,767,000	-£3,700
High + 10% background growth	Do Min	9.9	135.5	1507.7	-	-	-	£48,756,500	-
	A2a	9.9	134.9	1505.0	0.0	0.6	2.7	£48,634,400	£122,100
	A2b	9.9	134.8	1504.6	0.0	0.7	3.1	£48,618,400	£138,100
	A3a	9.9	135.0	1505.6	0.0	0.5	2.1	£48,656,800	£99,700
	A3b	9.9	135.0	1505.1	0.0	0.5	2.6	£48,641,900	£114,600
	A4	9.9	135.5	1507.3	0.0	0.0	0.4	£48,740,000	£16,500
	A5	10.0	135.5	1504.6	-0.1	0.0	3.1	£48,728,000	£28,500

G.1.7 Table G.1 shows that Options A2a/b and Options A3a/b create an accident benefit across all scenarios. This is due to the shorter route length from the West to the new harbour / proposed ETZ area which reduces the total vehicle kilometres travelled and, in turn, reduces the total number of associated accidents.

G.1.8 Option A4 shows, as expected given the small scale of the scheme, a small increase in accidents in all but the highest flow scenario. Overall, the differences are small and will be due – in part – to some minor variability in the traffic model outputs.

G.1.9 Option A5 shows a disbenefit in all but the highest flow scenario. This is due to traffic using the new connection between Souter Head Road and Coast Road as opposed to the Do Minimum route via Hareness Road. This means that more of the journey between areas to the south and the proposed ETZ / harbour area will be undertaken on 60mph road sections of Coast Road, rather than on Hareness Road where the speed limit is 30mph. The distance savings (and associated accident savings) offered by this option aren't enough to offset the higher road speed (and associated accidents) except in the case of the highest flow scenario.

## Appendix H STAG Economy Appraisal

### H.1 Methodology

H.1.1 The Detailed Options Appraisal against the Economy Criterion has two sub-criteria which together summarise the full extent of economic impacts. These are:

- **Transport Economic Efficiency (TEE)** - the benefits ordinarily captured by standard cost-benefit analysis - the transport impacts of an option; and
- **Wider Economic Impacts (WEI)** - impacts in non-transport markets that are either of importance from a policy or distributional perspective or which affect the net value that society attributes to the outcomes of a transport intervention.

H.1.2 The TEE analysis captures the main impacts of an option in terms of economic welfare, as represented by the main costs and benefits of users and operators of the transport system. These impacts are expressed in terms of monetary values, by Cost-Benefit Analysis (CBA), which are added together and discounted to produce a Net Present Value (NPV). Costs to the public sector are itemised separately but the input of this is used to generate an overall Benefit to Cost Ratio (BCR) for the option (as discussed and presented in Chapter 10).

### H.2 Road Options Economic Appraisal

H.2.1 The TEE for the road options has been estimated using journey time and distance information output from the Do Minimum and Do Something (option) traffic models for the future years of 2026 (assumed scheme opening year) and 2041 (15 years post scheme opening). This information, along with origin-destination traffic demand information has been utilised within the Department for Transport's TUBA software to generate a BCR for each scheme.

#### Use of the traffic model

H.2.2 As discussed in Appendix B the microsimulation transport model being utilised for this study was developed by AECOM for Aberdeen City Council for the *Wellington Road Multi-modal Corridor Study*. In agreement with the client, AECOM extended the Wellington Road model such that it was suitable to be used for this purpose. However, at that time, the Energy Transition Zone had not emerged. As such, when the model was extended and finalised for use in this study, the focus was on ensuring the appropriate routing choices were present in the model for access to the harbour for predominantly heavy goods vehicle traffic. As such, the focus was on ensuring the appropriate route options were available to the south of the model, given little heavy goods vehicle traffic was anticipated from the north given the current routeing restrictions on this type of vehicle.

H.2.3 The proposed ETZ however is anticipated to generate a far higher volume of commuter-based traffic and, as such, draw light (car and light goods vehicle) traffic from Aberdeen city. Unlike heavy goods vehicles, light vehicle traffic accessing the area is not restricted to designated routes. This traffic is able to access the area via a range of routes and generates a greater volume of traffic accessing the area from the north and west of the modelled area (i.e. commuters accessing the site from the Aberdeen urban area). However, some of the route choices available to access the proposed ETZ / harbour area are not 'joined up' in the model (given the proposed ETZ had not emerged when decisions on extending the model were made). As such, a number of connections which would be expected to carry traffic bound for ASH and in particular, the proposed ETZ are missing in the model, as discussed in Appendix B.5. This means that if the model were utilised without intervention, development traffic (that associated with ASH and the proposed ETZ) would take unrealistic routes through the model. For example, if a vehicle were travelling from the city centre to the proposed ETZ at St. Fitticks Park, it would, in reality, be expected to take a route via Victoria Road or Sinclair Road to the Coast Road with

a total route length of approximately 2.5km. However, if restricted to the modelled road network, this vehicle would have to travel via Hareness Road, extending the distance to 10km.

- H.2.4 As discussed in Appendix C.5, 'ghost links' were included in the model to enable appropriate demand and journey time matrices to be developed and utilised within the model and allow for robust economic assessment.

#### **TUBA Assessment**

- H.2.5 For each origin-destination pair within the traffic model, demand, journey time and distance travelled inputs and outputs from 30 averaged model simulations were input into TUBA. As noted above, the Do Minimum and the six Do Something (option) traffic models for the future years of 2026 (assumed scheme opening year) and 2041 (15 years post scheme opening) were used in the assessment. This included the modelled scenarios for the: 'Core' scenario, 'High' scenario, and 'Core + 10% background growth by 2041' scenario as described in Chapter 6.
- H.2.6 AS noted above, all the models were run to generate 30 simulations, with the resultant outputs averaged for each model before being inputted into TUBA. This was considered sufficient to remove any inherent model 'noise' between different simulations.
- H.2.7 TUBA software undertakes the economic appraisal of transport schemes in accordance with the Department for Transport's cost-benefit analysis guidance (TAG Unit A1). While the transport model used in this assessment has light vehicles split by cars and LGVs, and heavy vehicles split by OGV1 and OGV2, no trip purpose information by vehicle type is known. As such, TUBA's default trip purpose splits were applied to the assessment.
- H.2.8 The results from the TUBA assessment in terms of Transport Economic Efficiency are presented in for each individual option in Table H:1 to Table H:6. The results show the overall positive monetised transport efficiency benefits for all options and all scenarios with the exception of Option A2a (Core scenario and Core + 10% background growth by 2041 scenario) and Option A3a (Core scenario).

Table H:1: Option A2a – Transport Economic Efficiency

<b>Economy (Transport Economic Efficiency)</b>								
<b>Sub-criterion</b>	<b>Item</b>		<b>Benefit</b>					
User Benefits	Travel Time	Core	-£3,349,000					
		High	-£2,000					
		Core + 10%	-£1,417,000					
		High + 10%	£772,000					
	Travel Time savings by size	<b>% of total monetised savings (£)</b>						
			< -5 mins	-5 to -2 mins	> -2 to 0 mins	0 to +2 mins	+2 to +5 mins	> +5 mins
		Core	1%	11%	46%	29%	6%	7%
		High	1%	10%	39%	32%	11%	7%
		Core + 10%	3%	6%	44%	20%	3%	24%
	High + 10%	3%	8%	38%	21%	8%	22%	
	User Charges	N/A						
	Vehicle Operating Costs	Core	£1,139,000					
		High	£1,624,000					
		Core + 10%	£1,098,000					
High + 10%		£1,601,000						
Private Sector Operator Impacts	Investment Costs / Operating & Maintenance Costs / Revenues	N/A						
	Grant/Subsidy payments	N/A						
<b>Monetised Summary</b>	Core	-£2,210,000						
	High	£1,622,000						
	Core + 10%	-£319,000						
	High + 10%	£2,373,000						

Table H2: Option A2b – Transport Economic Efficiency

<b>Economy (Transport Economic Efficiency)</b>								
<b>Sub-criterion</b>	<b>Item</b>		<b>Benefit</b>					
User Benefits	Travel Time	Core	£2,465,000					
		High	£3,094,000					
		Core + 10%	£2,910,000					
		High + 10%	£3,956,000					
	Travel Time savings by size	<b>% of total monetised savings (£)</b>						
			< -5 mins	-5 to -2 mins	> -2 to 0 mins	0 to +2 mins	+2 to +5 mins	> +5 mins
		Core	0%	4%	39%	45%	7%	5%
		High	1%	8%	34%	41%	11%	5%
		Core + 10%	1%	5%	36%	45%	8%	5%
	High + 10%	1%	7%	33%	38%	15%	7%	
	User Charges						N/A	
	Vehicle Operating Costs	Core	£1,345,000					
		High	£1,563,000					
		Core + 10%	£1,275,000					
High + 10%		£1,722,000						
Private Sector Operator Impacts	Investment Costs / Operating & Maintenance Costs / Revenues						N/A	
	Grant / Subsidy payments						N/A	
<b>Monetised Summary</b>	Core	£3,810,000						
	High	£4,657,000						
	Core + 10%	£4,185,000						
	High + 10%	£5,678,000						

Table H:3: Option A3a – Transport Economic Efficiency

<b>Economy (Transport Economic Efficiency)</b>								
<b>Sub-criterion</b>	<b>Item</b>		<b>Benefit</b>					
<b>User Benefits</b>	Travel Time	<i>Core</i>						-£1,311,000
		<i>High</i>						-£552,000
		<i>Core + 10%</i>						-£616,000
		<i>High + 10%</i>						-£246,000
	Travel Time savings by size	<b>% of total monetised savings (£)</b>						
			< -5 mins	-5 to -2 mins	> -2 to 0 mins	0 to +2 mins	+2 to +5 mins	> +5 mins
		<i>Core</i>	1%	9%	44%	34%	6%	7%
		<i>High</i>	1%	12%	39%	32%	11%	6%
		<i>Core + 10%</i>	3%	8%	40%	22%	3%	24%
	<i>High + 10%</i>	3%	12%	36%	20%	7%	22%	
	User Charges	N/A						
	Vehicle Operating Costs	<i>Core</i>						£1,123,000
		<i>High</i>						£1,454,000
		<i>Core + 10%</i>						£1,004,000
<i>High + 10%</i>							£1,369,000	
Private Sector Operator Impacts	Investment Costs / Operating & Maintenance Costs / Revenues						N/A	
	Grant / Subsidy payments						N/A	
<b>Monetised Summary</b>	<i>Core</i>						-£188,000	
	<i>High</i>						£902,000	
	<i>Core + 10%</i>						£388,000	
	<i>High + 10%</i>						£1,123,000	

Table H.4: Option A3b – Transport Economic Efficiency

<b>Economy (Transport Economic Efficiency)</b>								
<b>Sub-criterion</b>	<b>Item</b>		<b>Benefit</b>					
User Benefits	Travel Time	Core	£1,268,000					
		High	£1,261,000					
		Core + 10%	£2,298,000					
		High + 10%	£4,565,000					
	Travel Time savings by size	<b>% of total monetised savings (£)</b>						
			< -5 mins	-5 to -2 mins	> -2 to 0 mins	0 to +2 mins	+2 to +5 mins	> +5 mins
		Core	1%	5%	41%	43%	6%	4%
		High	2%	11%	34%	38%	10%	5%
		Core + 10%	1%	5%	39%	44%	7%	5%
		High + 10%	0%	6%	33%	37%	17%	6%
	User Charges	N/A						
	Vehicle Operating Costs	Core	£1,111,000					
		High	£1,282,000					
		Core + 10%	£1,109,000					
High + 10%		£1,530,000						
Private Sector Operator Impacts	Investment Costs / Operating & Maintenance Costs / Revenues	N/A						
	Grant / Subsidy payments	N/A						
<b>Monetised Summary</b>	Core	£2,379,000						
	High	£2,543,000						
	Core + 10%	£3,407,000						
	High + 10%	£6,095,000						

Table H:5: Option A4 – Transport Economic Efficiency

<b>Economy (Transport Economic Efficiency)</b>								
<b>Sub-criterion</b>	<b>Item</b>		<b>Benefit</b>					
User Benefits	Travel Time	Core	£5,312,000					
		High	£6,437,000					
		Core + 10%	£4,932,000					
		High + 10%	£7,322,000					
	Travel Time savings by size	<b>% of total monetised savings (£)</b>						
			< -5 mins	-5 to -2 mins	> -2 to 0 mins	0 to +2 mins	+2 to +5 mins	> +5 mins
		Core	0%	2%	24%	60%	13%	1%
		High	1%	7%	17%	56%	19%	0%
		Core + 10%	1%	2%	26%	59%	10%	1%
	High + 10%	1%	1%	23%	54%	20%	1%	
	User Charges	N/A						
	Vehicle Operating Costs	Core	£673,000					
		High	£851,000					
		Core + 10%	£666,000					
High + 10%		£964,000						
Private Sector Operator Impacts	Investment Costs / Operating & Maintenance Costs / Revenues	N/A						
	Grant / Subsidy payments	N/A						
<b>Monetised Summary</b>	Core	£5,985,000						
	High	£7,288,000						
	Core + 10%	£5,598,000						
	High + 10%	£8,286,000						



Table H.6: Option A5 – Transport Economic Efficiency

<b>Economy (Transport Economic Efficiency)</b>								
<b>Sub-criterion</b>	<b>Item</b>		<b>Benefit</b>					
User Benefits	Travel Time	Core	£6,281,000					
		High	£9,517,000					
		Core + 10%	£8,223,000					
		High + 10%	£8,410,000					
	Travel Time savings by size	<b>% of total monetised savings (£)</b>						
			< -5 mins	-5 to -2 mins	> -2 to 0 mins	0 to +2 mins	+2 to +5 mins	> +5 mins
		Core	0%	1%	33%	50%	14%	1%
		High	0%	1%	27%	50%	20%	2%
		Core + 10%	1%	1%	29%	50%	16%	2%
	High + 10%	1%	1%	31%	46%	20%	2%	
	User Charges	N/A						
	Vehicle Operating Costs	Core	£909,000					
		High	£1,297,000					
Core + 10%		£1,021,000						
High + 10%		£1,318,000						
Private Sector Operator Impacts	Investment Costs / Operating & Maintenance Costs / Revenues	N/A						
	Grant / Subsidy payments	N/A						
<b>Monetised Summary</b>	Core	£7,190,000						
	High	£10,814,000						
	Core + 10%	£9,244,000						
	High + 10%	£9,728,000						

### H.3 Wider Economic Impacts

- H.3.1 The development of Aberdeen South Harbour in the Bay of Nigg is in response to constraints at the existing harbour and is an expansion of activities aimed at capitalising on new and emerging markets.
- H.3.2 The earmarked 70-acre 'Energy Transition Zone' site close to the new harbour is in response to the need of Aberdeen's long-standing reliance on the oil and gas sector to adapt and evolve and consider the potential for new sustainable and low/zero carbon energy resources. Land at the proposed ETZ site would be set aside for the development of low or zero-carbon or renewable energy industries, with businesses focussing on wind, biomass, solar and tidal sectors. It would also see the creation of a hydrogen production plant and a shoreside energy hub.
- H.3.3 The location of the proposed ETZ close to new Aberdeen South Harbour seeks to maximise development opportunities, with the proximity of the harbour a key enabler in the development and success of the proposed ETZ. Access to the harbour is key to encouraging and supporting the delivery of low carbon energy and technologies, and alternative fuel production at the site to facilitate the transition from oil and gas to green energy production.

- H.3.4 Ensuring the harbour and proposed ETZ area is well connected will impact on the real and perceived accessibility of the harbour area and encourage inward growth in the area. This is likely to have wider reaching consequences in terms of the wider economic benefits this could bring to the region, and suppliers of materials and components for the proposed ETZ are likely to benefit from being located close by. The impact is most likely to be felt by those in similar types of industries to the activities envisaged to be undertaken at the proposed ETZ and the use of the harbour. There are therefore likely to be **productivity impacts from agglomeration**.
- H.3.5 There may be potential **changes in demand for local premises** if an option attracts inward investment or supports the expansion of existing local businesses. This is likely to be mostly felt within East Tullos and Altens industrial estate although may be more widely felt across the region within key employment areas i.e. at Westhill, Bridge of Don etc.
- H.3.6 Options which increase accessibility to the area, either through reduced journey times or additional public travel or active travel accessibility, are likely to produce **labour market impacts** through access to a larger pool of labour, which may lead to efficiency benefits.
- H.3.7 Any road option providing reduced freight journey times to and from the harbour and proposed ETZ are likely to provide reduced business costs. The options providing an additional route to the area (Options A2a/b, A3a/b and A5) also provide a **reduced business risk** in access to the area and provide resilience and continuity in business operations should an accident, incident or necessary roadworks mean that the existing route (Hareness Road) would be shut. With an alternative route in place, such a closure would not cause such a negative impact on other road users through additional freight traffic on Wellington Road and through Torry.

## Appendix I STAG Integration Appraisal

### I.1 Policy Integration – Key Policy Issues

- I.1.1 Key planning constraints were identified with reference to publicly available datasets, Ordnance Survey (OS) mapping, relevant planning policy documents and other available publications. These included:
- **Development Plan Documents:** Aberdeen City and Shire Strategic Development Plan (SDP) (2014), Aberdeen Local Development Plan (LDP) (2017), Aberdeen LDP2 Main Issues Report and associated Interim Environmental Report (2019); Draft Bay of Nigg Development Framework (2018);
  - **Local plans and policies:** Aberdeen Core Paths Plan (2009), Aberdeen Local Transport Strategy 2016 – 2021; and
  - **National planning policy, advice and associated information:** Scottish Planning Policy (2014), SEPA Flood Map, National Cycle Network in Scotland (Sustrans).
- I.1.2 Any planning application for a new vehicular route would be determined in accordance with the statutory applicable Development Plan unless material considerations indicate otherwise. More widely, the provision of a new route should align with and support the delivery of policy objectives at local, regional, and national levels.
- I.1.3 At the local level, the adopted Aberdeen City Local Development Plan (2017) and associated Supplementary Guidance sets out a spatial strategy and associated policies to guide development within the city. The key policy issues emanating from the adopted LDP of relevance to a new vehicular route to serve ASH are:
- Support for infrastructure improvements to increase business productivity and economic growth (Policies B1 and T1 refer). In particular, the Draft Bay of Nigg Development Framework (2018) considers how ASH can be integrated with and maximise economic development and regeneration in the surrounding area. The document explicitly identifies the need for improvements to Wellington Road and existing east west connections, as well as a new connection between ASH and East Tullos Industrial Estate;
  - Protection and management of coastal environments to protect against erosion or flood risks, protect environmental (including water) quality, and maintain or enhance public access (Policy NE7 refers);
  - Protection of landscape/townscape character and visual amenity (Policies D2 and SPG on Landscape refer); and,
  - Requirements to protect designated sites and habitats from unacceptable impacts (Policy NE8 refers).
- I.1.4 These key policy issues are also reflected within the Aberdeen LDP2 Main Issues Report (2019), which identifies the Aberdeen Harbour Expansion project as a major committed transport scheme. Additional prioritisation is noted for sustainable and active travel and continued support for business and industrial development through safeguarding harbour infrastructure from other development pressures.
- I.1.5 At the regional level, the approved Aberdeen City and Shire Strategic Development Plan (SDP) (2014) requires all development to improve the quality of the environment (built, natural and cultural assets) and to protect the vulnerability of biodiversity and landscapes. In accordance with the Water Framework Directive, the SDP supports the achievement of 'good ecological status' in all waterbodies. The SDP also provides support for infrastructure improvements to

underpin economic development, with specific support provided for improved freight infrastructure.

- I.1.6 National planning policy is contained within both the National Planning Framework 3 (NPF3, 2014) and the Scottish Planning Policy (SPP, 2014). Provisions within the SPP (2014) are of some relevance, in particular the protections afforded to designated sites and environmental quality under the Valuing the Natural Environment Subject Policy, although the document does not provide additional relevant criteria beyond the requirements of applicable policies within the adopted and emerging LDPs and SDP.

## **I.2 Consenting Requirements**

- I.2.1 The six identified route options would necessitate varying extents of new and realigned road construction outwith existing carriageways, meaning that it would be necessary for Aberdeen City Council, as the scheme promoter, to obtain planning permission for relevant development activities. As all options are likely to involve a total site area (including working areas) exceeding 1 hectare, the project is likely to fall within the scope of paragraph 10(f) of Schedule 2 to the Town and Country Planning Environmental Impact Assessment (Scotland) Regulations 2017 (the EIA Regulations). This means it would be necessary to screen the preferred route for the potential need to undertake a statutory Environmental Impact Assessment (EIA), taking account of the nature of the route, its location and whether significant environmental effects are likely to occur. In the event of a statutory EIA not being required, these factors would also influence the range of technical studies and supporting information that may be required to support a planning application for the project.
- I.2.2 As all potential route options would be substantially less than 8km in length, the project would be classed as a 'local' development under the Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009. Any planning application for the project would therefore be determined in accordance with applicable procedures.

## Appendix J Engagement

### J.1 Introduction

J.1.1 This Appendix sets out detail on engagement activity, both with stakeholder and the public, that has been undertaken during the study.

### J.2 Stakeholder Engagement

Various additional stakeholder engagement has taken place during the Detailed Options Appraisal. This has included:

- Re-engagement with the bus operators First and Stagecoach to allow for additional discussions on the revised bus options
- A workshop with the Energy Transition Zone Working Group to ensure both studies are fully cognisant of the work being undertaken in the other study
- Further discussion with Aberdeen Harbour Board on the proposals
- Contact (via post) with all potentially impacted businesses - undertaken in tandem with the Public Engagement exercise (discussed below and in Section 11).

### J.3 Public Engagement

J.3.1 As noted in Section 11 of this report, responses to the public engagement exercise were received from 126 members of the public and 19 organisations. The organisations who provided a response include:

- Muehlhan Industrial Service Ltd
- Aberdeen Cycle Forum
- NatureScot
- North East Scotland Biodiversity Partnership
- Dyce Carriers Ltd
- ASCO UK
- Burnbanks Village Residents Association
- Pelagia (UK) Limited
- SEPA
- Torry Community Group
- Stagecoach Bluebird
- Car Clinic
- Transform Scotland

- RSPB Scotland
- Historic Environment Scotland
- Network Rail
- Opportunity North East
- Cultivate Aberdeen
- Sustrans

J.3.2 Section 11 of this report provided a summary of the key points from the public engagement exercise. Greater details on the findings and feedback received is provided here.

### Option A2a and A2b

J.3.3 Figure J:1 shows the split in opinions for Option A2a, with Figure J:2 showing similar for Option A2b. A similar split is noted between the two options, with strong net public disagreement with both option proposals (-53% points and -47% points).

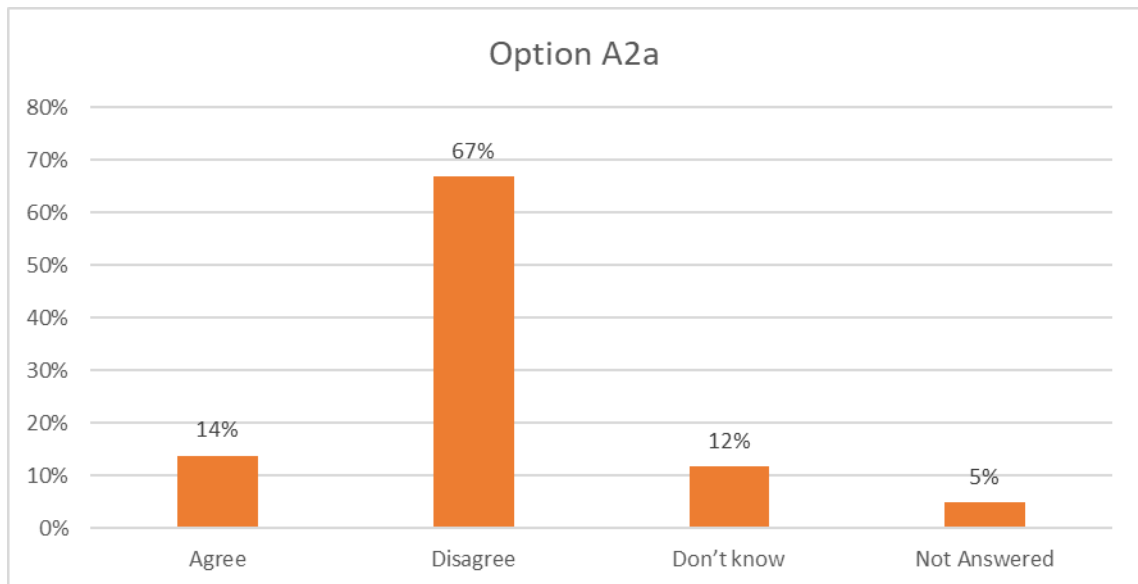


Figure J:1: Option A2a – Percentage Split of Responses

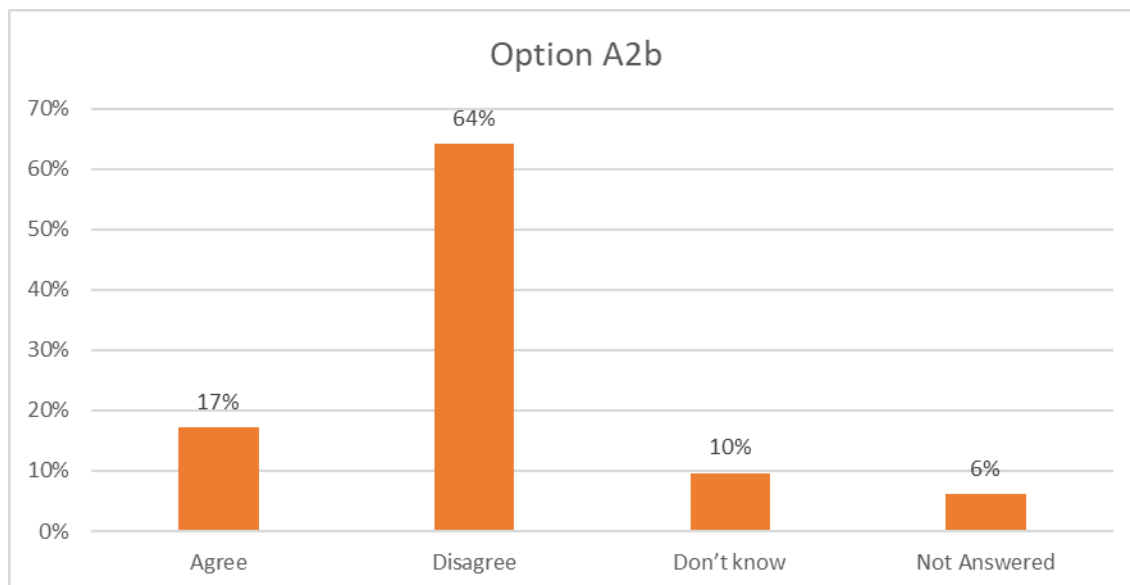


Figure J:2: Option A2b – Percentage Split of Responses

- J.3.4 The impact of both options on St. Fitticks Park was a prominent concern raised by locals and organisations alike, with 48 comments referring to St Fitticks Park. Locals felt as this is one of the few green spaces left in the area, this park should not be impacted by development. Many residents associate this park with the sense of community in Torry.
- J.3.5 As highlighted by several residents of Torry, St. Fitticks Park is home to many protected animals and wildlife and removing the area would displace these species.
- J.3.6 The recent significant investment into St Fitticks Park was also noted, as well as the East Tullos Burn Project and Tullos Hill Conservation Site, and there is a strong desire to retain it.
- J.3.7 Some individuals pointed out that St. Fitticks Kirk is a historic site in the park and could be at risk of damage. Many believe this part of the environmental assessment has not been considered because of issues raised at the Development Plan consultation stage. This was reiterated by Historic Environment Scotland.
- J.3.8 NatureScot, RSPB Scotland and The North East Scotland Biodiversity Partnership organisations emphasised their concerns around the potential loss and impact on the East Tullos Burn Project and the environment of St Fitticks Park. The project is award-winning and provides a wetland habitat for fauna and flora, as well as a natural solution to pollution. This view is also supported by Cove and Altens Community Council.
- J.3.9 Many Torry residents felt the loss of the park would have significant negative impacts on their physical and mental health. During the COVID-19 pandemic, many have used the park as an escape to help their mental health and meet other people outside due to restrictions.
- J.3.10 Torry residents strongly feel they are constantly experiencing the brunt of any construction decisions and therefore experience continued upheaval of their area. Some feel the road should move vehicles through Altens to reduce the levels of pollution in Torry.
- J.3.11 Some locals noted there is no need for a completely new road to be constructed to facilitate the work taking place at Nigg Bay, and that the current roads accessing the harbour could be upgraded instead. A local business noted regeneration of the road network is much needed for the area as they feel it is in decline and disrepair.

- J.3.12 Many comments noted that additional vehicles and new traffic control on the southern section of Wellington Road could result in increased congestion. There was also a concern that HGVs may be tempted to travel down smaller streets to avoid traffic congestion.
- J.3.13 Network Rail emphasised that any work under the railway bridge will cause significant disruption to the rail network above and will be difficult to construct to accommodate abnormal loads.
- J.3.14 Residents of Torry highlighted that the benefit to cost ratio is too low for these options to be considered further. There is a potential negative health and social impact because of increased noise and air pollution, and it was felt this was a greater cost than any benefit.
- J.3.15 One individual of Burnbanks village noted a preference for these options as they move heavy traffic away from their village (as per Option A5).
- J.3.16 These options however were thought to be the most sensible and effective options by a couple of individuals. They were noted as the better options for HGVs as they route through the industrial estate.

### Option A3a and A3b

- J.3.17 Figure J:3 shows the share of responses for Option A3a with Figure J:4 showing similar for Option A3b. A similar split is noted between the two options, with net public disagreement with both option proposals. It is however noted that compared to the option A2a/b, there is lower net disagreement with these options (-23% points and -17% points).

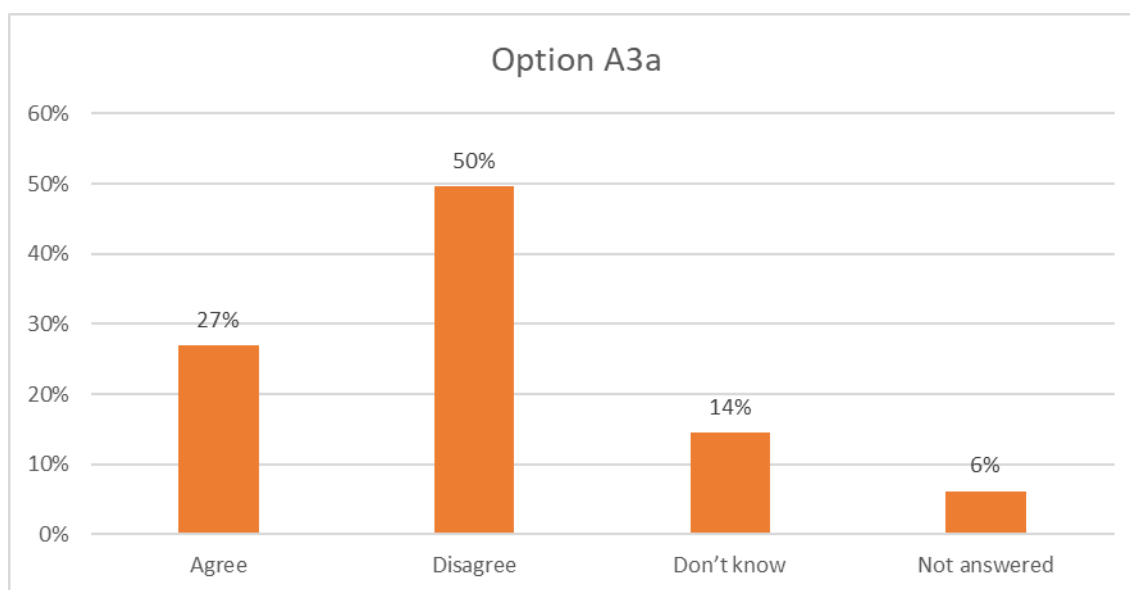


Figure J:3: Option A3a – Percentage Split of Responses



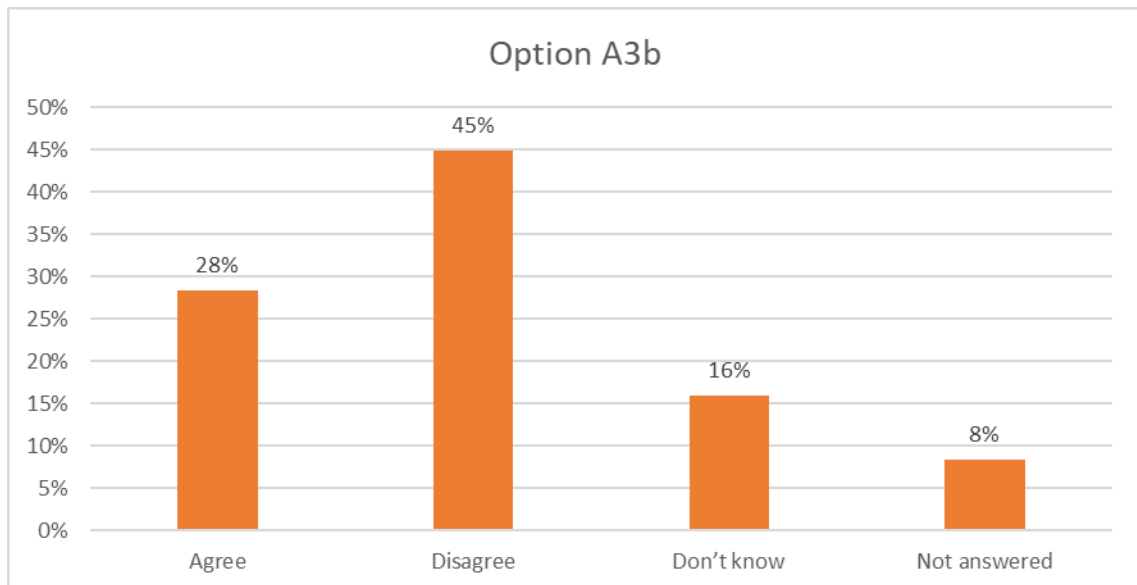


Figure J:4: Option A3b – Percentage Split of Responses

- J.3.18 In terms of both Options A3a and A3b, many respondents highlighted the 18% gradient of the new road from the new railway bridge down to the Coast Road is greater than the recommended gradient for HGVs on strategic roads. Additionally, the road would be too steep to allow for abnormal loads to use this route. This raised concerns that HGV traffic might route through the residential area of Torry as an alternative. It was therefore considered counterproductive to implement these options.
- J.3.19 One individual stressed that there would also need to be a new access road added at the Scottish Water plant which would see a gradient of 20%, further limiting access for certain vehicle types to that site.
- J.3.20 Network Rail highlighted that the railway bridge needs to be future-proofed to allow for electrification of the line.
- J.3.21 Some residents noted that as there are three existing roads which serve the new harbour, one of which was upgraded to support construction, there is no apparent need for the construction of a new road.
- J.3.22 Local residents raised serious concerns about construction through the Ness landfill site as it poses many problems. It was highlighted that going through the landfill has unknown implications and would require further investigation. Cultivate Aberdeen and other residents highlighted that any construction through the landfill site could have an impact on the environment from the required excavation and disposal of potentially hazardous material.
- J.3.23 The Greenwell Road junction was thought to be too busy to accommodate additional HGV traffic. Additionally, it was noted that the proposed implementation of new traffic controls could lead to further congestion on Wellington Road, which would be exacerbated with the anticipated increased traffic.
- J.3.24 It was also noted that the options pass close to Tullos Primary School which will have a negative impact on children's health, with the fact that children are more effected by atmospheric pollution than adults noted.
- J.3.25 Respondents highlighted that entering and exiting the East Tullos industrial estate could become more difficult with the increased traffic flow, and that the presence of parked cars exacerbates the problem. However, it was noted that routing the new road through East Tullos could enable regeneration in the industrial estate.

- J.3.26 Residents of Torry were glad that St. Fitticks Park is not impacted by these options, although there will still be some loss of green space which should be avoided. Additionally, respondents noted that having the road elsewhere would reduce potential noise pollution for the residents of Torry.
- J.3.27 The resultant negative impact of the options on Tullos Hill was noted with the destruction of habitats and therefore loss of biodiversity. This area is considered beneficial to the wellbeing of Tullos residents and this has become more apparent during the COVID-19 pandemic.
- J.3.28 Some residents commended that these options create a shorter route to the AWPR and the King George VI bridge, while linking East Tullos to the new ASH, which is considered to be beneficial.
- J.3.29 Some Torry residents noted that the cost-benefit ratio is low for this option, indicating that these options should not be considered further. Uncertainty around the costs increasing due to the greater investigation into the landfill site required was also noted. It was however noted that the options meet many of the study's transport planning objectives.
- J.3.30 Cove and Altens Community Council stated that Options A3a and A3b are best for servicing ASH, as well as having a minimal impact on the local community. These options also allow for the Ness landfill site to be used to provide the links necessary for the new harbour, the industrial estates and Wellington Road. Residents noted a desire that the Coast Road does not experience a growth in traffic flow.

**Option A4**

J.3.31 Figure J:5 shows the split of responses for Option A4.

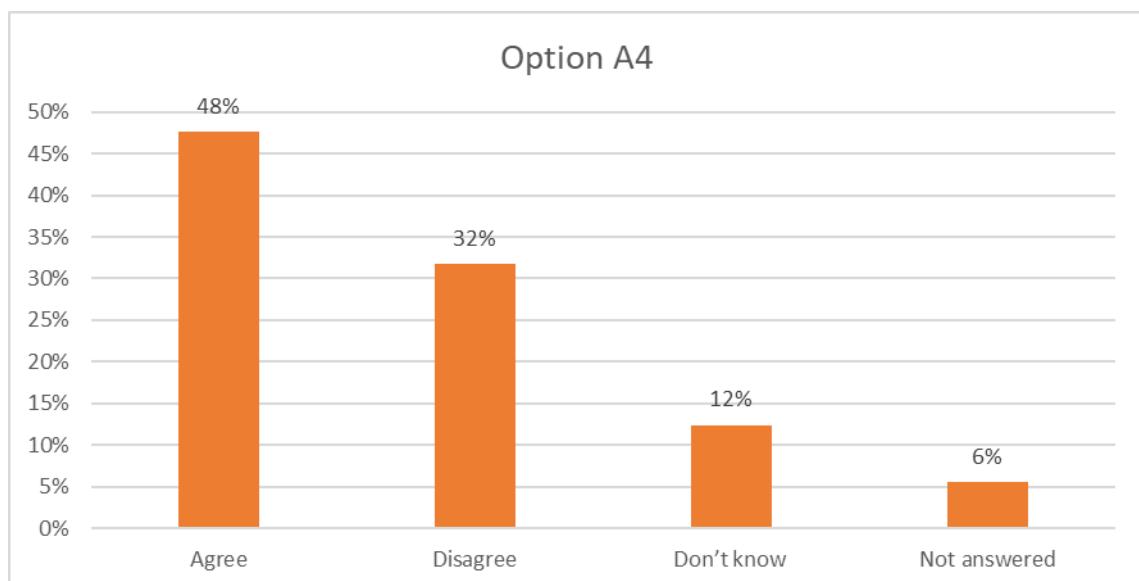


Figure J:5: Option A4 – Percentage Split of Responses

- J.3.32 It was evident from the many responses received that this is the preferred option as it proposes to keep larger vehicles off Wellington Road and does not route through existing green space.
- J.3.33 One resident suggested that if the Coast Road is to be upgraded then there needs to be a 40mph limit in places to make it safer for road users.
- J.3.34 Local residents were content that this option keeps HGVs and abnormal loads to industrial areas, avoiding residential communities, with minimal impacts on the residents of Torry, Burnbanks and Altens.

- J.3.35 Hareness Road was noted by many to already be a busy road and the addition of the extra traffic would see congestion worsen. It was considered that exiting side streets will become more difficult due to more vehicles on the road.
- J.3.36 One Torry resident suggested that this option would allow for better connections to the AWPR as well as improved links to the Bridge of Dee and King George VI Bridge.
- J.3.37 Many residents and environmental organisations consider this to be the most environmentally friendly option due to avoiding the need for development across green spaces.
- J.3.38 A few respondents noted there would be an increase in traffic on the National Cycle Network Route 1 between Torry and Cove, which would negatively impact on the cycle route. Additionally, it could be harder to access the coastal path due to the busier road.
- J.3.39 Some respondents noted the Coast Road should be kept as a scenic route rather than using it to divert traffic away from Wellington Road and residential areas noting that the widening of the Coast Road would be disastrous for Cove as it could see an increase in traffic. The potential detrimental impact on the environment and wildlife through any road widening was also noted.
- J.3.40 A couple of Torry residents highlight that the Doonies Rare Breeds Farm is at risk. This was noted as an undesirable outcome as it protects endangered species and has been around for decades.
- J.3.41 Cove and Altens Community Council noted Option A4 is their preferred option as it develops an existing road for HGVs, through the industrial estate, via Hareness Road.
- J.3.42 One member of the public suggested there should be some consideration of the rail network in the options as rail freight is a more sustainable form of transport.
- J.3.43 A few residents and organisations emphasised the positive benefit to cost ratio and noted that the option meets a significant number of the transport planning objectives.

### Option A5

J.3.44 Figure J:6 shows the split in responses for Option A5.

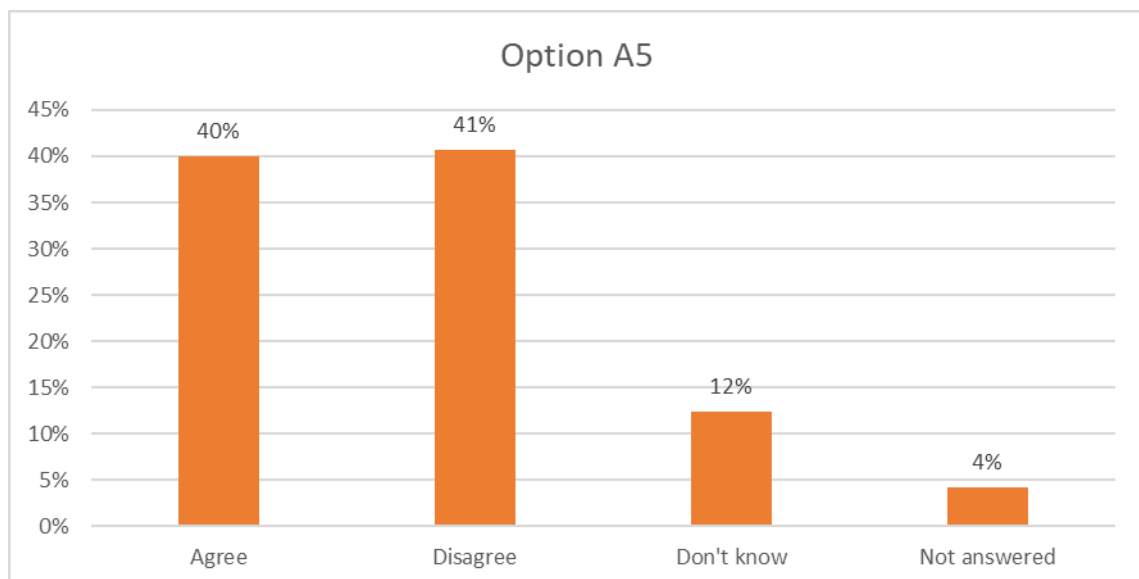


Figure J:6: Option A5 – Percentage Split of Responses

- J.3.45 Many residents of Burnbanks village in particular highlighted that there would be a substantial impact to the Burnbanks community if this option went ahead. This was deemed unacceptable. The route through Southerhead Road to the Coast Road was considered to have significant negative impacts on both the Burnbanks Village and Altens communities. It was noted that the option would result in reduced access from these communities to Cove Bay by foot. This would isolate those who live in Burnbanks Village from Cove Bay where the local primary school, doctors and shops are located.
- J.3.46 Cove and Altens Community Council noted Option A5 as the worst option due to the negative health and quality of life impacts on the residents of Burnbanks village. This included the noise and air pollution generated from the close proximity of houses to HGVs traffic on the road.
- J.3.47 Network Rail emphasised that a new railway bridge is subject to asset protection and would have to enable future electrification of the line.
- J.3.48 Some respondents noted that Option A5 successfully improves links between the ETZ and ASH, although there is little connectivity between ASH and East Tullos which is a potential issue.
- J.3.49 Respondents highlighted that the option provides an improved connection to the AWPR which is beneficial for all the residents of this area and that the option will also reduce congestion on Wellington Road, north of Southerhead junction.
- J.3.50 Many respondents also noted that the construction of a new road is unnecessary when there is already pre-existing infrastructure present.
- J.3.51 Many respondents noted that Option A5 has a greater negative environmental impact compared to Option A4. With Doonies Rare Breed Farm being a valued part of the wider community, many felt it would be a disaster if this were lost.
- J.3.52 Local residents emphasised that the noise and vibrations from the south end of the Coast Road would be disruptive to the nearby residential area.
- J.3.53 The occupier of the site at the east end of Southerhead Road whose premises would be significantly impacted by this option noted that since 2014, the company has made significant investment at the site in refurbishing and constructing buildings, as well as upgrading facilities. In addition, on-going investment decisions are being made in relation to the site and the outcomes of this study could significantly impact on these. Therefore, there is a need to keep the occupier fully up to date on the progression of the options and the project.
- J.3.54 The company holds a SEPA PPC permit for a blast and paint facility at the site and a SEPA permit is also in place for the non-destructive testing and hydro testing facility. Such facilities are far more difficult to relocate compared to other buildings on the site. Another suitable site would need to be found where permits associated with them could be re-applied for. The blast and paint facility, in particular, was highlighted as the most difficult to relocate and ideally would remain at the current site. Given this, it was noted that it may be possible for future acquisition of *some* of the site, due to the way that the potential road option would interact with the facility i.e. it might not be necessary for the whole business to be acquired and relocated. It is noted that other companies which also occupy land here have been contacted as part of the engagement but have not responded.
- J.3.55 Some respondents noted that this option has fewer obvious advantages compared to Option A4 and is more expensive.
- J.3.56 Again, a few individuals suggested that rail options should be explored as this mode could be used to lessen the congestion experienced on the road network.

### Option B1

J.3.57 Figure J:7 shows the split in responses for Option B1 which includes extending or reinstating the current bus services so that they can serve Aberdeen South Harbour and the Energy Transition Zone (ETZ) sites. There was an overall mixed response towards the proposals.

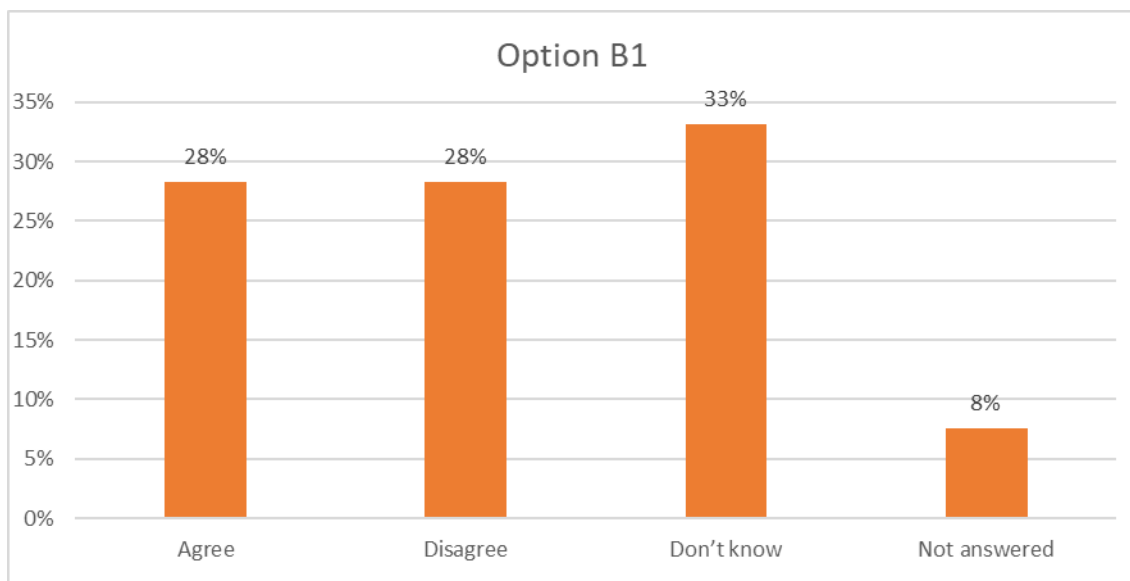


Figure J:7: Option B1 – Percentage Split of Responses

- J.3.58 Many respondents noted that a bus option is just not needed as it was considered that there is no demand for this service. Therefore, it was considered that buses would run at a loss with few or no passengers.
- J.3.59 Furthermore, it was highlighted by many individuals and SEPA, that the ETZ has still not been officially adopted in the Local Development Plan, so there could be no need to serve these areas by public transport.
- J.3.60 Many road users are concerned that the introduction of a bus service would increase traffic congestion in an already highly congested area.
- J.3.61 Some respondents noted that people will not change to public transport as the journey times would be longer than if they travelled by car and considered that this option is only viable if express buses are introduced with priority lanes.
- J.3.62 It was noted that as the bus service is intended to terminate in the city centre, another bus would have to be taken to go elsewhere which becomes expensive. Therefore, a multi-trip ticket should be introduced by First Bus to encourage people to use the buses.
- J.3.63 It was suggested that the extension of existing services would be beneficial to residents. It was also seen to encourage a much-needed shift to more sustainable modes of transport and aides in the decarbonisation of the transport system.

### Option B2

J.3.64 Figure J:8 shows the split in responses for Option B2, which proposes a new bus service between Aberdeen South Harbour and Aberdeen City Centre to primarily serve tourists arriving on cruise ships. There was an overall mixed response towards the proposal.

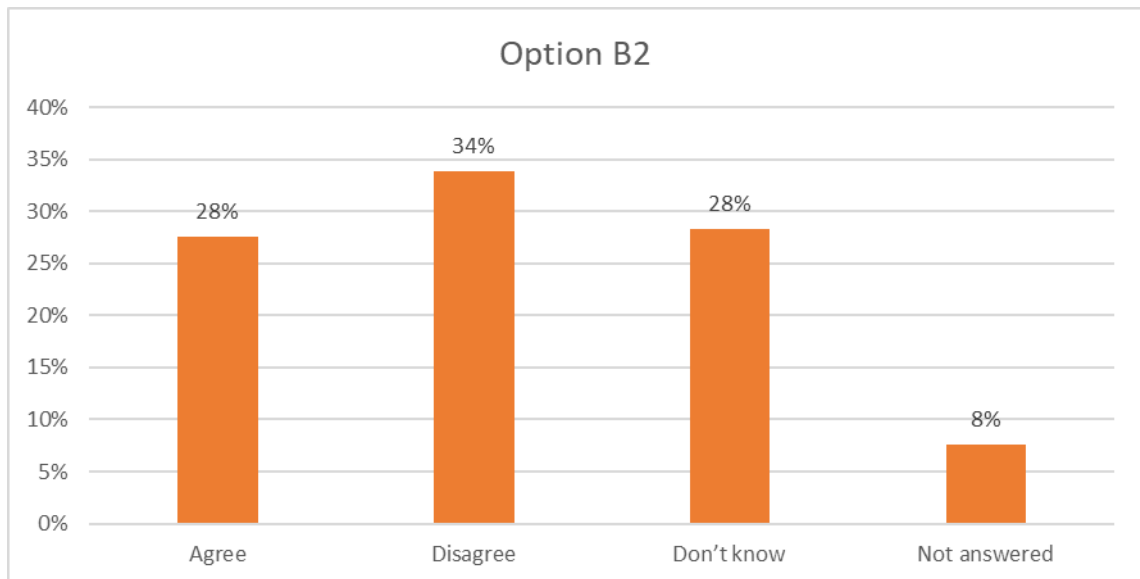


Figure J:8: Option B2 – Percentage Split of Responses

- J.3.65 Many respondents noted that the current COVID-19 pandemic may have a long-term impact on the number of cruise ships, and thus tourism in Aberdeen. This, coupled with Brexit, was anticipated to result in fewer international tourists visiting the area.
- J.3.66 Many respondents noted that the nearby water treatment works, and decontamination site will be very off-putting for tourists on their arrival to Aberdeen. It was noted that tourists would be greeted by a run-down predominately industrial area that is not aesthetically appealing.
- J.3.67 It was highlighted that other cities which receive cruise ship passengers operate a free shuttle bus service to the ferry for those who want to visit the city centre. Additionally, it was highlighted that many cruise companies arrange pre-organised tours by private tour companies which would mean there is no need for a bus service. Sustrans noted that the introduction of a bus service solely for tourists supports neither active travel nor city wide ambitions to encourage modal shift.
- J.3.68 It is emphasised that the buses would have to be timed with cruise ship arrivals to allow for tourists to use the service.
- J.3.69 Some respondents suggested that the buses should not be solely for the cruise passengers and should be made accessible to all.
- J.3.70 Respondents noted there would be an increase in traffic on Victoria Road due to the addition of extra buses, causing more congestion on the roads.
- J.3.71 A few respondents suggested that the planning of public transport should be held off until the harbour is up and running so there is a clearer understanding of public transport demand.

**Option B4**

- J.3.72 Figure J:9 shows the split in responses for Option B4, which proposes a new bus service between Aberdeen city centre and ASH / ETZ sites. There was an overall mixed response towards the proposal.

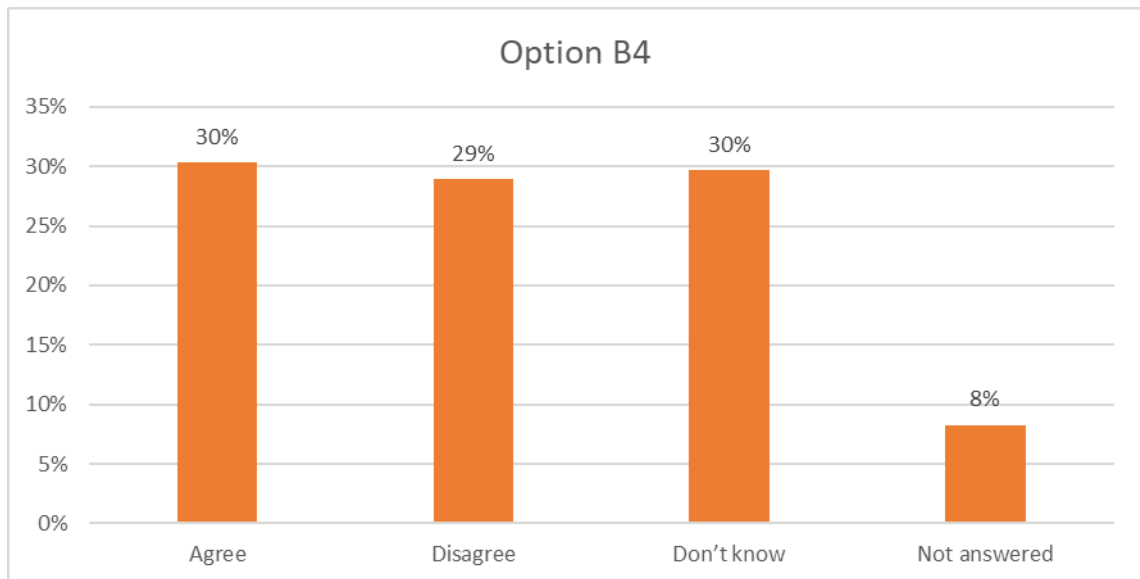


Figure J:9: Option B4 – Percentage Split of Responses

- J.3.73 Respondents suggested that this service is not needed for the area and therefore would be financially unviable due to the lack of patronage.
- J.3.74 Residents of Torry highlighted that for this to be successful, it needs to be a frequent service with prominent bus stops. It was considered a better option than others as the service covers a wider area, but it would be advantageous to extend it further to serve Tullos and/or Altens industrial estates.
- J.3.75 A few companies and residents feel this would be beneficial for the industrial estate to be serviced by bus.
- J.3.76 Again, it was noted that the introduction of new bus services would lead to more congestion on the roads, which was anticipated to have a negative impact on the environment, with further negative impacts on local communities i.e. air pollution.

### Option B5

- J.3.77 Figure J:10 shows the split in responses for Option B5, which proposes a new circular bus service between the city centre and both ASH and the ETZ site at St. Fitticks Park. There was an overall mixed response towards the proposal.

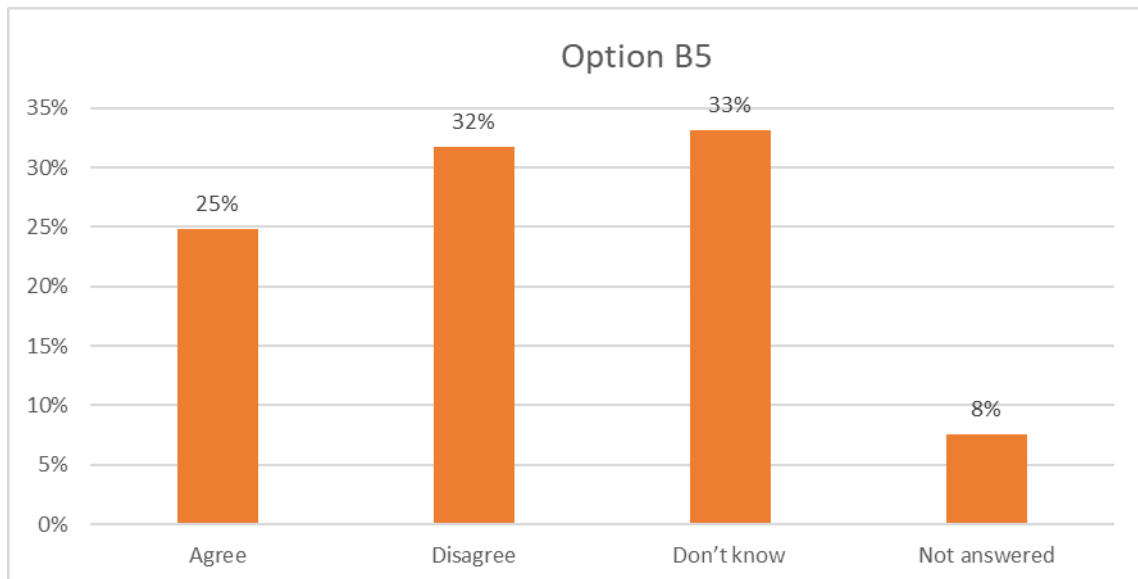


Figure J:10: Option B5 – Percentage Split of Responses

- J.3.78 Many Torry residents and other respondents were concerned that Option B5 requires a road link through St. Fitticks Park, an area highly valued by the local community as one of the last remaining local green spaces. In general, respondents who disagreed with road Options A2a and A2b (which route through St. Fitticks Park) also disagreed with this option, with similar reason as noted for those options.
- J.3.79 Some respondents emphasised that as the ETZ has yet to be granted planning permission, the addition of these bus services to reach these areas which may not be allowed to be constructed is pointless.
- J.3.80 As noted with the other bus options, the introduction of the bus service was considered to not be necessary for this area. Again, it was noted that for the service to be used by local people the service would have to be an express service.
- J.3.81 Residents of Torry, Cove and Burnbanks Village raised concerns around increased traffic on Victoria Road and the Coast Road, and the associated repercussions of this their communities.
- J.3.82 Some respondents noted support for the circular design of the service.
- J.3.83 Rail was again highlighted by a few individuals as an effective public transport alternative to any bus service. It was suggested that Cove train station could be recommissioned, allowing for residents of the local area to reach the city centre by train.

**Option C1**

- J.3.84 Figure J:11 shows the split in responses for active travel Option C1, which proposes enhanced active travel routes between ASH, the ETZ sites and Aberdeen City Centre / Deeside Way. More respondents agreed, than disagreed, with this option.



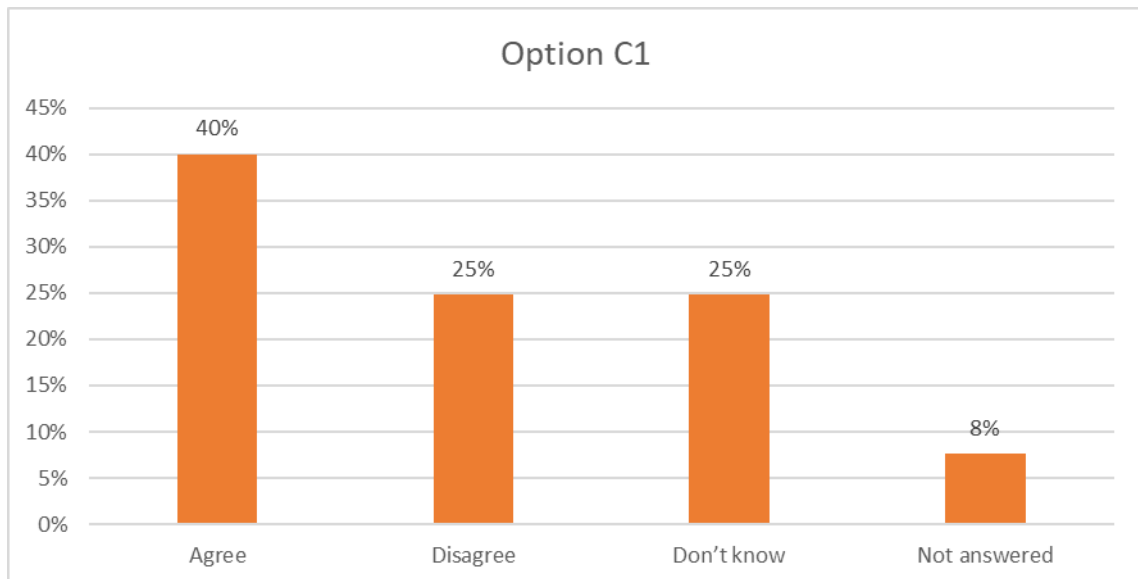


Figure J:11: Option C1 – Percentage Split of Responses

- J.3.85 The need to shift to active travel was recognised by many respondents and improving active travel infrastructure was considered to help encourage modal shift and enable decarbonisation targets to be met.
- J.3.86 Aberdeen Cycle Forum highlighted that the route is indirect, and it would be more effective to connect ASH to the city via Torry.
- J.3.87 Many individuals and Aberdeen Cycle Forum emphasised that shared paths are not appropriate for cyclists. Therefore, there should be full segregation between modes. It was noted that pinch points are where cyclists can feel unsafe due to sharing a junction with HGVs and cars. This should be avoided on the routes. In particular, cyclists highlighted that this option would involve negotiating pinch points at the northern end of Wellington Road and South College Street, which would still occur regardless of the proposal suggested. It was also suggested that the route should avoid trunk roads to encourage cyclists.
- J.3.88 Sustrans suggested that the route include all direct routes through Torry and to the city centre, thereby covering more journeys and that the safety of active travel should inform design. It was noted that Torry is one of most deprived areas in Aberdeen and that removing barriers to active travel and introducing modal filters that support low traffic neighbourhoods could bring health, economic, social and environmental benefits to the area.
- J.3.89 Many respondents noted that for the active travel route to be achievable, the roads need to be high quality and free of potholes which have appeared due to HGV traffic.
- J.3.90 Some road users were concerned about the potential reduction in carriageway space for motorists and HGVs, but some noted it could be considered a positive as it could deter cars.
- J.3.91 A few respondents noted that this route has the potential to cause traffic delays on Balnagask Road and College Street.
- J.3.92 Some respondents thought that the road on the south side of ASH is very steep and exposed to sea winds, which will discourage cyclists from using the route.
- J.3.93 It was suggested that the Option C1 route would result in no-one using the route as it goes through St. Fitticks Park, which is very convoluted. Additional it was added that the route through the park would not be beneficial as many people who use the park are children or dog walkers.

J.3.94 It is also suggested by respondents that there needs to be greater consideration to pedestrians and not solely cyclists.

#### Option C4

J.3.95 Figure J:12 shows the split in responses for active travel Option C4, which proposes enhanced active travel routes between ASH / ETZ sites and Wellington Road (South). More respondents agreed, than disagreed, with this option.

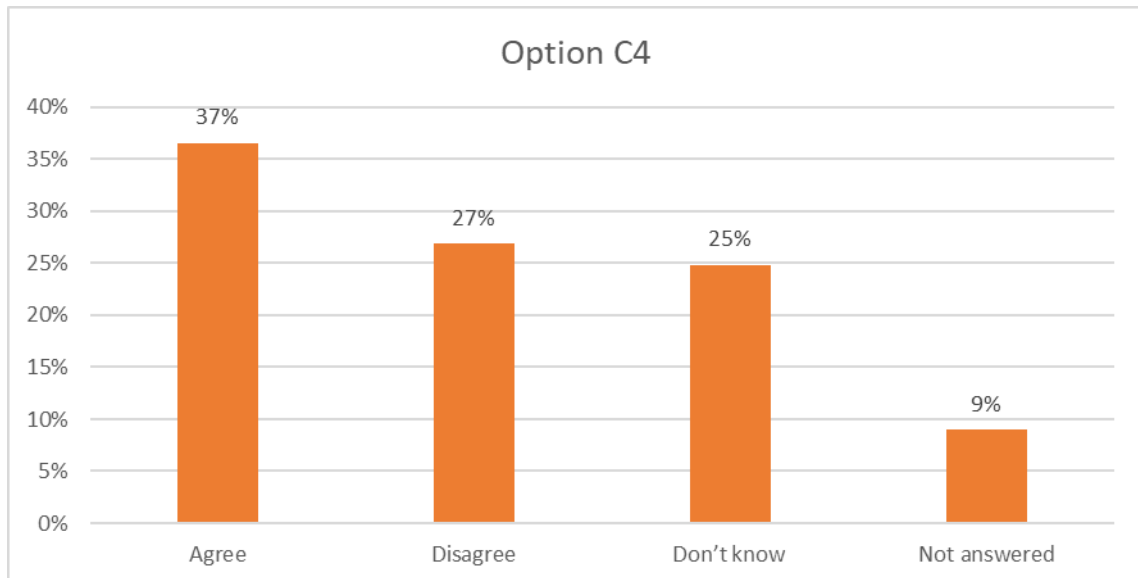


Figure J:12: Option C4 – Percentage Split of Responses

J.3.96 As per the comments on option C1, respondents are supportive of enhanced active travel routes in Aberdeen and consider that the city is behind other large cities in terms of active travel infrastructure.

J.3.97 Many respondents noted that this option is good for those working at ASH and it provides easy access from the south of the city, while helping to achieve decarbonisation targets.

J.3.98 Sustrans raised concerns regarding cyclist proximity with HGVs on Hareness Road and suggested utilising and upgrading the extensive network of existing core paths in the area to enhance active travel provision.

J.3.99 NatureScot showed support for this option, as it enhances active travel routes, but does not impact on St. Fitticks park and the East Tullos Burn Project.

J.3.100 However, some respondents noted that as the majority of vehicles travelling to ASH will be HGVs and abnormal loads, it makes no sense to push for active travel routes to this area unless there is a demand for it by the workers of the site.

J.3.101 Aberdeen Cycle Forum highlights that the cycle lane which is on the Coast Road is under review as there are several design flaws.

J.3.102 While the implementation of segregated cycle paths was generally supported, it was noted however that provision needs to be continuous otherwise people will be discouraged from using the routes.

J.3.103 Some respondents noted that there needs to be further cycling infrastructure included (e.g., cycle racks) at offices to support any increase in cycle use. Buses should also have increased facilities to allow for bicycles to be taken onboard.

- J.3.104 Some respondents noted that the addition of cycle lanes on Hareness Road would make congestion and traffic flow worse on the road as the traffic lanes would be narrowed and cyclists would slow down traffic. Hareness roundabout is considered to be difficult to negotiate for cyclists.
- J.3.105 One member of the public highlighted that the number of disadvantages for Option C4 outweighs the advantages and that there were more drawbacks for this option compared to Option C1.
- J.3.106 One individual suggested that a segregated cycle path along the beach should be considered to enhance the active travel capabilities for the area.
- J.3.107 It was also suggested that a dedicated cycle route on Coast Road should be continued along to Cove or have a separate route on the east side of the railway line.

## Appendix K Option A3a/b extension (East Tullis to Coast Road link)

### K.1 Overview

- K.1.1 As noted in Section 8.1, Option A3a and A3b require the construction of a new bridge across the railway line, and Network Rail has indicated that a minimum headroom of 6.3m would be required. This creates a significant constraint on the north-east side of the railway where there is only a short distance between the crossing point and Coast Road. This would require a carriageway gradient of 18% - approximately three times the recommended gradient for a strategic traffic route – which would be unsuitable for regular use by HGVs and buses. The increased elevation of the carriageway on both sides would also introduce the need for extensive retaining walls of significant height to mitigate encroachment on the railway and into the Scottish Water Wastewater Treatment Works site.
- K.1.2 Additional engineering feasibility work has been undertaken to consider a variant of both Option A3a and A3b to overcome these constraints. This variant removes the need for the new railway bridge and instead continues the new road through the landfill site to join Coast Road south of the existing bridge.

### K.2 Option A3a/b variant

- K.2.1 As noted above, the variant removed the need for the new railway bridge and links East Tullis with Coast Road south of the existing bridge, as shown in Figure K:1 and Figure K:2.



Figure K:1: Option A3a/b variant – Plan View

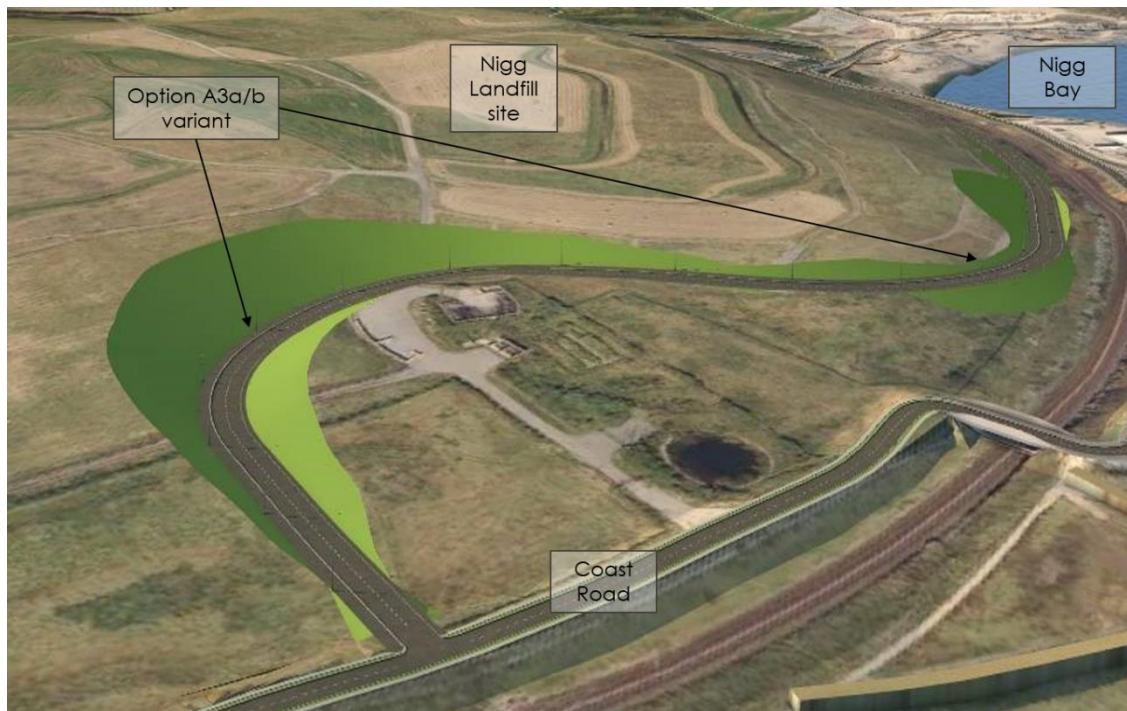


Figure K.2: Option A3a/b variant – Coast Road View

- K.2.2 This initial high level road design, undertaken in Infracore, is based on a 7.3m wide road with a 3.0m shared footway - to additionally provide for active travel linkage between East Tullos and Coast Road. The route alignment has been adjusted to go around the mast/pond noted on the plan view and tie back in on the Coast Road at a priority junction sufficiently south of the bridge. Note that the new bridge (as proposed in option A4) is not noted on the diagrams but would be assumed to be in place if this variant were to be developed.
- K.2.3 The tie-in to Coast Road requires a significant cutting around the mast and pond and similarly at the industrial site entrance. This is to allow a 6% slope (design limit for strategic roads, note that an industrial road limit is 5%).
- K.2.4 Total earthworks for this variant are estimated at 124,600m<sup>3</sup> cut, 6,900m<sup>3</sup> fill, with a net cut of approximately 117700m<sup>3</sup>. This could be optimised slightly, but the levels or cut are largely due to the tie ins at each end. As a comparison, the estimated earthworks for Option A3a/b (without the variant) are 30,000m<sup>3</sup> cut, 8400m<sup>3</sup> fill, with a net cut of approximately 21600m<sup>3</sup>. This provides some indication of the additional earthwork requirements of the variant, with over five times the volume of earthworks required.
- K.2.5 Feasibility and risk issues remain with this variant in respect of the landfill re-engineering as per the risks noted for Option A3a/b. Indeed, these risks are higher given the additional incursion into the landfill. There is also significant uncertainty around costs, engineering feasibility and environment impacts (community, construction safety, water, gas etc).
- K.2.6 Also, given the “double-back” nature of the route, it would be expected that external traffic would continue to route via Hareness / Coast Road to access Charleston junction. In this case, this variant could be a possible later add-on to Option A4 (the new road bridge and improved Coast Road) and provide a more direct link between East Tullos and the ASH, although this would be dependent on the acceptance of the delivery risks as well as future funding. The feasibility of delivering this option would be highly dependent on further detailed work to investigate the landfill and the associated scheme costings.
- K.2.7 Whilst such a link would therefore not provide a meaningful connection between the strategic road network and the new harbour, a link directly connecting East Tullos to ASH has the

potential to support the regeneration of East Tullos and ASH related activities. East Tullos industrial estate represents a large area of land close to the harbour that has been specified for redevelopment as the building stock is ageing. Improved connectivity between the industrial estate and the new harbour has the potential to support future harbour activities, the regeneration aspirations for the estate, and unlock inward investment in the area.

## ABERDEEN CITY COUNCIL

<b>COMMITTEE</b>	City Growth and Resources
<b>DATE</b>	3 <sup>rd</sup> February 2021
<b>EXEMPT</b>	No
<b>CONFIDENTIAL</b>	No
<b>REPORT TITLE</b>	Electric Vehicle Framework for Aberdeen
<b>REPORT NUMBER</b>	COM/21/019
<b>DIRECTOR</b>	Steve Whyte
<b>CHIEF OFFICER</b>	Gale Beattie
<b>REPORT AUTHOR</b>	Anthony Burns
<b>TERMS OF REFERENCE</b>	3.3

### 1. PURPOSE OF REPORT

- 1.1 The purpose of the Report is to seek approval of the Committee to adopt the Electric Vehicle (EV) Framework for Aberdeen and to note the accompanying Evidence Base and Baseline Report.

### 2. RECOMMENDATION(S)

That the Committee:-

- 2.1 Approves the adoption of the Electric Vehicle Framework included as Appendix 2 of the report;
- 2.2 Refers the £675,000 capital investment required to support the 2025 delivery target for Electric Vehicle Infrastructure to the Council's Budget Setting Process in order to support a further step change in the roll out of the required infrastructure;
- 2.3 Instructs the Chief Officers – Strategic Place Planning and City Growth – to explore opportunities for external funding opportunities as well as encouraging and facilitating the entry of commercial operators into the city to support the further roll out of charging infrastructure in order to meet demands post 2025;
- 2.4 Instructs the Chief Officer – Strategic Place Planning, in consultation with the Chief Officer – Operations and Protective Services and the Chief Officer – Early Intervention and Community Empowerment, to explore opportunities to pilot on-street charging infrastructure in the city;
- 2.5 Instructs the Chief Officer – Strategic Place Planning to reflect an increasing role for the transition to electric vehicles against the policy background from both the UK and Scottish Governments to have phased out the need for new petrol and diesel cars and vans by 2030.

### 3. BACKGROUND

- 3.1 In 2017, the Scottish Government set out plans to phase out the sale of cars and vans powered solely by petrol or diesel by 2032. This has now been brought forward to 2032 as of December 2020 as part of the Climate Change Plan 2018-2032 update in light of the UK Government announcement in November 2020 stating that new cars and vans powered wholly by petrol and diesel will not be sold in the UK from 2030 with plug-in hybrids removed by 2035. This creates huge opportunities for a switch to lower carbon forms of transport and is likely to lead to an increased demand for Electric vehicles (EVs).
- 3.2 The [Aberdeen Local Transport Strategy \(2016-2021\)](#) recognises that EVs have an important part to play in meeting our air quality, noise and climate change targets and contains an objective “To facilitate the uptake of ultra-low and low emission vehicles as a contribution”, while, in May 2020, the Council approved the [Net Zero Vision and Infrastructure Plan](#) for the City. Reference is made in that report to setting a net zero greenhouse gas emissions target of 2045 and that electric vehicle charging infrastructure and supporting policies need to be in place to support this.
- 3.3 For its own vehicle fleet, the Council agreed, in March 2020, to a presumption in favour of buying or leasing zero emission vehicles where those options existed, rather than petrol and diesel ones.
- 3.4 All of this has triggered the need to better understand the size of the current EV market, the likely growth by 2030, what will need to be done to support this predicted growth, what opportunities exist and who needs to be involved. This has led to the development of an EV Framework for Aberdeen.
- 3.5 Using external funding from Transport Scotland, a procurement exercise was undertaken for consultancy support to develop the Framework. Development of the framework included two rounds of both public and stakeholder consultation, the first of which – in January 2020 – sought to ascertain what should be contained in any EV Framework. Feedback was then incorporated into the development of a draft EV Framework and supporting Evidence Base and Baseline report, which were then consulted upon again in September 2020, with any further comments incorporated into the final version. The Executive Summary to the Framework is attached as Appendix 1, while the full EV Framework can be found at Appendix 2. Should the Committee adopt the Framework, then both the final EV Framework document and supporting Evidence Base and Baseline report will be made publicly available via the Council’s website following the decision.
- 3.6 The framework baselines the current EV market and the policy and strategy context and uses this to predict the growth of EVs locally over both five- and ten-year periods. Three scenarios to meet these, both for 2025 and 2030 are presented (Business as Usual, Good Practice and Exemplar), with the recommendation to follow the Exemplar Scenario. It then presents the necessary minimum numbers of charge points and types required to support



this, introduces a methodology for site selection and presents a long and short list of sites as well as presenting options for charge point management and necessary complementary measures. Although it has been developed by the Council, the framework makes it clear that the Council is not expected to deliver this on its own but, rather, as a means of presenting the likely demand and opportunities that exist within the City to encourage other partners and organisations to be involved. It is intended that the Framework will be aimed at the following groups:

- Drivers of private vehicles
- Vehicle Dealerships
- Taxi operators
- Commercial drivers
- Private sector companies who have large car parks and who may want to install chargers
- Private charge point operating companies

3.7 The Framework focuses on cars and vans licenced by fleets and individuals within the Aberdeen City Council (ACC) area and covers plug-in vehicles as opposed to self-charging, fuel-cell electric and mild hybrid vehicles which have no plug-in component. It is intended to complement the existing Strategy & Action Plan for Hydrogen (2015-2025) and work already being undertaken by the Council’s Fleet Services in relation to low carbon vehicles.

3.8 The Framework will build on the work which has already been undertaken to encourage EV uptake in the city including:

- ACC has taken the lead and set an example by integrating EVs within our exclusive use Co-wheels car club fleet and continues this commitment to purchasing zero emission vehicles going forward as and when funding becomes available. Co-wheels have been and continue to be a willing partner in this endeavour and have been working with the Council to roll out more EVs on the publicly available fleet too. There are now 16 EVs on the Co-wheels Aberdeen fleet.
- The Council has been working with funders and partners since 2011 to roll out EV charge points across Aberdeen in line with Scottish Government policy. 54 EV charging units, equating to 104 charging sockets, have been installed by the Council to date. Of these, 62 sockets are publicly available. There are also many other EV charge points across the City that have been implemented by private operators.

3.9 Should the framework be adopted, the table below shows how many publicly-available chargers are installed in the City and the minimum additional numbers required to achieve the Exemplar Scenario. Based on these figures, this would require a minimum further 11 rapid chargers to be installed and a further 9 fast chargers.

Type	Total current	Total current	2021 (ACC)	2021 (non-ACC)	Additional units	Minimum Total to

	ly installed to 2020 (ACC)	ly installed to 2020 (non-ACC)	planned installations)	planned installations)	required by 2025 to meet framework requirements	meet framework requirements
Rapid (50K W)	11	3	3	?	11	28
Fast (22K W)	13	0	4	?	9	26
Charger (7KW)	7	31	0	?	0	37
Totals	31	34	7	?	20	91

- The Exemplar Scenario includes 37 7KW chargers so the City is already exceeding that number with 38.
- Note – each charger can charge 2 vehicles at once.

3.10 Although other organisations should be encouraged to install chargers, the Council cannot control their purchasing decisions or land. Therefore, given the identified need for these chargers, it is proposed that the Council should take the lead to directly procure and install the required number of charge points required by 2025. Should other organisations install chargers as well, then this will be of extra benefit to the City. It is also recognised that, despite an indication in the Framework, it is very difficult at this stage to exactly predict how many EVs will be on the road by 2025. The Council will use the recommended shortlist as well as revisiting the long-list and site selection criteria, identified in the Framework and Evidence Base and Baseline report when deciding on appropriate sites.

3.11 Given the Council's recently approved Net Zero Vision and Infrastructure Plan, a commitment is required to commence investing in EV charging infrastructure to aid the achievement of this ambition. Should further Transport Scotland funding become available, as has been the case in recent years, this could be utilised to augment Council investment and further accelerate the roll out of the EV Framework.

3.12 After 2025, more information on the size of the EV market and the charging requirement up to 2030 will be available so it is proposed that the 2030 requirements are kept under review. Current estimates suggest that the total number of charge points required by 2030 will treble to around 266.

3.13 In addition to the numbers provided for 2025, the Framework also encourages the Council to explore a pilot, focused around provision of on-street charging infrastructure in an area of the city where, due to a lack of off-street parking, people would currently struggle to charge at home. This should be explored ahead of 2025 and, if successful, could help contribute to the total number of chargers needed by 2030. The Framework also shortlists a range of

complementary measures which should be progressed to encourage a greater EV uptake, including parking management and awareness raising. These will be explored as part of wider work currently being undertaken in these areas.

- 3.14 There is evidence to suggest an increased appetite for commercialisation of EV charging. BP recently purchased the national “Chargemaster” network and are expanding it under a new brand, BP pulse. Shell are also rolling out EV chargers across their petrol filling stations and currently converting a former petrol filling station to full EV. Other private operators, such as Ionity, Ecotricity, Tesla and Instavolt, are also starting to work with partners and landowners to install charging infrastructure across the UK. The Council should explore the opportunities that this may bring to the City.
- 3.15 In addition to recommending additional EV charge points, the framework also identifies a series of recommended complementary measures including public and business engagement, demand management tools, increased facilities alongside charge points, educational programmes, parking incentives and increased opportunities through the car club. However, as many of these are tied to other projects or will require further consideration, further work will need to be undertaken before these can be better understood.
- 3.16 Officers within the Council’s Governance function are currently in consultation with taxi and private hire operator licence holders to explore opportunities to encourage/ensure the use of alternative fuels within the implementation of licence conditions. Therefore, as the Council will be encouraging business use and taxis to use alternative fuels, the infrastructure will have to be in place to support the business use.
- 3.17 The full list of actions can be found in Appendix 1.

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

- 4.1 There have been no financial implications involved with producing the Framework. It has been developed by consultants on the Council’s behalf, supported by funding from Transport Scotland.
- 4.2 The Exemplar Scenario to 2025, is estimated to cost around £675,000 to manage, procure and install charge points, with an estimated further investment of at least £4.15 million to achieve the 2030 scenario. It has been made very clear in the Framework that the Council is not expected to take this forward on its own but to encourage other partners, particularly private landowners, and operators, to install chargers too. However, it is recommended that the Council procures and installs the necessary number of charge points required to achieve the 2025 total, at an estimated cost of £675,000.
- 4.3 A budget will require to be identified to support the introduction of the additional infrastructure. To date, external funding has been available from a variety of sources including the Scottish and UK governments and these are options which the Council and partners will continue to explore in delivering the actions (listed in Appendix 1) within the Framework.

- 4.4 There are likely to also be costs associated with the recommended complementary measures in the Framework which again will be for both Council and partners to deliver. However, as many of these are tied to other projects or will require further consideration, further work will need to be undertaken before these can be better understood.
- 4.5 Previous funding bids have identified that having a plan, clearly showing the Council's future aspirations backed up by research, such as this Framework, is often a requirement when bidding. The Framework also informs more efficient and targeted use of funding.

## 5. LEGAL IMPLICATIONS

- 5.1 The Climate Change (Scotland) Act 2019 sets a national Net-Zero target for all greenhouse gases by 2045. The Council is legally obliged to contribute to the fulfilment of this national target. By encouraging a greater switch to zero emission vehicles from fossil fuelled ones, this will help to realise this target.

## 6. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
<b>Strategic Risk</b>	Risk that the EV Framework will not align with the next Local Transport Strategy, on which work is due to start in 2021.	L	It will be the Transport Strategy and Programmes team who will also be developing this document. Thus, as we have oversight of both, we can ensure that the message is consistent across both documents. Additionally, we have stated within the EV Framework that it will be monitored and can be updated to take account of any changing circumstances in the strategic context.
	Changes at regional and national level in approach to EVs.	L	Scottish Government approved National Transport Strategy 2 in February 2020 and Nestrans are in the process of adopting their new Regional Transport Strategy. Given how recently these documents have been

	Risk that Aberdeen City's approach will run contrary to that of neighbouring Aberdeenshire Council.	L	<p>developed, it is unlikely that the national and regional approach to EVs will change dramatically.</p> <p>Aberdeenshire Officers have been part of the core project team developing this Framework.</p>
<b>Compliance</b>	Scottish and UK Governments make their targets more stringent and the Framework is no longer able to meet them.	M	Monitoring of the EV Framework will ensure that it remains relevant and up to date.
<b>Operational</b>	Other organisations are reluctant to get involved and the required number of charge points is unable to be delivered.	M	<p>Promotion of the Framework across the City to other organisations and engagement with the market in order to make them aware of the opportunities.</p> <p>The fact the Council has implemented a tariff for the use of charge points means that private companies are no longer competing against a free model.</p> <p>The Council takes a role in charge point delivery.</p>
<b>Financial</b>	<p>The costs of delivering the Framework are greater than the Council can afford.</p> <p>Difficulty in accessing external funding.</p>	<p>M</p> <p>M</p>	<p>The Framework recognises that the Council needs to work with external partners to deliver it.</p> <p>Having an approved framework will be useful in informing successful funding bids.</p>
<b>Reputational</b>	Public do not agree with content of the EV Framework and think that the Council is out	M	Two rounds of public and stakeholder consultations were conducted and their views have been incorporated within the

	of touch and not doing enough.		development of the Framework.
<b>Environment / Climate</b>	Scottish Government amend climate and environmental targets to make them more stringent.	M	Monitoring of the EV Framework to ensure that it remains relevant and up to date.

## 7. OUTCOMES

<b>COUNCIL DELIVERY PLAN</b>	
<b>Impact of Report</b>	
<p><b>Aberdeen City Council Policy Statement</b> Place</p> <p>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 EV framework will sit as one of the daughter documents to the Aberdeen Local Transport Strategy and provides more detail on how to realise the EV objectives of the Local Transport Strategy (LTS). It will inform and support the uptake of EVs to help meet the carbon reduction and air quality objectives of the LTS, ensuring it is in accord with and shaped by the current context of reduced emissions.</p> <p>The EV Framework is informed by the recent Strategic Car Parking Review which contained proposed actions for improving EV provision in Council car parks. Both documents, in turn, will inform a future Car Parking Framework for Aberdeen.</p> <p>Encouragement of EVs in place of petrol and diesel cars can bring air quality benefits which help to make walking and cycling more attractive.</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. The Framework contains actions around the travel needs of regeneration areas. This builds on existing work to provide EVs within such areas and helps facilitate transport improvements and therefore access improvements to enable residents to access employment.</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</p>

	<p>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>Improving access to transport will make it easier for young people to access the transport network and use it to further their opportunities. The emphasis on zero emission vehicles 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>By encouraging the uptake of zero emissions vehicles, in place of fossil fuelled ones, the Framework contributes towards emissions reduction targets. Improved air quality improves conditions for walking and cycling while there is also the recognition in the framework that location of EV charge points can help discourage unnecessary car trips into the City.</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, Sustainable Urban Mobility Plan, Aberdeen City Centre Masterplan, LOIP, Air Quality Action Plan, LDP and Aberdeen Net Zero Vision and Infrastructure Plan.</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 National Transport Strategy was published in February 2020 and contains the four pillars of “Equality”, “Climate”, “Prosperity” and “Wellbeing”.</p> <p>The Transport (Scotland) Act 2019 provides new powers for Local Authorities, including enhanced partnership working arrangements, implementation and enforcement of Low Emission Zones and discretionary powers to introduce a Workplace Parking Levy, which are aimed at improving sustainable transport.</p> <p>The Scottish Government’s EV route map, Switched On Scotland, identifies a series of goals and enabling measures outlined across seven key areas,</p> <p><b>1 POLICY FRAMEWORKS</b>  Plug-in vehicles are embedded in all relevant areas of policy and advance progress on climate change, air quality, renewables, energy security and public health.</p> <p><b>2 MARKET DEVELOPMENT</b>  Plug-in vehicles become more desirable than fossil-fuelled alternatives.</p> <p><b>3 RECHARGING</b>  Targeted, convenient, and safe recharging infrastructure is deployed across Scotland to meet the changing needs of the market.</p> <p><b>4 SUSTAINABLE TRANSPORT</b>  Plug-in vehicles promote more sustainable transport systems rather than adding to existing problems.</p> <p><b>5 ENERGY SYSTEMS</b>  Scotland’s electricity grid supports market growth of plug-in vehicles and is made smarter by controlled charging and distributed energy storage.</p> <p><b>6 ECONOMIC OPPORTUNITY</b>  Early leadership in advancing plug-in vehicles creates jobs and makes Scottish businesses more competitive.</p> <p><b>7 COMMUNICATION &amp; EDUCATION</b>  Increased awareness and confidence in plug-in vehicles encourages widespread adoption.</p>



## 8. IMPACT ASSESSMENTS

Assessment	Outcome
Impact Assessment	An Equalities and Human Rights Impact Assessment has been conducted as part of this report.
Data Protection Impact Assessment	Not required

## 9. BACKGROUND PAPERS

None

## 10. APPENDICES

Appendix 1 – EV Framework - Executive Summary  
Appendix 2 – EV Framework

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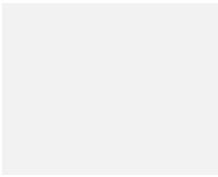
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# ABERDEEN ELECTRIC VEHICLE FRAMEWORK 2020 TO 2030

## Draft Executive Summary

JANUARY 2021

## CONTACTS



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## VERSION CONTROL

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# CONTENTS

EXECUTIVE SUMMARY .....1

## Executive Summary

This document establishes an EV framework for Aberdeen from 2020 to 2030 which will encourage and actively cater for a greater uptake of electric vehicles in the city and will support relevant national, regional and local strategies. It should be used to guide the strategy development and investment decisions of the Council and other organisations in the city.

The objectives are to identify how the city's charging infrastructure should be increased and managed, ensure that the Council's policies and strategies facilitate a greater uptake of EVs, outline what supporting measures are required, identify the key groups that should be involved in delivering the framework and set out the costs involved in delivering the framework.

Consultation with key stakeholders and members of the public was essential to inform the development of the EV Framework. Feedback has been used to inform the content of the framework.

The framework primarily concentrates on passenger cars and vans licenced by fleets and individuals within the Aberdeen City Council area. Some sections include more vehicle types and also refer to the Aberdeenshire Council area, reflecting the fact that Aberdeen is the regional centre for the north east of Scotland and many residents will travel into the city for business and leisure.

The fuels and technologies covered by the framework are plug-in electric vehicles (pure battery electric, plug-in hybrid and extended range electric vehicles). Hydrogen fuel cell vehicles are referenced in the framework, however, there is separate consideration of hydrogen fuel cell vehicles in the Aberdeen City Region Hydrogen Strategy and Action Plan (2015 –2025). Non plug-in hybrids (such as mild hybrid and self-charging hybrid) are not covered in this Framework as they have no plug-in component.

The framework should be read in conjunction with the Evidence Base and Baseline Report which provides more detailed information and is the basis for the framework.

Available vehicle and charging technology are discussed and the vehicles registered in Aberdeen and Aberdeenshire and their associated emissions outlined. The Aberdeenshire area has been analysed for current and future vehicle registrations, emissions and current infrastructure in order to provide context and account for the fact that traffic travelling into Aberdeen from outside the city is primarily from Aberdeenshire.

Consideration is given to commuters, visitors, in-transit vehicle, taxis and delivery vehicles.

Relevant UK, Scottish, Regional and Aberdeen City policies, strategies and legislation have informed this framework and a few gaps in the policy and strategy around EV infrastructure in car parks, taxis and business support have been identified. Suggestions to tackle these gaps have been recommended.

EV uptake and infrastructure requirements were modelled to inform future provision and three scenarios were developed:

- Scenario 1: Business-as-usual (BAU). This assumes no change to policy; forecasts were extrapolated from current registration trends
- Scenario 2: Good practice. In line with the DfT's Road to Zero medium scenario which aims for 50% of new registrations to be plug-in vehicles by 2030
- Scenario 3: Exemplar. In line with the Scottish Government's aim to phase out petrol and diesel cars and vans by 2032

It is proposed that Aberdeen works towards achieving the Exemplar Scenario. This scenario is estimated to result in 17.6% of the total vehicles in Aberdeen City being an EV by 2030 and reducing emissions by 13%

for CO2, 56% NOx and 71% PM. This estimated reduction in pollutants will have a direct effect on the health of people in Aberdeen with estimated annual mitigated health costs of £11.3 million in 2020.

Consideration was given to where the required infrastructure should be located. A longlist of sites was identified and reduced to a shortlist of sites by scoring each site against set criteria. The next step was to determine whether standard (7kW), fast (22kW) or rapid (50kW+) chargers should be installed at each site.

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Consideration has been given to chargepoint procurement & management. The evidence shows that the best option for an individual local authority must reflect its own attitude to risk, willingness to invest, and access to capital. A growing number of cities are opting for the concession model as a way of balancing risk and reward while growing private sector investment.

Tariff types have been considered and it is proposed that ACC considers using either a pay per kilowatt-hour tariff (when coupled with an overstay penalty for slow and fast chargers) or a pay per hour/minute tariff. This would help prevent undesirable behaviour (e.g. chargepoint blocking) and would make revenue more predictable, removing some uncertainty from investment plans.

Evidence from other cities shows that only providing additional charging infrastructure will not be sufficient to increase EV uptake. Complementary measures will also be required to support the transition to EVs, and a broad package of measures and incentives will be required to achieve the exemplar uptake scenario. A high-level assessment of a long list of potential measures and incentives has been carried out to determine their suitability in Aberdeen.

A review was undertaken to compare the recommendations for additional chargepoint infrastructure and other measures with other activity underway or planned in Aberdeen. This was to ensure that measures to increase EV uptake would fit well with other strategic activity in the city.

Consideration has been given as to how the delivery of the framework could be funded. Delivery of the framework is not the sole responsibility of Aberdeen City Council and other organisations, including private sector organisations and individuals, can play a role in increasing the number of EVs and the availability of EV chargepoints in Aberdeen.

Delivery of this EV Framework will be monitored through an annual monitoring report which will report on progress to deliver the proposed actions included in the framework as well as the key indicators. Monitoring may also inform future updates to the framework.

The following actions have been identified:

Actions	Report Section
<ul style="list-style-type: none"> <li>ACC to keep a watching brief on the development of new technologies and investigate opportunities for trial where appropriate and to look to take account of technological changes in future updates to the framework.</li> </ul>	3
<ul style="list-style-type: none"> <li>ACC to continue to monitor changes to transport movements and mode splits as part of its annual monitoring.</li> </ul>	3
<ul style="list-style-type: none"> <li>Consider introducing further EV and Car Club parking in ACC operating car parks, where possible.</li> </ul>	5
<ul style="list-style-type: none"> <li>There is no current policy, legislation or strategy for encouraging uptake of EV taxis and Aberdeen lags behind other cities in EV taxi uptake. ACC should consider how to address this with the taxi fleet.</li> </ul>	5



aberdeen electric vehicle framework 2020 to 2030

<ul style="list-style-type: none"> <li>Other major cities in Scotland have already started to heavily decarbonise their Council fleet vehicles and pledged for all vehicles to be zero emission before the national target of 2030. Building upon the work already being undertaken to decarbonise its own fleet, ACC could also consider accelerating this target.</li> </ul>	5
<ul style="list-style-type: none"> <li>ACC should consider how to engage more with local businesses.</li> </ul>	5
<ul style="list-style-type: none"> <li>ACC should continue to provide EV charging standards for new developments in its LDP in order to encourage EV uptake and chargepoint installation.</li> </ul>	5
<ul style="list-style-type: none"> <li>ACC should ensure that their future policies, plans and strategies incorporate those projects in the Net Zero Vision and Infrastructure Plan in relation to energy supply, charge points and its own fleet.</li> </ul>	5
<ul style="list-style-type: none"> <li>Carry out research in partnership with Visit Scotland to determine the extent to which transit charging (e.g. at current petrol stations) is sufficient to meet demand from tourists travelling in an EV, as well as the likely impact that provision of EV charging infrastructure may potentially have on Aberdeen's tourist economy.</li> </ul>	7
<ul style="list-style-type: none"> <li>ACC should follow the exemplar scenario in order to help meet Scottish Government targets</li> </ul>	7
<ul style="list-style-type: none"> <li>When following the exemplar model, ACC considers the demand from the Aberdeenshire area for charging in the city</li> </ul>	7
<ul style="list-style-type: none"> <li>ACC to continue to facilitate access to EV car club vehicles and to a range of charging infrastructure types across the city.</li> </ul>	7
<ul style="list-style-type: none"> <li>ACC to encourage EV charging at Park &amp; Ride sites to reduce vehicle movements into the city.</li> </ul>	7
<ul style="list-style-type: none"> <li>ACC to continue to promote the benefits of EVs to air quality and carbon emissions</li> </ul>	7
<ul style="list-style-type: none"> <li>ACC to work with partners to promote the benefits of providing workplace charging to the business community.</li> </ul>	7
<ul style="list-style-type: none"> <li>ACC to continue to monitor usage of existing charging infrastructure and identify gaps.</li> </ul>	7
<ul style="list-style-type: none"> <li>ACC to work with Tourist bodies to better understand origins and duration of stay of visitors.</li> </ul>	7
<ul style="list-style-type: none"> <li>ACC to continue to promote EVs as part of a wider transport mix but not at the expense of more sustainable modes.</li> </ul>	7
<ul style="list-style-type: none"> <li>Undertake a study to understand the travel needs and journey patterns of households in regeneration areas to consider the impact of provision of EV Car Club vehicles on active travel and public transport trips.</li> </ul>	8
<ul style="list-style-type: none"> <li>ACC to encourage awareness of the charging requirements and methodology for the benefit of partners</li> </ul>	8
<ul style="list-style-type: none"> <li>ACC to work with partners to facilitate the creation of additional charging locations, in line with the selection criteria results.</li> </ul>	9
<ul style="list-style-type: none"> <li>ACC to work with partners to identify additional charging locations, in line with the selection criteria results.</li> </ul>	9
<ul style="list-style-type: none"> <li>ACC to promote the required number of chargers in order to ensure that other organisations are aware and are incentivised to install.</li> </ul>	9

aberdeen electric vehicle framework 2020 to 2030

<ul style="list-style-type: none"> <li>• ACC to encourage the future proofing of sites to allow for additional infrastructure to be installed more easily.</li> </ul>	9
<ul style="list-style-type: none"> <li>• ACC to investigate ways to mitigate the shortfall including working with workplaces, ensuring charging provision is built into new developments and exploring identified sites on the long list.</li> </ul>	9
<ul style="list-style-type: none"> <li>• ACC to investigate on-street charging pilot area(s) in the city.</li> </ul>	9
<ul style="list-style-type: none"> <li>• ACC should engage with operators and communicate any increases in chargepoint and refuelling network coverage to increase EV uptake.</li> </ul>	9
<ul style="list-style-type: none"> <li>• ACC to ensure revised Licensing Conditions are encouraging of EV taxis.</li> </ul>	9
<ul style="list-style-type: none"> <li>• ACC to work with partners to take forward complementary measures to encourage EV taxis.</li> </ul>	9
<ul style="list-style-type: none"> <li>• ACC should engage with partners in the Freight Forum to continue structured engagement and collaboration between stakeholders</li> </ul>	9
<ul style="list-style-type: none"> <li>• ACC should carry out trials and demonstrations of EVs to increase suppliers' trust and confidence in EV technology to encourage more investment in EVs.</li> </ul>	9
<ul style="list-style-type: none"> <li>• <b>In addition to the existing guidance for new developments</b>, ACC should produce a separate guidance document for developers wishing to install chargepoints. This should build on the OLEV guidance and include details regarding charging hub best practice and layout of equipment.</li> </ul>	10
<ul style="list-style-type: none"> <li>• ACC to review evidence and decide which EV charging operating model(s) would be most beneficial to implement for any infrastructure it implements and in which sites, appreciating that site and funding availability will affect this</li> </ul>	10
<ul style="list-style-type: none"> <li>• ACC to monitor the effectiveness of the current tariff and review if necessary.</li> </ul>	10
<ul style="list-style-type: none"> <li>• ACC to investigate the introduction of maximum stay time for units and overstay penalties.</li> </ul>	10
<ul style="list-style-type: none"> <li>• ACC to promote the management models to potential hosts.</li> </ul>	10
<ul style="list-style-type: none"> <li>• ACC to explore the feasibility of taking forward the identified complementary measures</li> </ul>	11
<ul style="list-style-type: none"> <li>• ACC to work with partners to ensure that EVs continue to be considered as part of other projects in the city and other relevant projects that emerge.</li> </ul>	12
<ul style="list-style-type: none"> <li>• ACC to promote the range of grants and loans available through its website.</li> </ul>	13
<ul style="list-style-type: none"> <li>• ACC to continue to work with Transport Scotland to access funding to develop the charging network.</li> </ul>	13
<ul style="list-style-type: none"> <li>• ACC to further explore the different operating models.</li> </ul>	13

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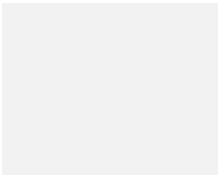
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# ABERDEEN ELECTRIC VEHICLE FRAMEWORK 2020 TO 2030

JANUARY 2021

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## VERSION CONTROL

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1	8/6/20	AS/KS	KS	SS	
2	25/6/20	AS/KS	KS	SS	Comments from ACC
3	09/8/20	AS/KS	KS	SS	Comments from ACC
4	09/09/20	AS/KS	KS	SS	Client group comments
5	9/11/20	AS/KS	KS	SS	Feedback from public and stakeholder comments
6	22/11/20	AS/KS	KS	SS	Comments from ACC. Executive Summary added.
7	8/01/21	AS/KS	KS	SS	Further ACC revisions

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# CONTENTS

<b>1</b>	<b>EXECUTIVE SUMMARY .....</b>	<b>1</b>
<b>2</b>	<b>INTRODUCTION .....</b>	<b>5</b>
2.1	Background .....	5
2.2	Purpose of the Framework .....	5
<b>3</b>	<b>BASELINE OF VEHICLES AND INFRASTRUCTURE .....</b>	<b>6</b>
3.1	Overview .....	6
3.2	Vehicle Technology .....	6
3.3	Charging Technology .....	6
3.3.1	Charging Connectors and Charger Types .....	6
3.3.2	EV Infrastructure Timeline .....	7
3.3.3	Novel Charging Solutions .....	7
3.3.4	Summary .....	8
3.3.5	Action .....	8
3.4	Overview of Current Situation .....	8
3.4.1	Vehicles .....	8
3.4.2	Charging Infrastructure .....	8
3.4.3	Tariffs .....	10
3.4.4	Commuters, Visitors and In-Transit Vehicles .....	11
3.4.5	Taxis .....	11
3.4.6	Delivery Vehicles .....	11
3.4.7	Fleet .....	12
<b>4</b>	<b>CONSULTATION .....</b>	<b>12</b>
4.1	Introduction .....	12
4.2	Main Findings .....	12
4.3	How the Consultation has informed the Framework .....	13
<b>5</b>	<b>POLICY AND STRATEGY CONTEXT .....</b>	<b>14</b>
5.1	Introduction .....	14
5.2	Policy and Strategy Gaps .....	15
5.3	Actions .....	15



<b>6</b>	<b>AIMS AND OBJECTIVES OF THE FRAMEWORK .....</b>	<b>16</b>
6.1	Overview .....	16
<b>7</b>	<b>ELECTRIC VEHICLE AND INFRASTRUCTURE FORECASTING .....</b>	<b>17</b>
7.1	Overview .....	17
7.2	Aberdeen City EV Forecasts.....	17
7.3	Aberdeenshire EV Forecasts.....	18
7.4	Aberdeen City Emissions Forecasts .....	18
7.5	EV Charging for Residents .....	18
7.6	EV Charging for Tourists .....	20
7.7	Electric Vehicle Charging for Commuters .....	20
7.8	Electric Vehicle Charging for Through Traffic.....	21
7.9	Actions.....	21
<b>8</b>	<b>INFRASTRUCTURE REQUIREMENTS .....</b>	<b>22</b>
8.1	Introduction.....	22
8.2	Methodology for Identification of Sites for Chargepoints.....	22
8.3	Methodology for Identification of Sites for Residential Charging.....	24
8.4	Actions.....	24
<b>9</b>	<b>PROPOSED LOCATION OF CHARGING INFRASTRUCTURE.....</b>	<b>25</b>
9.1	Off-Street Charging .....	25
9.1.1	Actions .....	27
9.2	On-Street Charging.....	28
9.2.1	Actions .....	28
9.3	Taxis and private hire vehicles .....	28
9.3.1	Actions .....	29
9.4	Delivery Vehicles .....	29
9.4.1	Actions .....	30
<b>10</b>	<b>CHARGEPOINT PROCUREMENT &amp; MANAGEMENT .....</b>	<b>31</b>
10.1	National Technical Standards .....	31
10.2	Network Operating Models .....	31
10.3	Fees and Tariffs .....	32
10.4	Actions.....	33
<b>11</b>	<b>COMPLEMENTARY MEASURES.....</b>	<b>34</b>
11.1	Overview.....	34

11.2	Actions.....	34
<b>12</b>	<b>INITIATIVES THAT SUPPORT ELECTRIC VEHICLE UPTAKE .....</b>	<b>35</b>
12.1	Overview.....	35
12.2	Actions.....	35
<b>13</b>	<b>FUNDING THE FRAMEWORK .....</b>	<b>36</b>
13.1	Overview.....	36
13.2	Grants and Loans for Individuals .....	36
13.3	Government Support for Organisations.....	36
13.4	Revenue Generation .....	36
13.5	Actions.....	36
<b>14</b>	<b>MONITORING.....</b>	<b>37</b>
14.1	Overview.....	37
14.2	Actions.....	37

# 1 Executive Summary

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Delivery of this EV Framework will be monitored through an annual monitoring report which will report on progress to deliver the proposed actions included in the framework as well as the key indicators. Monitoring may also inform future updates to the framework.

The following actions have been identified:

Actions	Report Section
<ul style="list-style-type: none"> <li>ACC to keep a watching brief on the development of new technologies and investigate opportunities for trial where appropriate and to look to take account of technological changes in future updates to the framework.</li> </ul>	3
<ul style="list-style-type: none"> <li>ACC to continue to monitor changes to transport movements and mode splits as part of its annual monitoring.</li> </ul>	3
<ul style="list-style-type: none"> <li>Consider introducing further EV and Car Club parking in ACC operating car parks, where possible.</li> </ul>	5
<ul style="list-style-type: none"> <li>There is no current policy, legislation or strategy for encouraging uptake of EV taxis and Aberdeen lags behind other cities in EV taxi uptake. ACC should consider how to address this with the taxi fleet.</li> </ul>	5

<ul style="list-style-type: none"> <li>Other major cities in Scotland have already started to heavily decarbonise their Council fleet vehicles and pledged for all vehicles to be zero emission before the national target of 2030. Building upon the work already being undertaken to decarbonise its own fleet, ACC could also consider accelerating this target.</li> </ul>	5
<ul style="list-style-type: none"> <li>ACC should consider how to engage more with local businesses.</li> </ul>	5
<ul style="list-style-type: none"> <li>ACC should continue to provide EV charging standards for new developments in its LDP in order to encourage EV uptake and chargepoint installation.</li> </ul>	5
<ul style="list-style-type: none"> <li>ACC should ensure that their future policies, plans and strategies incorporate those projects in the Net Zero Vision and Infrastructure Plan in relation to energy supply, charge points and its own fleet.</li> </ul>	5
<ul style="list-style-type: none"> <li>Carry out research in partnership with Visit Scotland to determine the extent to which transit charging (e.g. at current petrol stations) is sufficient to meet demand from tourists travelling in an EV, as well as the likely impact that provision of EV charging infrastructure may potentially have on Aberdeen's tourist economy.</li> </ul>	7
<ul style="list-style-type: none"> <li>ACC should follow the exemplar scenario in order to help meet Scottish Government targets</li> </ul>	7
<ul style="list-style-type: none"> <li>When following the exemplar model, ACC considers the demand from the Aberdeenshire area for charging in the city</li> </ul>	7
<ul style="list-style-type: none"> <li>ACC to continue to facilitate access to EV car club vehicles and to a range of charging infrastructure types across the city.</li> </ul>	7
<ul style="list-style-type: none"> <li>ACC to encourage EV charging at Park &amp; Ride sites to reduce vehicle movements into the city.</li> </ul>	7
<ul style="list-style-type: none"> <li>ACC to continue to promote the benefits of EVs to air quality and carbon emissions</li> </ul>	7
<ul style="list-style-type: none"> <li>ACC to work with partners to promote the benefits of providing workplace charging to the business community.</li> </ul>	7
<ul style="list-style-type: none"> <li>ACC to continue to monitor usage of existing charging infrastructure and identify gaps.</li> </ul>	7
<ul style="list-style-type: none"> <li>ACC to work with Tourist bodies to better understand origins and duration of stay of visitors.</li> </ul>	7
<ul style="list-style-type: none"> <li>ACC to continue to promote EVs as part of a wider transport mix but not at the expense of more sustainable modes.</li> </ul>	7
<ul style="list-style-type: none"> <li>Undertake a study to understand the travel needs and journey patterns of households in regeneration areas to consider the impact of provision of EV Car Club vehicles on active travel and public transport trips.</li> </ul>	8
<ul style="list-style-type: none"> <li>ACC to encourage awareness of the charging requirements and methodology for the benefit of partners</li> </ul>	8
<ul style="list-style-type: none"> <li>ACC to work with partners to facilitate the creation of additional charging locations, in line with the selection criteria results.</li> </ul>	9
<ul style="list-style-type: none"> <li>ACC to work with partners to identify additional charging locations, in line with the selection criteria results.</li> </ul>	9
<ul style="list-style-type: none"> <li>ACC to promote the required number of chargers in order to ensure that other organisations are aware and are incentivised to install.</li> </ul>	9

<ul style="list-style-type: none"> <li>• ACC to encourage the future proofing of sites to allow for additional infrastructure to be installed more easily.</li> </ul>	9
<ul style="list-style-type: none"> <li>• ACC to investigate ways to mitigate the shortfall including working with workplaces, ensuring charging provision is built into new developments and exploring identified sites on the long list.</li> </ul>	9
<ul style="list-style-type: none"> <li>• ACC to investigate on-street charging pilot area(s) in the city.</li> </ul>	9
<ul style="list-style-type: none"> <li>• ACC should engage with operators and communicate any increases in chargepoint and refuelling network coverage to increase EV uptake.</li> </ul>	9
<ul style="list-style-type: none"> <li>• ACC to ensure revised Licensing Conditions are encouraging of EV taxis.</li> </ul>	9
<ul style="list-style-type: none"> <li>• ACC to work with partners to take forward complementary measures to encourage EV taxis.</li> </ul>	9
<ul style="list-style-type: none"> <li>• ACC should engage with partners in the Freight Forum to continue structured engagement and collaboration between stakeholders</li> </ul>	9
<ul style="list-style-type: none"> <li>• ACC should carry out trials and demonstrations of EVs to increase suppliers' trust and confidence in EV technology to encourage more investment in EVs.</li> </ul>	9
<ul style="list-style-type: none"> <li>• <b>In addition to the existing guidance for new developments</b>, ACC should produce a separate guidance document for developers wishing to install chargepoints. This should build on the OLEV guidance and include details regarding charging hub best practice and layout of equipment.</li> </ul>	10
<ul style="list-style-type: none"> <li>• ACC to review evidence and decide which EV charging operating model(s) would be most beneficial to implement for any infrastructure it implements and in which sites, appreciating that site and funding availability will affect this</li> </ul>	10
<ul style="list-style-type: none"> <li>• ACC to monitor the effectiveness of the current tariff and review if necessary.</li> </ul>	10
<ul style="list-style-type: none"> <li>• ACC to investigate the introduction of maximum stay time for units and overstay penalties.</li> </ul>	10
<ul style="list-style-type: none"> <li>• ACC to promote the management models to potential hosts.</li> </ul>	10
<ul style="list-style-type: none"> <li>• ACC to explore the feasibility of taking forward the identified complementary measures</li> </ul>	11
<ul style="list-style-type: none"> <li>• ACC to work with partners to ensure that EVs continue to be considered as part of other projects in the city and other relevant projects that emerge.</li> </ul>	12
<ul style="list-style-type: none"> <li>• ACC to promote the range of grants and loans available through its website.</li> </ul>	13
<ul style="list-style-type: none"> <li>• ACC to continue to work with Transport Scotland to access funding to develop the charging network.</li> </ul>	13
<ul style="list-style-type: none"> <li>• ACC to further explore the different operating models.</li> </ul>	13

## 2 Introduction

### 2.1 Background

The Scottish Government declared a Climate Emergency in 2019 and has set a 2045 target for net zero emissions, the most stringent legislative target anywhere in the world. For vehicles, the Scottish Government has also committed to remove the need for petrol and diesel cars and vans on Scotland's roads by 2032. This Electric Vehicle (EV) Framework forms part of Aberdeen City Council's response to contributing to this target. Two environmental challenges of different scales are tackled by the EV framework; local air pollution and climate change caused by GHGs. The road sector is the largest contributor to transport emissions, accounting for 68% of total transport emissions<sup>1</sup> and, therefore, the EV framework has an important part to play in reducing emissions from transport.

Aberdeen City Council (ACC) has responded to this with a Net Zero Vision and Infrastructure Plan. The plan aligns to the overall objective of Aberdeen meeting the net carbon zero target by 2045 and, ultimately, to achieve climate positive status, with sustainable mobility one of the goals. Aberdeen is already in a relatively strong position in its journey towards low and zero emission road transport. It has a reasonably high share of EVs on the road, compared to many other local authorities in Scotland. Recharging and hydrogen refuelling infrastructure are already in place and there are plans to develop the chargepoint network further with the provision of hubs. ACC has been working with funders Transport Scotland (TS), the Scottish Government Transport Agency, Energy Saving Trust Scotland (EST) and the UK Office for Low Emission Vehicles (OLEV), as well as other partners, since 2011 to roll out Electric Vehicle (EV) chargepoints across the City. There are also many other EV chargepoints across Aberdeen that are not provided by ACC but are available to the public. In addition, ACC has been working with Co-Wheels Car Club to give those people who do not own an EV the opportunity to experience driving an EV.

### 2.2 Purpose of the Framework

The purpose of this document is to establish an EV framework for Aberdeen from 2020 to 2030 which will encourage and actively cater for a greater uptake of electric vehicles in the city and will support relevant national, regional and local strategies. It should be used to guide the strategy development and investment decisions of the Council and other organisations in the city. The framework primarily concentrates on passenger cars and vans licenced by fleets and individuals within the Aberdeen City Council area. Some sections include more vehicle types and also refer to the Aberdeenshire Council area, reflecting the fact that Aberdeen is the regional centre for the north east of Scotland and many residents will travel into the city for business and leisure.

The fuels and technologies covered by the framework are plug-in electric vehicles (pure battery electric, plug-in hybrid and extended range electric vehicles). Hydrogen fuel cell vehicles are referenced in the framework, however, there is separate consideration of hydrogen fuel cell vehicles in the Aberdeen City Region Hydrogen Strategy and Action Plan (2015 –2025). Non plug-in hybrids (such as mild hybrid and self-charging hybrid) are not covered in this Framework as they have no plug-in component.

This EV framework sits as one of the daughter documents to the Aberdeen Local Transport Strategy and provides more detail on how to realise the EV objectives of the Local Transport Strategy (LTS). It will inform and support the uptake of EVs to help meet the carbon reduction and air quality objectives of the LTS. Most plug-in vehicles fit into the ULEV category which is a vehicle that emits less than 75g CO<sub>2</sub> per km irrespective of the Euro Standard.



Figure 1-1 Key Issues

<sup>1</sup> Scottish Transport Statistics No.37 2018 Edition, Chapter 13: Environment and Emissions, p214

The framework should be read in conjunction with the Evidence Base and Baseline Report which provides more detailed information and is the basis for the framework. The key issues considered in the Framework are shown in Figure 1-1.

### 3 Baseline of Vehicles and Infrastructure

#### 3.1 Overview

This section summarises the vehicle and charging technology that is available and outlines the vehicles registered in Aberdeen and Aberdeenshire and their associated emissions. The Aberdeenshire area has been analysed for current and future vehicle registrations, emissions and current infrastructure in order to provide context and account for the fact that traffic travelling into Aberdeen from outside the city is primarily from Aberdeenshire. Additional baseline information is provided in Section 6 of the Evidence Base and Baseline Report. Consideration has also been given to synergies with other initiatives, including the Air Quality Management Areas, the proposed Low Emission Zone, Car Club and the Hydrogen Strategy for the city. These are discussed in more detail in Chapter 12.

#### 3.2 Vehicle Technology

There are several types of plug-in vehicles. A battery electric vehicle (BEV) stores energy in a battery (usually lithium-ion) and delivers its power to the wheels through an electric motor. Braking energy is captured by the electric motor and stored as electrical energy in the battery. Plug-in hybrid electric vehicles (PHEV) and extended range electric vehicles (E-REV) both have an internal combustion engine as well as a battery and electric motor. PHEVs are parallel hybrids, which means the wheels can be driven by either the combustion engine or the electric motor. E-REVs are series hybrid, meaning that the wheels are always powered by the electric motor and the battery is recharged by the combustion engine. Section 3.1 of the Evidence Base and Baseline report and the roadmaps in this section illustrate forecast improvements in EVs and infrastructure technology. A brand new EV car typically costs from £15,000 or from £150 per month (at time of writing). A used EV car typically costs from £7,000.

Figure 1-1 Plug-in vehicle technology roadmap shows the plug-in vehicle technology roadmap.

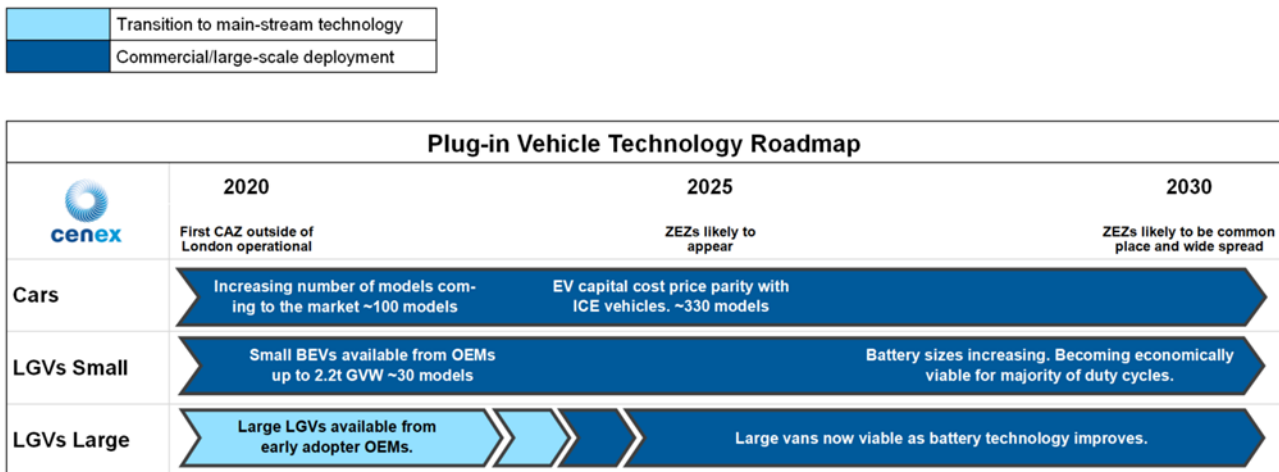


Figure 1-1 Plug-in vehicle technology roadmap

#### 3.3 Charging Technology

##### 3.3.1 Charging Connectors and Charger Types

Slow and standard charging is supplied by either a Type 1 or Type 2 alternating current (AC) connector at up to 7kW. Vehicles will be supplied with the appropriate lead for connecting to these chargepoints, which are typically installed at residential or workplace sites, on the kerbside and long-stay car parks.



Fast (7-22kW), rapid (up to 50kW) and ultra-rapid (approximately 50kW) charging can be supplied by either AC or direct current (DC). AC rapid charging is always supplied via a Type 2 connector. DC rapid charging has two connector types, depending on the vehicle. Japanese vehicle manufacturers such as Nissan and Mitsubishi use the CHAdeMO connector. European vehicle manufacturers use the Combined Charging System (CCS). Rapid chargepoints have tethered cables for both DC connector types and AC Type 2 as well. However, some rapid chargers do not have an AC outlet and therefore users are required to use their own Type 2 leads. Ultra-rapid chargepoints are also available, however, at the time of writing, these are only available in a limited number of locations.

### 3.3.2 EV Infrastructure Timeline

The EV Infrastructure Roadmap is shown in Figure 2-2 EV Infrastructure Roadmap and more detail is provided in Section 3.2 of the Evidence Base and Baseline report.

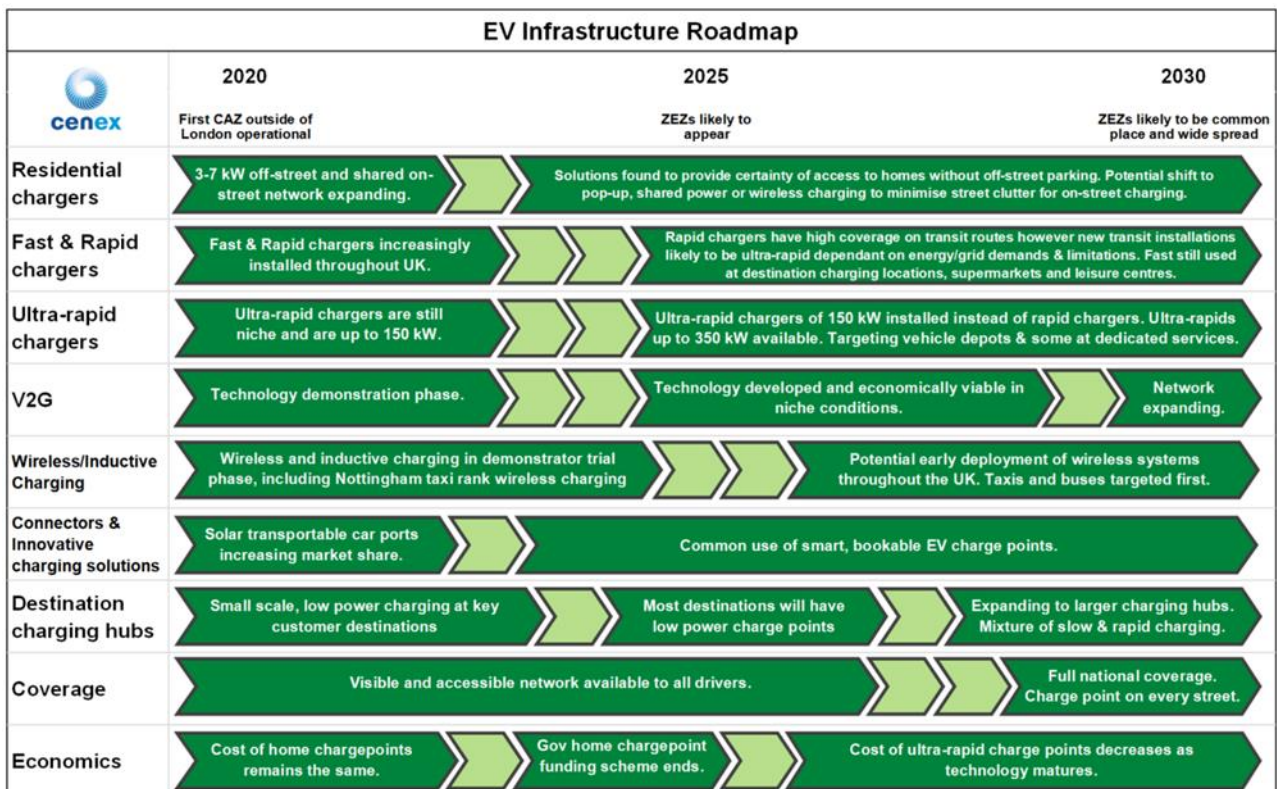


Figure 2-2 EV Infrastructure Roadmap<sup>2</sup>

### 3.3.3 Novel Charging Solutions

The charging solutions listed below are other technologies which are likely to become more prominent during the timescale of this framework. Section 3.2.3 of the Evidence Base and Baseline report gives a more detailed summary of each solution. The first three solutions mentioned below are currently available up to 7kW.

- **Kerbside domestic charging** extends domestic electrical supply to the kerb and can be achieved using cable channels and guides.
- **Pop-up chargepoints** allow chargepoints to sit flush to the pavement surface when not in use and, in some cases, while charging is underway.
- **Shared power supplies** can be retrofitted to existing street furniture with a pre-existing electrical connection such as lighting columns.

<sup>2</sup> The timeline is informed by the research provided in the Evidence Base and Baseline Report

- **Wireless (or inductive) charging** allows an EV to receive a charge without physically connecting the vehicle to a chargepoint.
- **Battery swapping** involves replacing a depleted battery with a fully charged one at a battery swapping station, instead of stopping and waiting to recharge.

### 3.3.4 Summary

Several technologies which are at the R&D or early deployment phase theoretically support charging infrastructure deployment in residential areas without off-street parking provision. However, the market is reasonably immature and many of the hardware solutions are flawed, not widely proven, and more expensive than conventional options. Updates to planning regulations to aid infrastructure rollouts in these areas should consider community charging hubs, as well as the above solutions.

### 3.3.5 Action

- ACC to keep a watching brief on the development of new technologies and investigate opportunities for trials where appropriate and look to take account of technological changes in future updates to the framework.
- ACC to continue to monitor changes to transport movements and mode splits as part of its annual monitoring.

## 3.4 Overview of Current Situation

This section summarises the current situation in Aberdeen. A greater level of detail can be found in Section 6.1 of the Evidence Base and Baseline report.

### 3.4.1 Vehicles

Figure 2-3 and Figure 2-4 demonstrate the current petrol/diesel car ownership levels and EV uptake in Aberdeen City and Aberdeenshire.

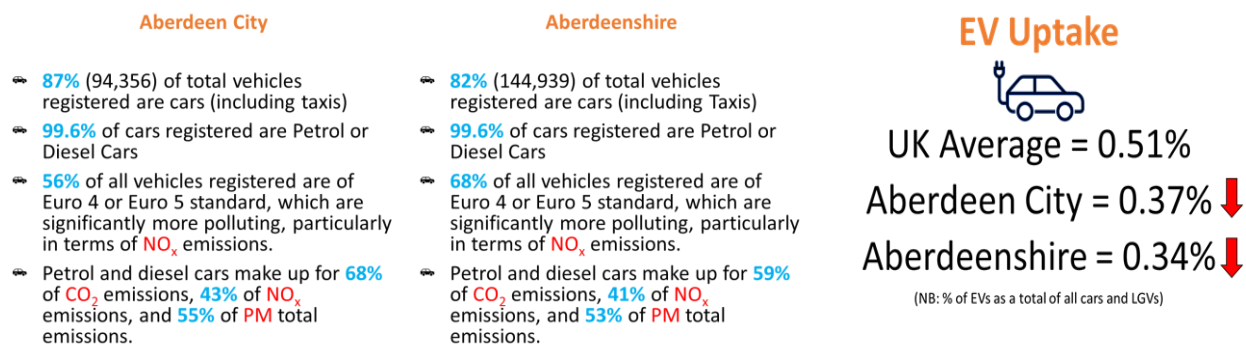


Figure 2-3 Petrol/Diesel Vehicle Ownership<sup>3</sup>

Figure 2-4 EV Uptake against the UK Average

### 3.4.2 Charging Infrastructure

ACC has over 100 chargepoints under its control. The majority are part of the Charge Place Scotland network and most are available 24 hours a day to the public, with smaller numbers serving the council's own fleet and designated EV car club bays across the local authority area. Chargepoints are located citywide and there is a mixture of 50 kW DC / 43 kW AC rapid chargers, 22 kW fast chargers, 7 kW standard chargers and a small number of 3 kW slow chargers.

ACC has made strategy and policy commitments in its Local Transport Strategy and Local Development Plan Supplementary Guidance to increase EV chargepoints. These commitments are in line with the Scottish

<sup>3</sup> Scottish Transport Statistics No.37 2018 Edition, Chapter 13: Environment and Emissions, p214

Government's aim of phasing out the need for new petrol and diesel cars and vans by 2032, ahead of the UK Government's 2040 target.

Figure 2-5 demonstrates the current levels of EV charging infrastructure in Aberdeen City and Aberdeenshire compared to the Scotland figure.

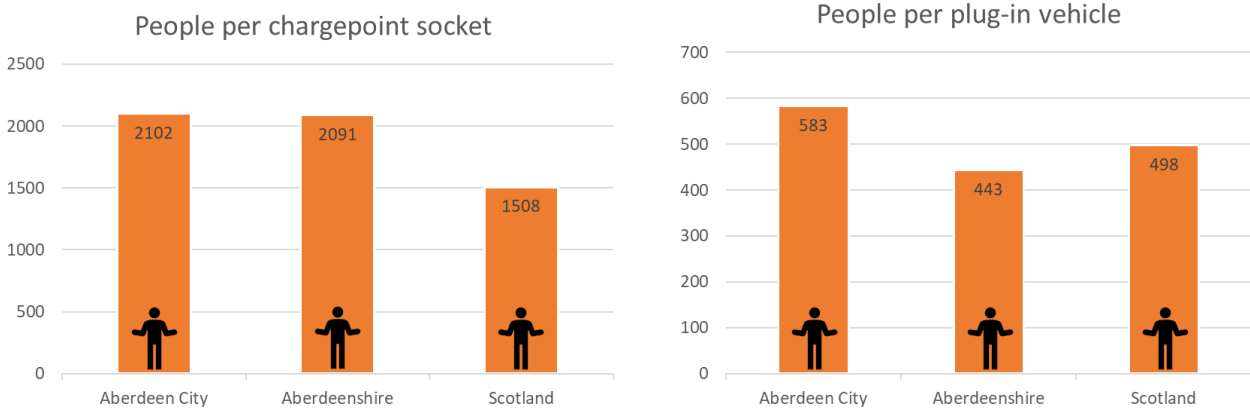


Figure 2-5 People per chargepoint socket and plug-in vehicle

Figure 2-5 shows that the number of people in both Aberdeen City and Aberdeenshire is higher than that of Scotland as a whole. The number of people per-plug in vehicle for Aberdeenshire is lower than the Scottish average, however in Aberdeen City the number of people per plug-in vehicle is higher than both the Scottish and Aberdeenshire average.

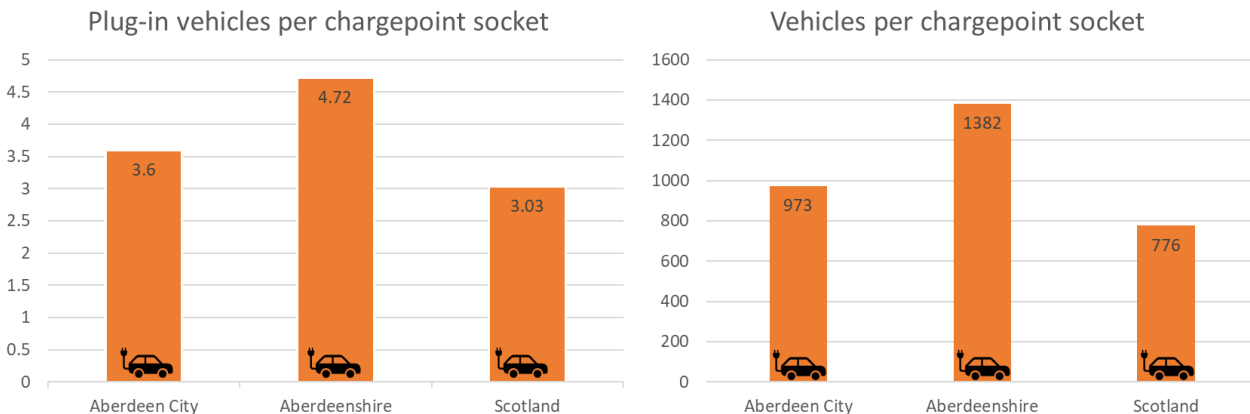
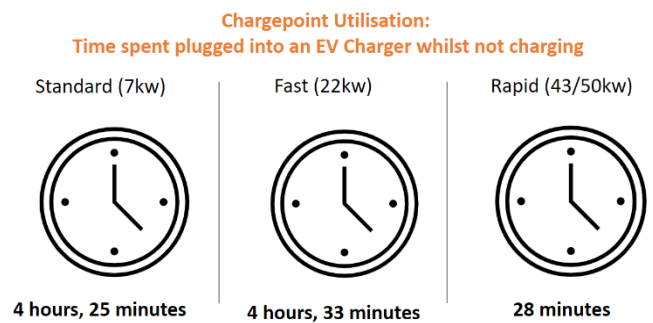


Figure 2-6 Plug-in vehicles and other vehicles per chargepoint socket

Figure 2-6 illustrates that for both Aberdeen City and Aberdeenshire the number of plug-in vehicles per chargepoint socket is higher than the Scottish average. This is also the case for the number of non-plug-in vehicles per chargepoint socket. Aberdeenshire particularly stands out with higher numbers of plug-in and non-plug-in vehicles per chargepoint socket.

Figure 2-7 demonstrates the current chargepoint utilisation for different charge types in Aberdeen, based on data provided by Aberdeen City Council on over 50 chargepoints over a period of 12 months.



NB: Based on data provided by ACC on over 50 Chargepoints for 12 months. Only data for Chargepoints installed by ACC has been used, including publicly available Chargepoints, plus car club, fleet and non-public Chargepoints.

Figure 2-7 Chargepoint Utilisation

Figure 2-7 shows the average amount of time EVs spend plugged into a chargepoint after the vehicle reaches full charge, and therefore is not efficient charging time and prevents other EVs from using the chargepoint. Inefficient time spent at standard and fast chargers is significantly higher than time spent at rapid chargers.

Table 2-1 Chargepoint Socket provisions compares Aberdeen City and Aberdeenshire chargepoint socket provisions with Scotland<sup>4</sup>. Cells highlighted in red indicate worse performing areas than the Scotland average, and green indicates better performance. Although the two local authorities perform well in terms of EV uptake, the number of chargepoints provided is below the Scottish average in almost all metrics analysed.

Table 2-1 Chargepoint Socket provisions

	No. of chargepoint sockets	Population	People per chargepoint socket	People per plug-in vehicle	Plug-in vehicles per chargepoint socket	Vehicles per chargepoint socket
Aberdeen City	106	222,793	2,102	583	3.60	973
Aberdeenshire	121	252,973	2,091	443	4.72	1,382
Scotland	3,585	5,404,700	1,508	498	3.03	776

Detailed analysis of baseline vehicle data and chargepoint locations in Aberdeen City and Aberdeenshire can be found in Section 6 of the Evidence Base and Baseline report. Figure 2-8 shows the locations of the existing charging infrastructure.

### 3.4.3 Tariffs

Aberdeen City Council apply a tariff to public chargepoints under their control of 38p connection fee and 19p per kWh. Where chargers are located in pay in display car parks the users will also have to pay for parking (when these charges apply) even whilst charging. The exceptions are:

- Gallowgate and Broomhill rapid chargers where the parking fee is waived if the user stays with the vehicle whilst charging
- Golden Square if the user displays the relevant parking permit for that zone

Tariffs may also apply at EV chargepoints in locations that are not operated by the Council.

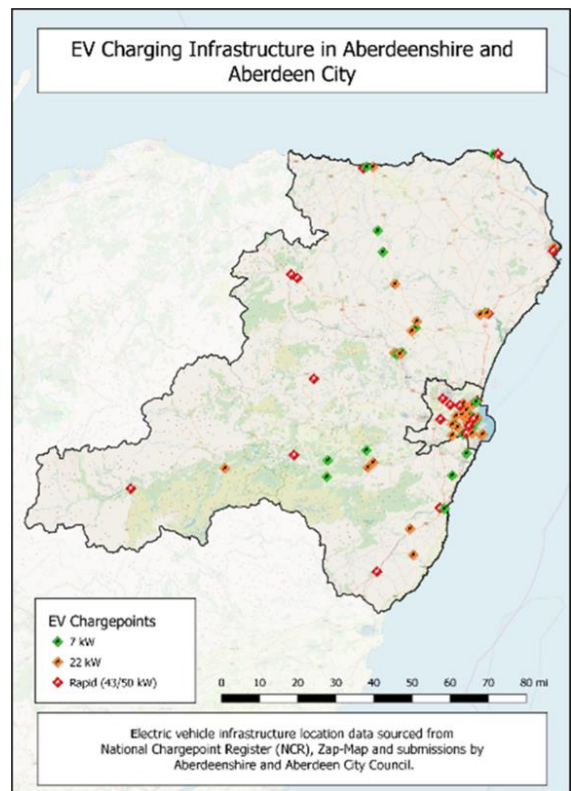


Figure 2-8 Existing Charging Infrastructure

<sup>4</sup> Data is triangulated from ChargePlace Scotland data supplied by ACC, Zap-Map.com and the National Chargepoint Registry

### 3.4.4 Commuters, Visitors and In-Transit Vehicles

**Commuters:** UK Census data<sup>5</sup> was used to estimate the number of individuals commuting to Aberdeen from different local authority areas across the UK. A geospatial analysis was conducted to determine the distance, by road, between Aberdeen and each commuter origin.

The results showed that 93% of individuals commuting to Aberdeen by car originate from within 120km. As increasingly affordable EVs have been available for several years, this suggests that most commuters will not need to recharge an EV during the working day in order to continue their existing commute behaviour because the range of the car is now greater than both legs of the commute. Even accounting for a small drop in effective range due to seasonal variation in ancillary equipment use, there is still a significant buffer between the <120km commute shown in the data, and the range of an affordable EV (>200km, even assuming a 10% range loss).

**Visitors:** Analysis suggests that, by 2030, between 110 and 304 tourists will visit Aberdeen in an EV every day. It is not possible to forecast the exact charging requirements of these vehicles as there is insufficient data on journey origins and the duration of their stay in Aberdeen. For example, whilst a tourist traveling from England to Aberdeen by car is likely to benefit from accessing charging infrastructure during their visit, there is insufficient evidence to suggest what type of charging infrastructure will be of most benefit, or the location that would be most ideal. Refer to Section 9.2 of the Evidence Base and Baseline report for further details.

**In-Transit Vehicles:** Evidence shows that these users will most frequently use rapid chargers on strategic routes and are likely to favour a stopping points where they can also take a break. The most suitable location for transit charging infrastructure is near to extra-urban A-roads, where minimal detour is required to access the chargepoint. Road links with relatively high traffic flow are typically appropriate sites for transit charging. Locations on or near junctions where several high-flow road links intersect are ideal as the number of potential users increases further. See Figure 6-2 for information on the average annualised traffic flows and proposed EV charging infrastructure.

### 3.4.5 Taxis

ACC licenses 1,074 taxi and private hire vehicles<sup>6</sup>, including 855 taxis of which 436 are wheelchair accessible vehicles (WAV) and 419 are non-WAV taxis and 219 private hire vehicles. ACC currently licenses 11 hybrid vehicles (1% of the fleet) and no EVs. There are two key risks which may constrain uptake of plug-in vehicles:

- Suitable plug-in vehicles must be available in all market segments including relatively niche segments such as MPVs and executive cars
- The use of small cars, hatchbacks or sports utility vehicles (SUV) is not prohibited which limits available options

Refer to Section 13 of the Evidence Base and Baseline report for further detail.

### 3.4.6 Delivery Vehicles

Cars are by far the most numerous vehicle type in Aberdeen. There are nearly 95,000 cars registered in the city, compared to just 9,000 vans and fewer than 1,200 HGVs. However, these figures are not in proportion to the contribution of each vehicle type to pollution and CO<sub>2</sub> emissions, as shown in Table 2-2 2019 emission values from road transport in Aberdeen City below.

Table 2-2 2019 emission values from road transport in Aberdeen City

2019 Emissions Values		
Cars	LGVs	HGVs

<sup>5</sup> UK Census 2011, WU03UK dataset. No Scottish-specific data is available

<sup>6</sup> Data provided by Aberdeen City Council, Jan 2020

	Petrol	Diesel		Rigids	Artics
% of total vehicles	56.1%	30.9%	8.2%	0.6%	0.3%
% of CO <sub>2</sub> total emissions	39.5%	28.5%	16.5%	4.6%	6.5%
% of NO <sub>x</sub> total emissions	5.5%	37.5%	22.6%	6.3%	13.5%
% of PM total emissions	4.3%	50.9%	21.0%	4.2%	9.0%

There are 9,000 vans and fewer than 1,200 HGVs registered in the city. Emissions from commercial vehicles are disproportionate to the number of such vehicles on the road, because of the high levels of emissions from individual vehicles, the relatively high number of older (pre-Euro 6/VI) vehicles on the road, and the lack of CO<sub>2</sub> emissions standards for HGVs. However, it should be noted that this is likely to be an underestimate levels of emissions from road freight in Aberdeen. There is likely to be a significant volume of commercial vehicles coming into and passing through the city which are registered elsewhere and operate within Aberdeen.

### 3.4.7 Fleet

As part of its commitment to a Net Zero target by 2045, Aberdeen City Council approved the replacement of all fleet vehicles with alternative powered vehicles (where such vehicles were available in the open market) as part of the rolling programme and within the allocated budget for that programme in March 2020.

## 4 Consultation

### 4.1 Introduction

Consultation with key stakeholders was essential to inform the development of this draft EV Framework. Consultation targeted key stakeholders and the public, outlined in Figure 3-1, through an online survey, with the aim of understanding their views on the barriers and opportunities for an Electric Vehicle Framework in Aberdeen. This took the form of an online survey on ACC's website available to members of the public and direct stakeholder engagement with key organisations. Initial consultation took place in January 2020 followed by consultation on the draft Framework in September/October 2020. Feedback has been used to inform the content of the EV Framework.



Figure 3-1 Stakeholder Groups consulted

### 4.2 Main Findings

Key themes identified from the responses include:

- concern over the cost and availability of EV vehicles and associated infrastructure
- the management of EV infrastructure in Aberdeen, including the need for various organisations to contribute to delivery of chargepoints
- the importance of taking into account charging opportunities for those people without access to a driveway or their own parking space
- the opportunity for collaboration with existing sustainable travel and complementary initiatives

- the need for communication with the public to raise awareness of EVs

### 4.3 How the Consultation has informed the Framework

Feedback from stakeholders and members of the public identified a number of barriers to increasing the use of EVs. However, more opportunities than barriers were identified, indicating that stakeholders consider that there are multiple ways in which these barriers could be addressed in order to achieve the aim and objectives of the Electric Vehicle Framework. Key themes are summarised in Table 3-1.

Table 3-1 Consultation Findings

You Said	We Did
<p>The implementation of the EV Framework should not be the sole responsibility of ACC and that various organisations should play a role. ACC should provide leadership and strategic oversight.</p>	<p>The draft Framework outlines the role that ACC has to play but also where other parties have a part to play in its delivery. For example, other parties could host chargepoints because they often have suitable locations where people will park for a period of time and are able to charge their vehicles or can be incentivised to pitstop.</p>
<p>Access for All to EVs was seen as essential and there were concerns about enabling access to flat dwellers and people living in more rural areas.</p>	<p>The role of Car Clubs, taxis and public transport is highlighted as important to ensure equitable access. The issue of flat dwellers is considered specifically.</p>
<p>The use of existing car parks was mentioned as a significant opportunity and multiple locations were suggested.</p>	<p>This has been taken into account in the development of the criteria for the chargepoint locations and also in the subsequent locations proposed.</p>
<p>The preference is for emissions-based parking It was considered that the use of EV charging should be paid for and there should be a variety of payment options that are easy to use. Time limits and penalties should be introduced similar to the current parking system for non-EVs.</p>	<p>This has been considered.</p>
<p>Effective communications about the benefits of EVs and sharing information about the type of vehicles available and how the charging infrastructure works will be important to encourage people to change to using EVs.</p>	<p>The Evidence Base and Baseline Report discusses the importance of communications with different stakeholders.</p>
<p>Promoting the framework will be important to make other organisations aware of opportunities and to identify additional charging locations.</p>	<p>This has been added as an action for ACC.</p>
<p>Additional complementary initiatives were suggested.</p>	<p>These have been added to the Framework.</p>
<p>Monitoring of the Framework should be used to update future revisions to the Framework.</p>	<p>The Framework has been amended to reflect this.</p>
<p>The opportunity for employment and training in EV maintenance was highlighted.</p>	<p>This has been added to the Framework.</p>

## 5 Policy and Strategy Context

### 5.1 Introduction

This section outlines the main relevant UK, Scottish, Regional and Aberdeen City policies, strategies and legislation that have informed this framework. These are shown in Table 4-1 Relevant Policies, Strategies and Legislation and more information can be found in Section 2 of the Evidence Base and Baseline report.

Table 4-1 Relevant Policies, Strategies and Legislation

UK	Scotland	Regional	Aberdeen City
Environment Act (1995)	Climate Change Plan: third report on proposals and policies 2018-2032 (RPP3) <sup>7</sup>	Nestrans Regional Transport Strategy (2013)	Aberdeen City Region Deal, Strategic Transport Appraisal: Pre-Appraisal Report
National Air Quality Strategy (2000)	Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 <sup>8</sup>	Nestrans 2040 report	Aberdeen Air Quality Action Plan (2011)
Air Quality Regulations (2010)	Protecting Scotland's Future: The Government's Programme for Scotland 2019-20 <sup>9</sup>	Aberdeen City and Shire Development Plan (2014)	Aberdeen City Centre Master Plan (2015)
Air Quality Management Areas (AQMAs) and Air Quality Action Plans (AQAPs)	Air Quality Management Areas (AQMAs) – Aberdeen: City Centre, Wellington Road, and Anderson Drive/Haudagain/Auchmill Road corridor	2018-23 Regional Economic Strategy Action Plan	Aberdeen Local Development Plan (2017): Policy T2 Managing the Transport Impact of Development, and Policy T3 Sustainable and Active Travel
Introduction of Clean Air Zones (CAZ) in many UK cities	Low Emissions Zones (LEZs) – planned in Aberdeen <sup>10</sup>	Aberdeenshire Local Transport Strategy (2012)	Local Development Plan Supplementary Guidance: Transport and Accessibility
Climate Change Act (2008) – amended 2019 <sup>11</sup>	Planning and Building Regulation: ULEV charging and dedicated parking for new developments. <sup>12</sup>	Aberdeenshire Low Emission Vehicle Delivery Plan	Aberdeen Local Transport Strategy (2016-2021)

<sup>7</sup> <https://www.gov.scot/publications/scottish-governments-climate-change-plan-third-report-proposals-policies-2018/pages/12/>

<sup>8</sup> <https://www.gov.scot/policies/climate-change/reducing-emissions/>

<sup>9</sup> <https://www.gov.scot/binaries/content/documents/govscot/publications/publication/2019/09/protecting-scotlands-future-governments-programme-scotland-2019-20/documents/governments-programme-scotland-2019-20/governments-programme-scotland-2019-20/govscot%3Adocument/governments-programme-scotland-2019-20.pdf>

<sup>10</sup> <http://www.legislation.gov.uk/asp/2019/17/contents/enacted>

<sup>11</sup> Committee on Climate Change Net Zero – The UK's contribution to stopping global warming, 2019

<sup>12</sup> <https://urbanforesight.org/wp-content/uploads/2016/11/REP-1409-TS-A-National-Framework-for-Local-Incentives.pdf>



The Road to Zero Industrial Strategy (UK Government)	Switched on Scotland: A Roadmap to Widespread Adoption of Plug-In Vehicles (2016)	Aberdeen Active Travel Action Plan (2017)
OLEV plug-in car and van grant schemes <sup>13</sup>	Switched on Scotland Phase Two: An Actions Plan for Growth (2017)	Aberdeen Local Outcome Improvement Plan (2016-26)
Benefit in Kind (BiK) exemption for employees offering free charging for EVs a work	The Scottish National Transport Strategy (NTS2) 2020	Aberdeen City Region Hydrogen Strategy and Action Plan (2015-2025)
Funding for V2G projects and installation of publicly accessible hydrogen refuelling stations	Transport Scotland funding for ChargePlace Scotland network and interest-free loans for new BEVs or PHEVs	Strategic Car Parking Review
UK's 3rd Carbon Budget (2018-2022) and UK's 4th Carbon Budget (2023-2027)		Roads Hierarchy Principles  Net Zero Vision and Infrastructure Plan

## 5.2 Policy and Strategy Gaps

Having reviewed the above documentation, there are a few gaps in the policy and strategy around EV infrastructure in car parks, taxis and business support. Suggestions to tackle these are addressed in the proposed actions.

## 5.3 Actions

- ACC should consider introducing further EV and Car Club parking in ACC operated car parks, where possible.
- There is no current policy, legislation or strategy for encouraging uptake of EV taxis and Aberdeen lags behind other cities in EV taxi uptake. ACC should consider how to address this with the taxi fleet.
- Other major cities in Scotland have already started to heavily decarbonise their Council fleet vehicles and pledged for all vehicles to be zero emission before the national target of 2030. Building upon the work already being undertaken to decarbonise its own fleet, ACC could also consider accelerating this target.
- ACC should consider how to engage more with local businesses.
- ACC should continue to provide charging standards for new developments in its LDP in order to encourage EV uptake and chargepoint installation.
- ACC should ensure that their future policies, plans and strategies incorporate those projects in the Net Zero Vision and Infrastructure Plan in relation to energy supply, charge points and its own fleet

<sup>13</sup> OLEV guidance to low-emission vehicles eligible for a plug-in grant <https://www.gov.uk/plug-in-car-van-grants>

## 6 Aims and Objectives of the Framework

### 6.1 Overview

Taking into account the policy and strategy situation, the current transport situation and the consultation findings outlined in the previous sections, the following aims and objectives have been developed.

This framework aims to allow Aberdeen to encourage and actively cater for a greater uptake of electric vehicles in the city for the period 2020 to 2030 informed by a comprehensive evidence base.

The objectives are to:

Objective	Relevant Report Section (s)
<ul style="list-style-type: none"><li>Identify how the city's charging infrastructure should be increased and managed</li></ul>	6, 7, 8, 9
<ul style="list-style-type: none"><li>Ensure that the Council's policies and strategies facilitate a greater uptake of EVs</li></ul>	4,11
<ul style="list-style-type: none"><li>Outline what supporting measures are required</li></ul>	10,11
<ul style="list-style-type: none"><li>Identify the key groups that should be involved in delivering the framework</li></ul>	6,7,8,9,10,11
<ul style="list-style-type: none"><li>Set out the costs involved in delivering the framework</li></ul>	6,9,12

Table 5-1: Objectives

## 7 Electric Vehicle and Infrastructure Forecasting

### 7.1 Overview

This chapter presents how EV uptake and infrastructure requirements were modelled to inform future provision. Three scenarios were developed:

- **Scenario 1: Business-as-usual (BAU).** This assumes no change to policy; forecasts were extrapolated from current registration trends
- **Scenario 2: Good practice.** In line with the DfT's Road to Zero medium scenario which aims for 50% of new registrations to be plug-in vehicles by 2030
- **Scenario 3: Exemplar.** In line with the Scottish Government's aim to phase out petrol and diesel cars and vans by 2032

It is proposed that Aberdeen works towards achieving the **Exemplar Scenario** as described in section 7.1. This scenario is estimated to result in 17.6% of the total vehicles in Aberdeen City being an EV by 2030 and reducing emissions by 13% for CO<sub>2</sub>, 56% NO<sub>x</sub> and 71% PM. This estimated reduction in pollutants will have a direct effect on the health of people in Aberdeen with estimated annual mitigated health costs of £11.3 million in 2020.

Reaching 17.6% of vehicles being plug-in by 2030 may seem to be a modest target that will not ensure a net zero transport system by 2045. However, it is important to remember that the Exemplar scenario is in line with the Scottish Government's aim for the phase out the sales of new petrol and diesel cars and vans by 2032. This would be in line with achieving the phase out of petrol and diesel vehicles on the road by 2045.

It should also be recognised that achieving a 17.6% market penetration rate is a very ambitious target; for comparison, the good practice scenario, which would achieve 12.2%, would still require significant action, including additional charging infrastructure and supporting measures. A target that goes over and above the Exemplar scenario is not recommended.

### 7.2 Aberdeen City EV Forecasts

Figure 6-1 show the three uptake scenarios for Aberdeen through to 2030, including a breakdown of EVs into BEVs and PHEVs. Data is presented for the number of vehicles on the road and the % composition of all vehicles.

Table 6-1 Aberdeen City EV Uptake

			2025		2030	
			Total	% of vehicles	Total	% of vehicles
Aberdeen	BAU	BEV	840	0.8%	1,920	1.7%
		PHEV	730	0.7%	1,030	0.9%
		<b>Total</b>	<b>1,570</b>	<b>1.5%</b>	<b>2,950</b>	<b>2.6%</b>
	Good Practice	BEV	2,350	2.3%	8,970	8.0%
		PHEV	2,060	2.0%	4,830	4.2%
		<b>Total</b>	<b>4,410</b>	<b>4.3%</b>	<b>13,800</b>	<b>12.2%</b>
	Exemplar	BEV	3,010	2.9%	12,910	11.4%
		PHEV	2,630	2.5%	6,950	6.2%
		<b>Total</b>	<b>5,640</b>	<b>5.4%</b>	<b>19,860</b>	<b>17.6%</b>

### 7.3 Aberdeenshire EV Forecasts

Table 6-2 shows similar uptake figures for Aberdeenshire. The slight difference in the proportion of all vehicles represented by EVs is due to the higher baseline of EVs in Aberdeen.

Table 6-2 Aberdeenshire EV Uptake

		Total	% of vehicles	Total	% of vehicles
BAU	BEV	1,250	0.8%	2,870	1.6%
	PHEV	1,100	0.7%	1,540	0.9%
	<b>Total</b>	<b>2,350</b>	<b>1.5%</b>	<b>4,410</b>	<b>2.5%</b>
Good Practice	BEV	3,510	2.2%	13,410	7.7%
	PHEV	3,070	1.9%	7,220	4.2%
	<b>Total</b>	<b>6,580</b>	<b>4.1%</b>	<b>20,630</b>	<b>11.9%</b>
Exemplar	BEV	4,490	2.8%	19,300	11.2%
	PHEV	3,930	2.4%	10,390	6.0%
	<b>Total</b>	<b>8,420</b>	<b>5.2%</b>	<b>29,690</b>	<b>17.2%</b>

### 7.4 Aberdeen City Emissions Forecasts

Table 6-3 shows the emission values for the three scenarios and the 2019 baseline values. As older vehicles on the road are replaced with new cleaner vehicles the NOx and PM emissions will significantly reduce in all three scenarios. However, in the BAU scenario CO2 emissions increase due to the total vehicles in the city growing by an estimated 20% by 2030 (based on DfT forecasts for growth in vehicle miles travelled in the UK and a shift from diesel to petrol vehicles (which produce more CO2 per km).

This illustrates the importance of ACC aiming for the Exemplar scenario to ensure that the change to EVs outweighs the expected increase in size of the registered vehicles in the city.

Table 6-3 Emissions values for Aberdeen City in 2019 and 2030

	CO <sub>2</sub> (thousand tonnes)	NOx (tonnes)	PM (tonnes)
2019 - Baseline	269	492	15.8
2030 - BAU	271	322	6.88
2030 - Good Practice	251	292	6.25
2030 - Exemplar	234	216	4.55

### 7.5 EV Charging for Residents

This section estimates the total number (including existing infrastructure) and types of chargepoints required for each EV uptake scenario. This analysis has been undertaken for Aberdeen City only and the results are displayed in Table 6-4. It is assumed that all chargepoints will have two chargepoint sockets for charging and so the number of sockets required will be double the amount of chargepoint locations.

Table 6-4 Total Number of Publicly Available Chargepoints required in Aberdeen City in 2025 and 2030

Number of chargepoint locations - Total					
BAU	2025		BAU	2030	
	Good Practice	Exemplar		Good Practice	Exemplar
11	30	37	13	62	89
8	21	26	13	61	87
9	22	28	14	63	90
<b>28</b>	<b>73</b>	<b>91</b>	<b>40</b>	<b>186</b>	<b>266</b>

The estimates show that rapid chargers will account for 65-70% of all charging events, 22kW for 20-25% and 7kW for 10% of all charging events. Due to the slow speed of the 7kW chargers, a relatively large number of these units are required to provide a small share of demand. It would also be possible to provide the required amount of charging with fewer rapid chargers and more 7kW chargers.

In summary, rapid charging is likely to be more cost effective at a systems level and reflects trends in vehicle and infrastructure technology. Conversely, providing slower chargers, even if they are not profitable, will increase EV uptake among households without off-street parking and help to mitigate economic inequality.

There is a potential risk associated with encouraging EV uptake (or penalising petrol and diesel use through road user charging), while making the transition more difficult for some parts of society. However, Car Clubs can help to mitigate this risk by widening access to EVs to all parts of society. Decisions about chargepoint provision should not be made from a purely environmental viewpoint. Social and financial benefits should also be considered.

Table 6-5 shows estimated capital costs<sup>14</sup> of the charging infrastructure forecast for Aberdeen. Details of the cost elements included are contained in the footnote on this page<sup>24</sup>.

Table 6-5: Capital cost of infrastructure from 2020 onwards to meet demand in Aberdeen City

	Capital cost of charging infrastructure from 2020 onwards			
	2025		2030	
	Cost during period	Cumulative cost	Cost during period	Cumulative cost
<b>BAU</b>	£ 153,577	£ 153,577	£ 175,623	£ 329,199
<b>Good Practice</b>	£ 608,479	£ 608,479	£ 1,446,178	£ 2,054,657
<b>Exemplar</b>	£ 792,213	£ 792,213	£ 2,280,339	£ 3,072,552

Table 6-7: Capital costs of individual chargepoints from averaged industry figures

	7 kW twin socket	22 kW twin socket	50 kW twin socket
<b>Total capital cost</b>	£8,176	£8,403	£27,553

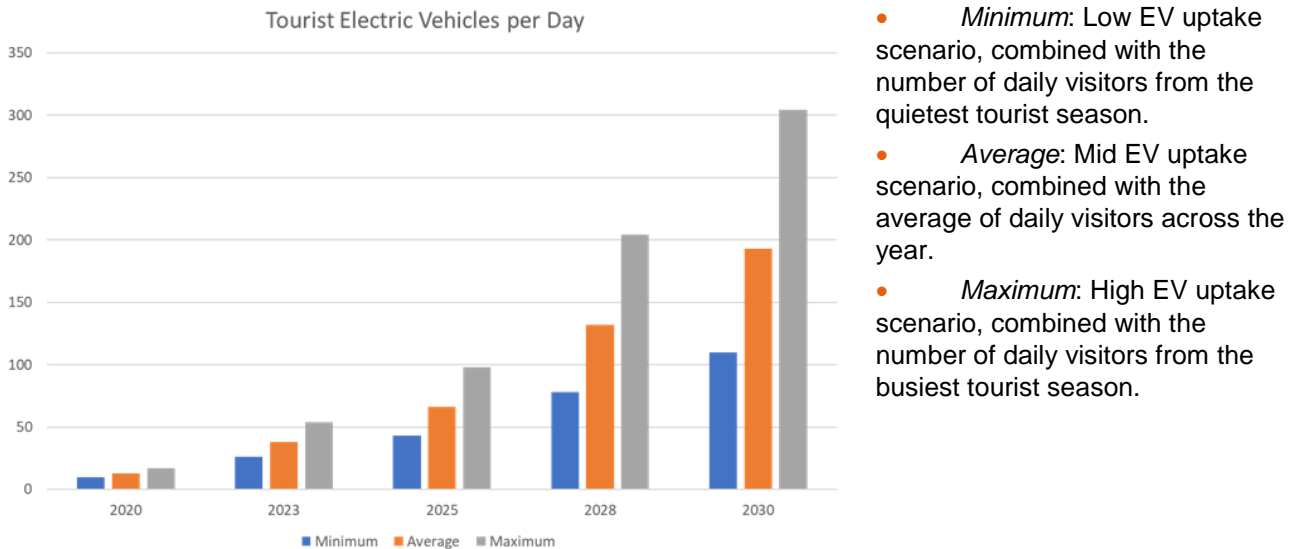
<sup>14</sup> Capital costs include equipment, an electrical connection (feeder pillar, Residual Circuit Breaker with Over-current device (RCBO), RCBO housing, RCBO protection, Miniature Circuit Breaker (MCB) installation, fixings and an assumed 5m electrical cable run), enabling works (foundations, 5m of ducting & surface reinstatement, guard rail/crash protection, bay markings, signage and branding) and warranty. These costs do not include new power supply.

## 7.6 EV Charging for Tourists

Based on the figures in Section 2.5.3, just under 575,000 domestic tourists visit Aberdeen every year, including those travelling for holidays, business, and those visiting friends and/or relatives, and around 84% of tourists from Scotland, as well as 55% of tourists from England and Wales, travel to Aberdeen using a car.

Visitors to Aberdeen are fairly evenly spread throughout the year, with a peak between the months of July and September. During this period, an average of 1,829 tourists visited Aberdeen each day, assuming visits are evenly spread.

Figure 6-1 shows minimum, average and maximum demand for EV charging infrastructure between 2020 and 2030. In this analysis, the scenarios are described as:



- *Minimum:* Low EV uptake scenario, combined with the number of daily visitors from the quietest tourist season.
- *Average:* Mid EV uptake scenario, combined with the average of daily visitors across the year.
- *Maximum:* High EV uptake scenario, combined with the number of daily visitors from the busiest tourist season.

Figure 6-1 Average number of tourist visits by EV to Aberdeen per day

By 2030 it is expected that between 110 and 304 tourists will visit Aberdeen in an EV every day. It is not possible to forecast the exact charging requirements of these vehicles as there is insufficient data on journey origins and the duration of their stay in Aberdeen. However, it is clear that tourism will add demands to the EV charging network. Furthermore, provision of destination chargers at overnight stopping locations may provide added incentive for a tourist to visit or to stay in the area for longer too.

## 7.7 Electric Vehicle Charging for Commuters

This section considers the estimated requirement for chargepoints for those vehicles registered outside of Aberdeen City that commute into the city. UK Census data<sup>15</sup> that covers Scotland was used to estimate the number of individuals commuting to Aberdeen from different local authority areas across the UK and a geospatial analysis was conducted. Section 2.5.3 illustrates the results of the census in further detail.

Given the ranges of electric vehicles and the length of the average commute, it is considered that there will not be a huge charging demand from commuters for the following reasons:

- Vehicle ranges are already sufficient to meet the needs of the majority of drivers
- Many commuters from outside the city will have off-street parking as this is typical in suburban and rural areas and can therefore charge at home. This will reduce load on the grid in Aberdeen.
- Commuters originating in Aberdeen should not be incentivised to use their car for that journey.

However, it is still necessary to ensure that provision does exist for those who cannot charge at home or may have a longer commute.

<sup>15</sup> UK Census 2011, WU03UK dataset. No Scottish-specific data is available

## 7.8 Electric Vehicle Charging for Through Traffic

Transit charging is needed to enable EV owners to complete journeys that are beyond the range of their vehicle. In most cases, the ideal location for transit charging infrastructure is near to extra-urban A-roads, where minimal detour is required to access the chargepoint. Road links with relatively high traffic flow are typically appropriate sites for transit charging. Locations on or near junctions where several high-flow road links intersect are ideal as the number of potential users increases further.

Analysis has been undertaken in the Evidence Base and Baseline report to help establish which locations would be most suitable. This analysis can be found in Section 9.4.

Along the AWPR, there are three key junctions, where the A90 intersects with the A93, A944 and A96 (shown in Figure 6-2). Traffic count data indicates that these intersecting roads also have high levels of traffic flow – particularly the A944. Transit charging infrastructure sited as near as possible to these junctions can serve users of these main roads without requiring a significant detour. Park and Ride sites already exist at the junctions of the A90/A944 and the A90/A96 and could be used as rapid charging hubs for transit charging.

Charging infrastructure should be at least rapid (50 kW), ideally with sites prepared for upgrade to ultra-rapid (150+ kW) charging as EV technology develops. It is not currently possible to predict the number of chargepoints required at these sites, as there is no data showing trip origin and destination for transitory road users.

Aberdeen's port operates two major ferry services to Kirkwall (Orkney) and Lerwick (Shetland). In 2017 a total of 22,900 cars and 120 commercial vehicles travelled on these services equating to 143,000 passengers including those on foot and other non-motorised transport<sup>16</sup>. While this through-traffic is relatively small compared to that of the AWPR, consideration should be given to locating charging infrastructure in and around the port in the future as EVs become more prevalent.

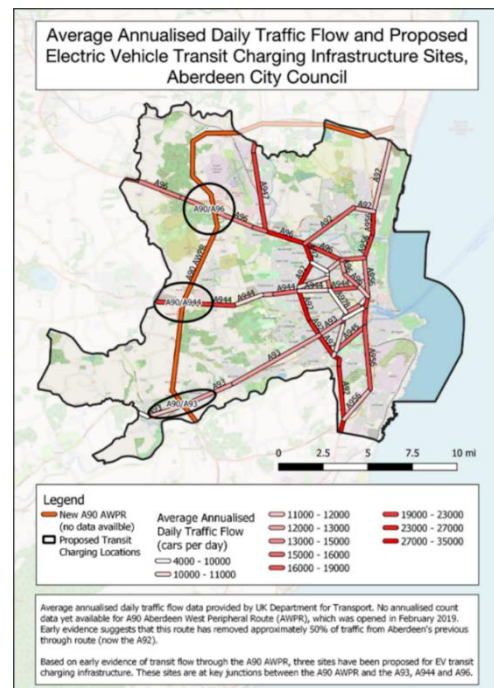


Figure 6-2 Map showing traffic flow on strategic road links in and around Aberdeen, with suggested sites for provision of transit charging infrastructure for EVs. Official traffic count data for the Aberdeen Western Peripheral Route (AWPR) is not yet available.

## 7.9 Actions

- Carry out research in partnership with Visit Scotland to determine the extent to which transit charging (e.g., at current petrol stations) is sufficient to meet demand from tourists travelling in an EV, as well as the likely impact that provision of EV charging infrastructure may potentially have on Aberdeen's tourist economy.
- ACC should follow the exemplar scenario in order to help meet Scottish Government targets.

<sup>16</sup> Scottish Transport Statistics, 2018, Table 9.15

- When following the exemplar model, ACC considers the demand from the Aberdeenshire area for charging in the city.
- ACC to continue to promote the benefits of EVs to air quality and carbon emissions.
- ACC to continue to facilitate access to EV car club vehicles and a range of charging infrastructure types across the city.
- ACC to work with Tourist bodies to better understand origins and durations of stay for visitors.
- ACC to encourage EV charging at park and ride sites rather to reduce to reduce vehicle movements into the city.
- ACC to work with partners to promote the benefits of providing workplace charging to the business community.
- ACC to continue to monitor usage of existing charging infrastructure in these locations and identify gaps.
- ACC to continue to promote EVs as part of a wider transport mix but not at the expense of more sustainable modes

## 8 Infrastructure Requirements

### 8.1 Introduction

The previous section identified the forecast levels of EVs and the different types of users who would need to be catered for. This section now looks at how to determine where the required infrastructure should be located.

### 8.2 Methodology for Identification of Sites for Chargepoints

#### Longlist

A longlist was created from a list of all possible sites where chargepoints might be located to determine suitability. Figure 7-1 shows the criteria.

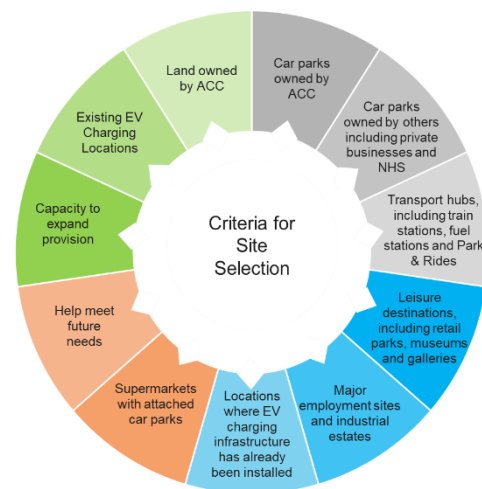


Figure 7-1 Longlist Criteria



## Shortlist

A shortlist of sites was then identified by assessing each site and scoring each site from one to four against the following criteria shown in Figure 7-2.



Figure 7-2 Shortlist Criteria

## Standard or rapid charging

The next step was to determine whether standard (7kW), fast (22kW) or rapid (50kW+) chargers should be installed at each site. This was assessed by reviewing expected vehicle dwell time, likely use cases, and linkages with key strategies and policies. For example, Park & Ride sites will need a combination of slow chargers to serve drivers leaving their vehicles for several hours to work or shop in the city, and rapid chargers to support residents who cannot charge at home and transit journeys.

## Site Recommendations

Site recommendations have been mapped together with the number and type of chargepoints it is suggested that should be installed at each site:

- Numbers of active chargepoints to be provided in 2025. Active chargepoints are comprised of a socket connected to the electrical supply system that vehicle owners can plug their vehicle into.
- Passive charging capability to be made ready for 2030. Passive chargepoints comprise a network of cables and power supply necessary so that at a future date a socket can be added easily.<sup>17</sup>

It is not suggested that ACC should fund and install all of these sites. However, this is the proposed network coverage (number and distribution) needed to support accelerated EV uptake. The EV Framework sets out actions to be taken by other stakeholders to facilitate the development of this network.

## Number of Chargepoints at Each Location

Site infrastructure demand is estimated by modelling based on assumptions about typical annual mileage, battery sizes of current and future EVs and the likely number of vehicles of different specifications. A range of charging speeds (slow, standard, fast and rapid) for EV Supply Equipment (EVSE) is used so that the likely charging output by charger and sessions per day can be calculated.

The methodology used to determine the number of chargepoints at each site is a top-down approach. It models the total power requirement needed to serve a given number of EVs and then disaggregates this

<sup>17</sup> <https://pod-point.com/guides/business/ev-charging-legislation-new-build-uk>

across different sites. This has been combined this with a bottom-up approach for selected sites (e.g. Park & Ride car parks).

### 8.3 Methodology for Identification of Sites for Residential Charging

This Framework focuses on the provision of charging at rapid charging hubs and other off-street locations because the evidence suggests that it will be more feasible and cost-effective to provide this infrastructure in the short to medium term. However, some on-street charging will be required to support EV adoption by households without off-street parking and to ensure equitable access. At this time, there is significant uncertainty about the potential role of on-street charging, particularly as there is no business case for private sector operators to invest in infrastructure that may only provide charging to two vehicles per 24-hour period.

Evidence suggests that in the short to medium term, EV uptake by private car owners in locations which have the following characteristics are most likely to bring the most benefit:

- OLEV: early EV adopters are most commonly “middle-aged, male, well-educated, affluent, and live in urban areas with households containing two or more cars and with the ability to charge at home<sup>18</sup>”
- Zap-Map: over half of EV owners earn more than £50,000 per year
- The UK Office for National Statistics: those with degrees were more likely to consider buying an EV than those without, those with an annual income of more than £26,000 were 33% more likely to consider buying an EV than those earning less than £26,000 per year<sup>19</sup>

Increased provision of EV Car Club vehicles could be an option to allow households in lower income areas to access EVs, although further work would be required to understand travel needs and journey patterns, to ensure that this does not reduce active travel and public transport trips.

Locations have been identified that are relatively more likely to benefit from on-street charging infrastructure. More detail of the dataset(s) used, and the weightings attributed to factors in the residential charging index can be found in detail in Section 4.4 of the Evidence Base and Baseline report.

In terms of residential charging, stakeholders suggested that the strategic placing of EV chargepoints in key locations in Aberdeenshire would need to be considered if EV uptake is to increase amongst those outside of the city. The use of school and public car parks was suggested to be used for overnight EV charging, and locations such as workplaces, supermarkets and shopping centres could be used as EV charging hubs, and potentially help to solve the issue of where chargepoints may be located for flat dwellers in cities.

A number of potential key locations for EV charging infrastructure in Aberdeen were identified by stakeholders and these included: TECA, Airport, Aberdeen leisure beach and retail park, Kittybrewster retail park, Berryden retail park, Bridge of Don retail park, Union Square, Trinity Centre, Bon Accord centre, RGU, University of Aberdeen, Council car parks, ARI, Woodend Hospital, Parks (Seaton, Hazelhead, Duthie, Westburn), Aberdeen Sports Village, Beach Leisure Centre/Ice Arena, Park & Ride sites, and Hotels.

The top 100 and top 200 sites resulting from this exercise have been mapped to show the potential best sites to trial residential on-street charging and this is shown in Chapter 4 of the Evidence Base and Baseline Report.

### 8.4 Actions

- ACC to undertake a study to understand the travel needs and journey patterns of households in regeneration areas to consider the impact of provision of EV Car Club vehicles on active travel and public transport trips.
- ACC to encourage awareness of the charging requirements and methodology for the benefit of partners.

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<sup>18</sup> UK Government Office for Low Emission Vehicles, 2015. Uptake of Ultra Low Emission Vehicles in the UK.

<sup>19</sup> UK Government Department for Transport, 2016. Public attitudes towards electric vehicles (revised).

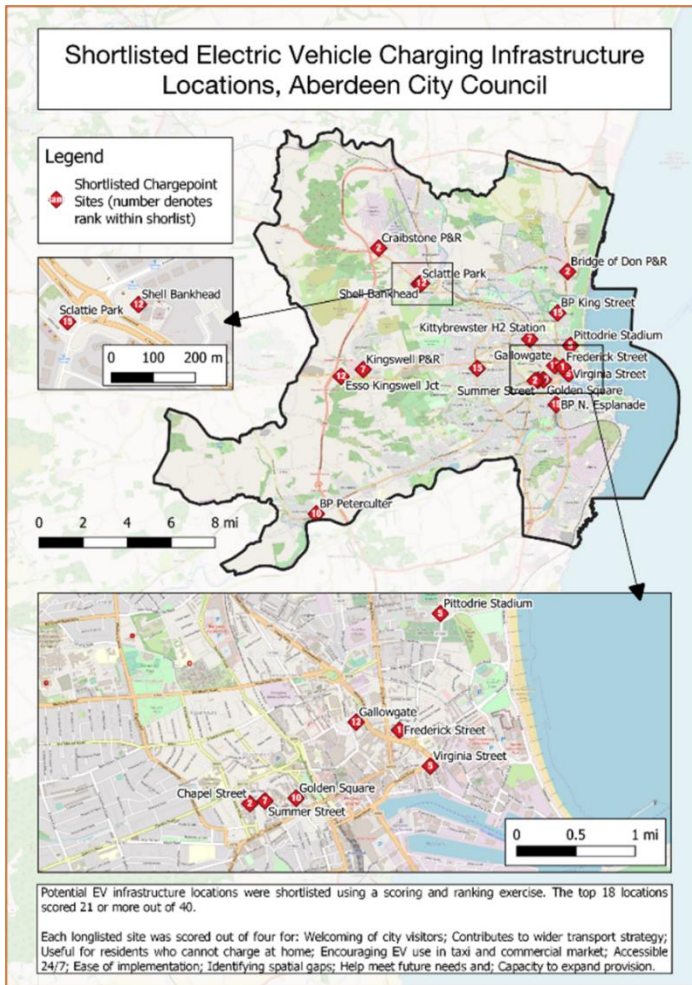
## 9 Proposed Location of Charging Infrastructure

### 9.1 Off-Street Charging

Using the methodology previously described the proposed infrastructure sites and chargepoint provision are shown in Table 8-1 and Figure 8-1.

Site Name (Rank)	Parking Spaces	2025			2030		
		7 kW	22 kW	50 kW	7 kW	22 kW	50 kW
Frederick Street (1)	150	0	1	1	0	1	1
Bridge of Don Park & Ride (2)	600	4	0	2	11	0	5
Chapel Street (2)	500	3	1	0	7	1	0
Craibstone Park and Ride (2)	996	6	0	3	17	0	8
Pittodrie Stadium (5)	295	1	1	0	3	3	0
Virginia Street (5)	45	0	0	1	0	0	1
Kittybrewster Hydrogen Station (7)	90	0	1	1	0	3	2
Summer Street (7)	23	1	1	0	2	1	0
Kingswell Park & Ride (7)	950	6	0	3	16	0	8
Golden Square (10)	32	1	1	0	1	1	0
BP/M&S Peterculter (10)	10	0	0	1	0	0	2
Shell Bankhead (12)	10	0	0	1	0	0	2
Gallowgate (12)	138	0	1	1	0	1	2
Esso Kingswell Junction (12)	20	0	0	2	0	0	4
Scfattie Park (15)	28	0	1	1	0	1	2
BP King Street (15)	10	0	0	1	0	0	2
BP North Esplanade (15)	10	0	0	1	0	0	2
Shell North Anderson Drive (15)	10	0	0	1	0	0	2
<b>Total</b>	<b>3,917</b>	<b>22</b>	<b>8</b>	<b>20</b>	<b>57</b>	<b>12</b>	<b>43</b>
		<b>50</b>			<b>112</b>		

Table 8-1: Chargepoint provision at identified sites



When planning and installing infrastructure for the 2025 targets, it will be important to ensure that enough passive charging is built in for 2030 to avoid unnecessary groundworks when expanding the network at already established sites. Similarly, capability to upgrade chargepoints from slow to rapid chargers should also be taken into account, should there be a preferred market solution in the future. A summary of the required number of chargepoints, the current infrastructure already in place in Aberdeen, and the number of chargepoints identified at the shortlisted sites is shown in Table 8-1 and Figure 8-1.

Where there may be a geographical gap in these proposals, that could provide opportunities for other organisations to provide chargepoints.

Figure 8-1 Shortlisted EV Charging Infrastructure Sites

	2025				2030			
	7 kW	22 kW	50 kW	Total	7 kW	22 kW	50 kW	Total
<b>Required (Exemplar)</b>	37	26	28	91	89	87	90	266
<b>Current Infrastructure</b>	20	20	11	51	20	20	11	51
<b>Shortlisted Sites</b>	22	8	20	50	57	12	43	112
<b>Shortfall</b>	-5	-2	-3	-10	12	55	36	103

Table 8-2: Summary of required, current, proposed and shortfall of EV infrastructure

This analysis shows that, if all 18 identified sites on the shortlist had the recommended infrastructure built, in 2025 ACC would exceed the required number of chargepoints, for all charging speeds, for the exemplar uptake scenario. This would put ACC in a strong starting position for the second half of the decade. In 2030 there is a shortfall in the required number of sites for all charging speeds if further EV infrastructure is only built at the shortlisted sites.

The shortlist has prioritised sites where the Council has control of the land, where new development presents opportunities and at filling stations. In order to address the shortfall, and any geographical gaps in the city, we would encourage other organisations, who have publicly accessible land, to look to install publicly-available charge points. In addition to the Council many organisations in the city, such as Lidl, Union Square and Bon Accord Centre have already done this and see huge benefit as it incentivises EV drivers to visit their wider facilities and not just their charge points. Therefore, organisations should look to:

- Consider installing publicly-available charge points for staff and visitors.
- Consult the longlist of sites, in the Evidence Base and Baseline report, that didn't make the shortlist to establish where the next highest ranked sites are located.
- Consider putting in place the extra chargers required to meet the recommended number of chargepoints.
- Some workplaces may be able to provide chargepoints for public access.

The Council should also ensure that when new major developments are brought forward for planning consent that consideration is given to active and passive charging requirements.

The largest shortfall in chargepoints in 2030 is for the 22 kW fast 22 chargers. Recommended sites for this type of chargers include destination locations, tourist attractions, leisure centres, leisure retail and hospitality facilities, hotels, supermarkets and allotments.

### **9.1.1 Actions**

- ACC to work with partners to facilitate the creation of additional charging locations, in line with the selection criteria results.
- ACC to work with partners to identify additional charging locations in line with the selection criteria results.
- ACC to promote the required number of chargers in order to ensure that other organisations are aware and are incentivised to install.
- ACC to encourage the future proofing of sites to allow for additional infrastructure to be installed more easily.
- ACC to investigate ways to mitigate the shortfall including working with workplaces, ensuring charging provision is built into new developments and exploring identified sites on the long list.

## 9.2 On-Street Charging

Off-street charging will need to be supported by some on-street charging for households without off-street parking. 100 locations have been identified as potential sites for trialling on-street charging and ranked according to the criteria shown in Chapter 7. The results are displayed in Figure 8-2.

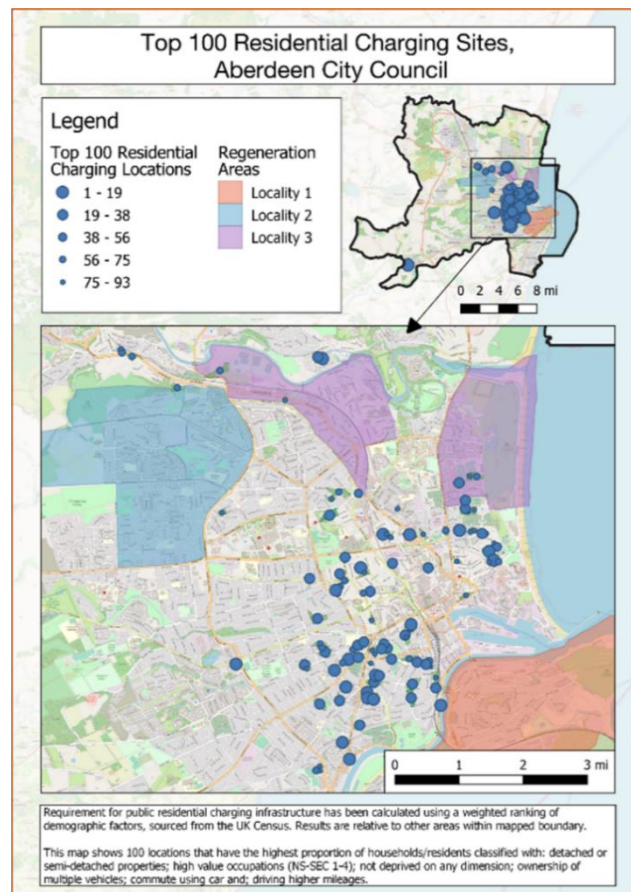


Figure 8-2: Top 100 sites for on-street charging trials

### 9.2.1 Actions

- ACC to investigate on-street charging pilot area(s) in the city.

## 9.3 Taxis and private hire vehicles

ACC requires newly licensed standard passenger vehicles to be less than five years old and newly licensed WAVs to be less than ten years old. A maximum age limit or minimum emission standard for renewal of vehicle licences is not specified. Instead, vehicles are removed from the fleet due to natural turnover or upon failure of inspection / compliance tests. This does not provide any direct control over fleet emissions standards. The price of a new Wheelchair Accessible Taxi can range between £20,000 and £40,000. There are three potential alternatives:

- *Improved* - Enforced age limit for renewal of diesel / petrol vehicles (e.g. 10 years), minimum emissions standard for new vehicles (e.g. Euro 6)
- *CAZ / LEZ compliance* - Minimum emissions standard for all vehicles (e.g. new vehicles and renewals must be Euro 6)
- *Best practice for ULEZ introduction* – Enforced age limit for renewal of diesel / petrol vehicles (e.g. 10 years), new vehicles must be ULEV

ACC's proposal to revise licensing conditions to meet LEZ emissions standards, supported by an enforced maximum age limit, is aligned with the approach proposed by other Scottish cities aiming to achieve LEZ / CAZ compliance in short timescales. However, without a package of supporting measures, this policy is not expected to encourage the uptake of plug-in taxi and private hire vehicles.

Other local authorities have favoured the early and phased introduction of ULEVs without the intermediate regulatory introduction of improved Euro standards. These authorities will require new vehicles to be ULEV or ZEV from the early 2020s, and all vehicles to be ULEV or ZEV by 2030.

Incentives aimed at addressing these issues will be most successful in encouraging the uptake of plug-in taxi and private hire vehicles. The feasibility of introducing the following incentives for plug-in vehicles (with preference given to BEVs) should be considered.

- Financial incentives such as interest free loans or grants towards operating costs (e.g. licence fees, vehicle testing etc.)
- Providing opportunities for short term test drives and 'try before you buy' schemes
- Provision of adequate charging infrastructure, consideration of on-street residential charging or alternatives such as charging hubs

Charging infrastructure will be needed to support the uptake of plug-in vehicles. The extent to which taxis can share public points or need their own infrastructure will depend on what measures are put in place to encourage or mandate uptake. In the absence of changes to licensing policy supported by financial measures (such as interest free loans and grants), uptake will be low and, therefore, it may not be appropriate to provide dedicated infrastructure which would be under-utilised. However, if policy is changed and measures are implemented, such that a significant proportion of the fleet will switch to plug-in vehicles, then dedicated infrastructure would be needed. Further research will be required once a decision has been made on taxi licensing policy.

As and when uptake of plug-in taxis becomes larger and dedicated infrastructure is needed, potential locations that could be considered include:

- City centre taxi ranks: Back Wynd, Chapel Street, Dee Street and Hadden Street.
- Stations: possibly only at the main rail station, depending on footfall and taxi pick up frequency at other stations
- Airports: opposite the main airport terminal and at Bristow's heliport
- Aberdeen South Harbour to service cruise ship passenger demand
- Large supermarkets and other major retail sites: e.g. Asda Dyce, Asda Middleton, Tesco Rousay Drive, Tesco Wellington Road, Asda Aberdeen Beach
- Hospitals: Aberdeen Royal Infirmary
- Allotment sites
- Sites where taxi drivers already take breaks, such as cafes frequented by the trade

### **9.3.1 Actions**

- ACC to ensure revised Licensing Conditions are encouraging of EV taxis.
- ACC to work with partners to take forward complementary measures to encourage EV taxis.

## **9.4 Delivery Vehicles**

The details of current delivery vehicle numbers and characteristics are outlined in Section 2.4.6. The typical cost of a Light Commercial Electric Vehicle is £20,000 to £25,000.

In addition, this data is likely to underestimate actual emissions from vans and HGVs in Aberdeen. The emissions calculations are based on DfT registration data and as such do not account for emissions from vehicles which are registered elsewhere and operate within Aberdeen. Given the city's location, the presence of a large port, and its industrial links, there is likely to be a significant volume of commercial vehicles coming into and passing through the city which are not captured in the data. The measures in Table 8-3 could be considered to increase ULEV uptake:

Measures	
<ul style="list-style-type: none"> <li>• Increase chargepoint and refuelling network coverage</li> </ul>	<ul style="list-style-type: none"> <li>• Fleet Support and Engagement</li> </ul>
<ul style="list-style-type: none"> <li>• Engagement with Fleet Operator</li> </ul>	<ul style="list-style-type: none"> <li>• Signposting and Awareness Raising of relevant tools and information sources</li> </ul>
<ul style="list-style-type: none"> <li>• Certification</li> </ul>	<ul style="list-style-type: none"> <li>• Retrofit</li> </ul>
<ul style="list-style-type: none"> <li>• Trials and Demonstrations</li> </ul>	

Table 8-3: Measures to encourage ULEV Uptake

### 9.4.1 Actions

- ACC should engage with operators and communicate any increases in chargepoint and refuelling network coverage to increase EV uptake.
- ACC should engage with partners in the Freight Forum to continue structured engagement and collaboration between stakeholders.
- ACC should carry out trials and demonstrations of EVs to increase suppliers' trust and confidence in EV technology to encourage more investment in EVs.



## 10 Chargepoint Procurement & Management

### 10.1 National Technical Standards

OLEV publishes technical standards for domestic and workplace charging that must be adhered to by EV charging infrastructure suppliers for them to be permitted to access UK Government funding streams. These standards form a sensible and robust basis upon which ACC can develop more detailed standards tailored to local requirements. Where a charger is being installed, it is sensible, for future proofing, to install a double outlet charger and, where this is the case, it should be capable of recharging two vehicles simultaneously.

Many EV chargepoint networks and operators have apps and online maps that allow the EV user to be able to connect to chargepoints, see where they are located, receive status updates on whether they are in use or operational. These tools will help the EV user to plan their journeys. For example, EV charging network provider ChargePoint is now integrated with Apple CarPlay. That means drivers can now find a ChargePoint charging station, navigate to it, and start a charging session from their car's infotainment screen without having to pick up their phone while travelling to launch the ChargePoint app. In addition, the Zap-Map app helps EV drivers to locate available charge points, plan longer electric journeys, share updates with the EV community and pay for charging on participating networks.

National standards do not cover the implementation of EV charging hubs. EV charging hubs contain multiple chargepoints, possibly of different specifications, plus auxiliary equipment including battery storage or solar photovoltaic canopies. As a result, installations can be complex, involving multiple subcontracting equipment suppliers and installers. It may be sensible to procure charging hubs over three phases:

- Design Phase: Produce viable engineering design schematics that meet quoted specifications.
- Delivery Phase: Provide and install specified equipment for the hub (drawing upon OLEV technical standards).
- Operation Phase: Operate the hub, including back-office systems and maintenance (drawing upon OLEV technical standards).

A number of considerations for the installation of chargepoint installers have been set out in the Evidence Base and Baseline Report.

### 10.2 Network Operating Models

There are four common chargepoint network operating models that are compared in this section: own and operate, external operator, lease, and concession. In each ownership model, elements of the capital cost, operating cost and revenue are shared differently between the landowner and chargepoint provider. An overview of each of the modes can be found in Section 12.2 of the Evidence Base and Baseline report.

A summary of the proportion of cost incurred and revenue retained by the landowner in different ownership models is estimated in Table 9-1.

Table 9-1: Proportion of costs incurred, and revenue retained by landowner across ownership models

Ownership Model	Hardware	Groundworks	Back-office	Electricity	Maintenance	Revenue
Own and Operate	100%	100%	100%	100%	100%	100%
External Operator	100%	100%	0%	100%	100%	90%
Lease	0%	0%	0%	0%	0%	20%
Concession	0%	100%	0%	0%	0%	30%

When making decisions on chargepoint ownership models, it is important to also consider the non-financial implications of each model. Whilst the most obvious distinctions between each ownership model are in how costs and revenue are shared, there is also a variable share in the contractual control over how the chargepoints are operated. In most cases, the greater the investment made by an external supplier(s), the greater the control of the supplier(s).

In turn, this means that the landowner will have less control over the quality and type of service(s) provided to EV users on their site which, in a worst-case scenario, could create a negative perception of the landowner that they cannot easily address. Regardless of the ownership model, contractual terms should be sought that ensure both financial and reputational risk are fairly distributed and that a high level of service to EV users is maintained.

The evidence shows that the best option for an individual local authority must reflect its own attitude to risk, willingness to invest, and access to capital. A growing number of cities are opting for the concession model as a way of balancing risk and reward while growing private sector investment.

ACC has developed guidance on best practice for new developments in its Transport and Accessibility Supplementary Guidance, however, this is a non-technical document which does not cover items such as equipment safety requirements, installation regulations and British Standards, charging equipment electrical rating and maintenance British Standard guidelines. A separate guidance document for developers wishing to install chargepoints would be beneficial. This should build on the OLEV guidance and include details regarding charging hub best practice and layout of equipment.

### 10.3 Fees and Tariffs

There are three tariff types that can be implemented:

- Pay per kilowatt-hour – users pay proportionately to the electricity they have used but have no incentive to unplug when charged, often leading to poor utilisation.
- Pay per hour/minute – encourages users to unplug when charged and penalises users who leave their vehicle plugged-in.
- Pay per use (flat rate) – this is the simplest to manage and easiest to communicate and dissuades users who only require a short charge.

#### Overstay Penalties and Maximum Stay Times

If an overstay penalty or maximum stay time is introduced, it needs to be appropriately signposted to ensure users are aware of this fee. Overstay penalties can be implemented to charge users a fee if their vehicle remains plugged into a chargepoint after it has fully charged.

A maximum stay time would limit the time a vehicle can be parked in a bay, and hence charge. While this ensures vehicles rotate throughout the day at these sites, this option can still be abused. If there is no parking fee, there is nothing to deter a driver who is at full charge blocking a charging bay. Conversely if the charger is not rated high enough, the user may not be able to fully charge within the maximum stay time leading to user dissatisfaction. A maximum stay time, however, can be operated either through the chargepoint, through cameras or manually with a traffic warden.

In summary, it is proposed that ACC considers using either a pay per kilowatt-hour tariff (when coupled with an overstay penalty for slow and fast chargers) or a pay per hour/minute tariff. This would help prevent undesirable behaviour (e.g. chargepoint blocking) and would make revenue more predictable, removing some uncertainty from investment plans.

From June 2020, ACC introduced a fee of £0.19 per kWh delivered across all chargepoint types with a connection fee of £0.38. Currently these fees are constant across the city. There may be some benefit in varying tariffs to encourage people to use Park & Ride or suburban charging locations instead of city centre locations.

Table 9-2 shows example fee ranges for each type of tariff broken down into per unit and connection charge based on figures throughout the UK.

Table 9-2: Typical charges for a variety of chargepoint tariffs and speeds

Tariff	Charge Type	7 kW	22 kW	50 kW	150 kW
Per kWh	Per unit	£0.15 - £0.25	£0.15 - £0.30	£0.17 - £0.35	£0.25 - £0.40
	Connection	£0.00	£0.00 - £1.00	£0.00 - £3.00	£0.00 - £4.00
Per hour	Per unit	£1.00 - £2.50	£4.00 - £6.00	£9.00 - £15.00	£30.00 - £40.00
	Connection	£0.00	£0.00 - £1.00	£0.00 - £2.00	£0.00 - £5.00
Flat rate	Connection	£4.00 - £7.00	£5.00 - £8.00	£6.00 - £9.00	£7.00 - £10.00

When setting fees and tariffs, the most appropriate option will depend on whether the aim is for the network to be revenue neutral, or to generate income. When deciding which tariff is most appropriate, as well as factoring in energy costs for the energy being consumed by vehicles charging, it is also worth taking into account, for example, power supply costs, capacity charges, metering costs, back office costs, maintenance and also the energy that is consumed by the charge points themselves even when vehicles are not charging.

It should be noted that these will become more expensive to maintain over time and that charge point hosts should consider the whole life costs of charge points.

There are various options of energy supply when considering ‘where’ to get your power from for EV charging. Whether existing metering and infrastructure for EV charging is used and extra load is loaded to the existing electricity supply or a brand-new grid connection is obtained, consideration around power supply is often based on the energy supplier selected. All electricity supplied will have a declared ‘fuel mix’ variable depending on the supplier. Electricity suppliers will also be able to offer ‘fully renewable tariffs’ within their product range if green credentials are a priority. Suppliers will be able to guarantee the electricity used is from a renewable source (wind, biomass, solar etc) through REGOs (renewable guarantees of origin).

Tariffs will vary dependent on the supplier selected and prices will fluctuate in line with the energy market. Fixed, pass-through and flexible contracts dominate the marketplace, and a combination of risk appetite, total consumption and usage profile are the primary considerations when looking at a suitable power contract. Small scale EV charging will lend itself to fixed tariffs, while flexible tariffs are a potential consideration for large scale projects.

When considering a more ‘off grid’ solution, on-site generation can work well with EV installations. Solar and wind installations can contribute (or fully supply) EV charge points (dependent on weather) with or without battery storage and EV solutions can be easily linked into existing projects such as Combined Heat & Power in order to reduce the cost per kWh. Savings and payback times will vary depending on the solution but can provide savings over the lifetime of the asset.

## 10.4 Actions

- ACC to review evidence and decide which model(s) would be most beneficial to implement for any infrastructure it implements and in which sites, appreciating that site and funding availability will affect this.
- ACC to monitor the effectiveness of the current tariff and review if necessary.
- ACC to investigate the introduction of maximum stay time for units and overstay penalties.
- In addition to the existing guidance for new developments, ACC should produce a separate guidance document for developers wishing to install chargepoints. This should build on the OLEV guidance and include details regarding charging hub best practice and layout of equipment.
- ACC to promote the management models to potential hosts

# 11 Complementary measures

## 11.1 Overview

Evidence from other cities shows that only providing additional charging infrastructure will not be sufficient to increase EV uptake. Complementary measures will also be required to support the transition to EVs, and a broad package of measures and incentives will be required to achieve the exemplar uptake scenario.

A high-level assessment of a long list of potential measures and incentives has been carried out to determine their suitability in Aberdeen. Details of these can be found in Section 15 of the Evidence Base and Baseline report and are summarised below:

- Demand management tools such as Park & Ride sites and a Workplace Parking Levy which aims to encourage employers to reduce the number of free workplace parking bays by charging an annual fee
- Public Engagement to improve understanding and awareness of the benefits of EVs among private vehicle owners
- Business Engagement by establishing fleet working groups to ensure fleet operators are kept up to date with the latest technology developments, vehicle availability and funding opportunities, explore options for joint procurement to reduce the costs of vehicles and infrastructure and discuss the barriers to accelerate EV adoption and work to identify and implement solutions.
- Organise workshops or events for businesses
- Fleet Reviews to incentivise increased fleet adoption of EVs
- Leading by Example: Aberdeen City Council's fleet. In line with the Scottish Government's Programme for Scotland 2019/20 which committed to phasing out the need for all new petrol and diesel vehicles in Scotland's public sector fleet by 2030, and phasing out the need for all new petrol and diesel cars and light vans from the public sector fleet by 2025
- Incentivisation through the Council's procurement process to ensure that EVs are used wherever feasible in its fleet operations and in its supply chains
- Increase availability of Car Club vehicles to reduce the number of private cars, the number and distance of journeys made in cars and improve accessibility for lower income households who may not be able to afford a vehicle, helping to provide social equality
- Co-location of Facilities lounges at Chargepoints e.g. shopping, refreshments and Wi-Fi
- Emissions-based parking charges to incentivise motorists to choose lower emission vehicles
- Educational Programmes with Schools to indirectly influence drivers
- Renewable Energy Generation and Energy Storage to consider the potential for renewable energy generation and energy storage to support ULEV use
- Promotion of the framework to make other organisations aware of opportunities
- Promotion of the opportunities that EVs bring for vehicle maintenance to the wider city

## 11.2 Actions

- ACC to explore the feasibility of taking forward the identified complementary measures

## 12 Initiatives that support Electric Vehicle Uptake

### 12.1 Overview

A review was undertaken to compare the recommendations for additional chargepoint infrastructure and other measures with other activity underway or planned in Aberdeen. This was to ensure that measures to increase EV uptake would fit well with other strategic activity in the city.

Table 11-1 set out the activities in the city that complement increased EV uptake. More details can be found in Chapter 16 of the Evidence Base and Baseline Report.

Initiatives			
Existing Chargepoint Implementation	Public Transport and Park & Ride	Car Clubs	Energy and Climate Routemap
Car park permits	City Centre Master Plan (CCMP)	Hydrogen	Council Fleet
Regeneration and New Developments	Roads Hierarchy Principles (RHP)	Strategic Car Parking Review	Getabout Partnership
Low Emission Zone (LEZ)	Sustainable Urban Mobility Plan (SUMP)	Rail Interchange Improvements	Net zero vision and infrastructure plan
Smart Transport App	Energy Transition Zone (ETZ)	Energy Supply	

Table 11-1 Existing/Planned Measures to Support EV Uptake

### 12.2 Actions

- ACC to work with partners to ensure that EVs continue to be considered as part of these projects and other relevant projects that emerge.

## 13 Funding the Framework

### 13.1 Overview

This section considers how the delivery of the framework could be funded. As noted earlier, delivery of this framework is not the sole responsibility of Aberdeen City Council. Other organisations, including private sector organisations and individuals can play a role in increasing the number of EVs and the availability of EV chargepoints in Aberdeen.

There are significant Government spending commitments to support the increase in EVs and charging infrastructure. These include:

- An EV energy taskforce which brings together the energy and automotive industries to plan for an increase in demand on energy infrastructure.
- New powers through the Automated and Electric Vehicles Act (2018) to ensure chargepoints are available at motorway service areas and large fuel retailers.

### 13.2 Grants and Loans for Individuals

- The Office for Low Emission Vehicles (OLEV) plug-in car and van grant schemes provide a discount on the price of new eligible vehicles via a grant to vehicle manufacturers and dealers.
- There is a Benefit in Kind (BiK) exemption for employees using free charging at work
- Through the Energy Saving Trust, Transport Scotland provides funding for a 6-year interest-free loan that offers drivers up to £35,000 to cover the cost of purchasing a new Battery Electric Vehicle (BEV) or Plug-in Hybrid Electric Vehicle (PHEV), or up to £10,000 to cover the cost of purchasing a new electric motorcycle or scooter.

### 13.3 Government Support for Organisations

- Support is available to increase the number of publicly accessible hydrogen refuelling stations and increase uptake of fuel cell vehicles, and support for Vehicle-to-Grid (V2G) projects to create a smarter energy system.
- From 2018 to 2019 Transport Scotland invested £15 million in the ChargePlace Scotland network, providing 1,500 chargepoints in homes, businesses and on local authority land. ACC has taken advantage of this funding to introduce chargepoints.

### 13.4 Revenue Generation

- Depending on the operating model taken forward, there is potential for ACC to generate income from the EV chargepoints in its control and to consider revenues from enforcement activities and demand management tools.

### 13.5 Actions

- ACC to promote the range of grants and loans through its website.
- ACC to continue to work with Transport Scotland to access funding to develop the charging network.
- ACC to further explore the different operating models.

## 14 Monitoring

### 14.1 Overview

Delivery of this EV Framework will be monitored through an annual monitoring report which will report on progress to deliver the proposed actions included in the Framework and summarised in 16.1 as well as the key indicators shown in Table 13.1. Monitoring may also inform future updates to the framework.

Indicator	Source
Number of Electric Vehicles in Aberdeen	
<ul style="list-style-type: none"> <li>Cars and Vans</li> <li>Taxis</li> </ul>	DfT Aberdeen City Council Taxi Licensing
Number of EV Chargers in Aberdeen	Chargeplace Scotland

Table 13-1 Key Indicators

### 14.2 Actions

The actions are set out in Table 13-2 together with the section of the report to which they refer.

Actions	Report Section
<ul style="list-style-type: none"> <li>ACC to keep a watching brief on the development of new technologies and investigate opportunities for trial where appropriate and to look to take account of technological changes in future updates to the framework.</li> </ul>	3
<ul style="list-style-type: none"> <li>ACC to continue to monitor changes to transport movements and mode splits as part of its annual monitoring.</li> </ul>	3
<ul style="list-style-type: none"> <li>Consider introducing further EV and Car Club parking in ACC operating car parks, where possible.</li> </ul>	5
<ul style="list-style-type: none"> <li>There is no current policy, legislation or strategy for encouraging uptake of EV taxis and Aberdeen lags behind other cities in EV taxi uptake. ACC should consider how to address this with the taxi fleet.</li> </ul>	5
<ul style="list-style-type: none"> <li>Other major cities in Scotland have already started to heavily decarbonise their Council fleet vehicles and pledged for all vehicles to be zero emission before the national target of 2030. Building upon the work already being undertaken to decarbonise its own fleet, ACC could also consider accelerating this target.</li> </ul>	5
<ul style="list-style-type: none"> <li>ACC should consider how to engage more with local businesses.</li> </ul>	5
<ul style="list-style-type: none"> <li>ACC should continue to provide EV charging standards for new developments in its LDP in order to encourage EV uptake and chargepoint installation.</li> </ul>	5
<ul style="list-style-type: none"> <li>ACC should ensure that their future policies, plans and strategies incorporate those projects in the Net Zero Vision and Infrastructure Plan in relation to energy supply, charge points and its own fleet.</li> </ul>	5
<ul style="list-style-type: none"> <li>Carry out research in partnership with Visit Scotland to determine the extent to which transit charging (e.g. at current petrol stations) is sufficient to meet demand from tourists travelling in an EV, as well as the likely impact that provision of EV charging infrastructure may potentially have on Aberdeen's tourist economy.</li> </ul>	7
<ul style="list-style-type: none"> <li>ACC should follow the exemplar scenario in order to help meet Scottish Government targets</li> </ul>	7

<ul style="list-style-type: none"> <li>When following the exemplar model, ACC considers the demand from the Aberdeenshire area for charging in the city</li> </ul>	7
<ul style="list-style-type: none"> <li>ACC to continue to facilitate access to EV car club vehicles and to a range of charging infrastructure types across the city.</li> </ul>	7
<ul style="list-style-type: none"> <li>ACC to encourage EV charging at Park &amp; Ride sites to reduce vehicle movements into the city.</li> </ul>	7
<ul style="list-style-type: none"> <li>ACC to continue to promote the benefits of EVs to air quality and carbon emissions</li> </ul>	7
<ul style="list-style-type: none"> <li>ACC to work with partners to promote the benefits of providing workplace charging to the business community.</li> </ul>	7
<ul style="list-style-type: none"> <li>ACC to continue to monitor usage of existing charging infrastructure and identify gaps.</li> </ul>	7
<ul style="list-style-type: none"> <li>ACC to work with Tourist bodies to better understand origins and duration of stay of visitors.</li> </ul>	7
<ul style="list-style-type: none"> <li>ACC to continue to promote EVs as part of a wider transport mix but not at the expense of more sustainable modes.</li> </ul>	7
<ul style="list-style-type: none"> <li>Undertake a study to understand the travel needs and journey patterns of households in regeneration areas to consider the impact of provision of EV Car Club vehicles on active travel and public transport trips.</li> </ul>	8
<ul style="list-style-type: none"> <li>ACC to encourage awareness of the charging requirements and methodology for the benefit of partners</li> </ul>	8
<ul style="list-style-type: none"> <li>ACC to work with partners to facilitate the creation of additional charging locations, in line with the selection criteria results.</li> </ul>	9
<ul style="list-style-type: none"> <li>ACC to work with partners to identify additional charging locations, in line with the selection criteria results.</li> </ul>	9
<ul style="list-style-type: none"> <li>ACC to promote the required number of chargers in order to ensure that other organisations are aware and are incentivised to install.</li> </ul>	9
<ul style="list-style-type: none"> <li>ACC to encourage the future proofing of sites to allow for additional infrastructure to be installed more easily.</li> </ul>	9
<ul style="list-style-type: none"> <li>ACC to investigate ways to mitigate the shortfall including working with workplaces, ensuring charging provision is built into new developments and exploring identified sites on the long list.</li> </ul>	9
<ul style="list-style-type: none"> <li>ACC to investigate on-street charging pilot area(s) in the city.</li> </ul>	9
<ul style="list-style-type: none"> <li>ACC should engage with operators and communicate any increases in chargepoint and refuelling network coverage to increase EV uptake.</li> </ul>	9
<ul style="list-style-type: none"> <li>ACC to ensure revised Licensing Conditions are encouraging of EV taxis.</li> </ul>	9
<ul style="list-style-type: none"> <li>ACC to work with partners to take forward complementary measures to encourage EV taxis.</li> </ul>	9
<ul style="list-style-type: none"> <li>ACC should engage with partners in the Freight Forum to continue structured engagement and collaboration between stakeholders</li> </ul>	9
<ul style="list-style-type: none"> <li>ACC should carry out trials and demonstrations of EVs to increase suppliers' trust and confidence in EV technology to encourage more investment in EVs.</li> </ul>	9
<ul style="list-style-type: none"> <li>In addition to the existing guidance for new developments, ACC should produce a separate guidance document for developers wishing to install chargepoints. This should build on the OLEV guidance and include details regarding charging hub best practice and layout of equipment.</li> </ul>	10



<ul style="list-style-type: none"> <li>• ACC to review evidence and decide which EV charging operating model(s) would be most beneficial to implement for any infrastructure it implements and in which sites, appreciating that site and funding availability will affect this</li> </ul>	10
<ul style="list-style-type: none"> <li>• ACC to monitor the effectiveness of the current tariff and review if necessary.</li> </ul>	10
<ul style="list-style-type: none"> <li>• ACC to investigate the introduction of maximum stay time for units and overstay penalties.</li> </ul>	10
<ul style="list-style-type: none"> <li>• ACC to promote the management models to potential hosts.</li> </ul>	10
<ul style="list-style-type: none"> <li>• ACC to explore the feasibility of taking forward the identified complementary measures</li> </ul>	11
<ul style="list-style-type: none"> <li>• ACC to work with partners to ensure that EVs continue to be considered as part of other projects in the city and other relevant projects that emerge.</li> </ul>	12
<ul style="list-style-type: none"> <li>• ACC to promote the range of grants and loans available through its website.</li> </ul>	13
<ul style="list-style-type: none"> <li>• ACC to continue to work with Transport Scotland to access funding to develop the charging network.</li> </ul>	13
<ul style="list-style-type: none"> <li>• ACC to further explore the different operating models.</li> </ul>	13

*Table 13-2 Actions*

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## ABERDEEN CITY COUNCIL

<b>COMMITTEE</b>	City Growth and Resources
<b>DATE</b>	03 February 2021
<b>EXEMPT</b>	No
<b>CONFIDENTIAL</b>	No
<b>REPORT TITLE</b>	Aberdeen Active Travel Action Plan 2021-2026
<b>REPORT NUMBER</b>	COM/21/016
<b>DIRECTOR</b>	N/A
<b>CHIEF OFFICER</b>	Gale Beattie
<b>REPORT AUTHOR</b>	Tony Maric
<b>TERMS OF REFERENCE</b>	2.1.1 & 2.1.5

### 1. PURPOSE OF REPORT

- 1.1 This report seeks the approval of the Committee for the Aberdeen Active Travel Action Plan 2021-2026. If approved this will provide an agreed policy for Active Travel interventions and allow for future projects to be progressed as suitable funding becomes available.

### 2. RECOMMENDATION(S)

That the Committee:-

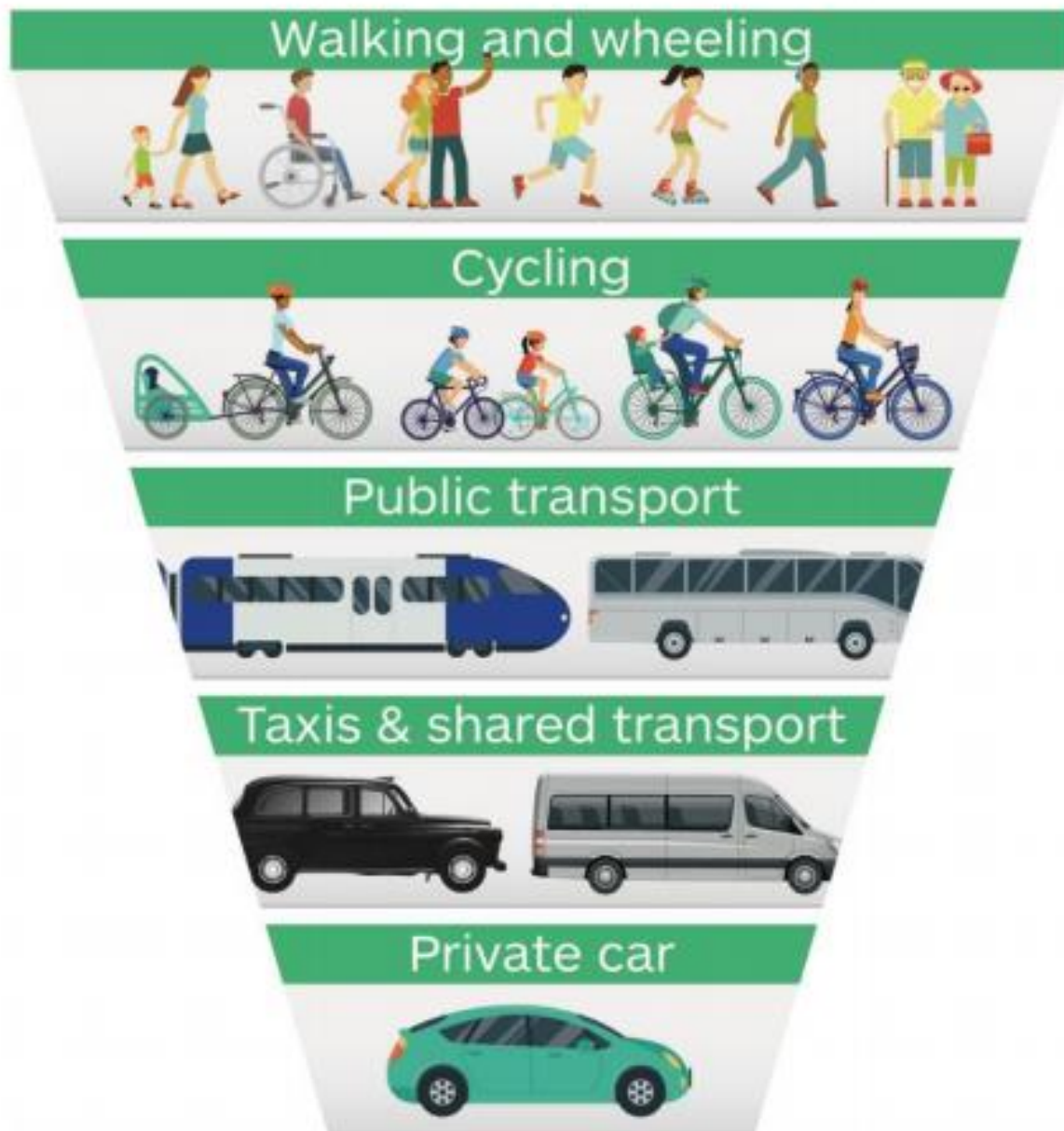
- 2.1 Approve the Aberdeen Active Travel Action Plan 2021-2026, included at Appendix 5;
- 2.2 Instruct the Chief Officer- Strategic Place Planning, in collaboration with the Chief Officer - Capital and Chief Officer – Operations and Protective Services, to commence delivery of the Aberdeen Active Travel Action Plan 2021-2026, maximising external funding opportunities, and to report back on progress against the Action Plan on an annual basis by way of a Service Update; and
- 2.3 Note that the Aberdeen Active Travel Action Plan 2021-2026 helps to support the Council’s ambitious Net Zero carbon plans for Aberdeen.

### 3. BACKGROUND

- 3.1 The current [Active Travel Action Plan 2017-2021](#) (ATAP), approved by the Communities, Housing and Infrastructure Committee on 24 January 2017 is a five year plan which is due for renewal in 2021. It sits as a supplementary document to the [Aberdeen Local Transport Strategy](#) (LTS) to further develop the City’s Active Travel aspirations. Many of the projects in the current plan have now been completed or are underway, as shown in the table in Appendix 1.

- 3.2 Therefore, the time is right for a review of the current plan and a refresh to ensure that the ATAP is kept up to date and relevant as we move to the next five-year cycle.
- 3.3 With the publication of the updated [National Transport Strategy](#) (NTS2) in February 2020, the Scottish Government has signalled that encouraging active travel is one of their priorities. The Regional Transport Partnership for Aberdeen City and Aberdeenshire, Nestrans, is also currently updating its Regional Transport Strategy (RTS), which will help to shape regional transport policy through to 2040 and places a similar emphasis on active travel. The Council will therefore have a major role to play in driving forward this agenda, with a review of its LTS in 2021 and indeed, the [Aberdeen Local Outcome Improvement Plan](#) (LOIP) has as one of its 15 stretch outcomes the target of 38% of people walking and 5% of people cycling as main mode of travel by 2026.
- 3.4 Active travel is therefore a major priority for the Council as it looks to provide a City where all citizens can prosper. As well as providing a place where people can work, live, and play and supports good health and wellbeing, it is also important to have a vibrant, sustainable economy. As we embark on the road to recovery from the current Covid-19 health pandemic, the role that active travel can play in this, in terms of supporting a healthy population and the economic recovery, and especially in 'high street' locations, cannot be overestimated.
- 3.5 The NTS2 was published by Transport Scotland on 5 February 2020. It sets out the Scottish Government's vision for transport for the next 20 years and has four main priorities as follows:
- Reduces inequalities.
  - Takes climate action.
  - Helps deliver inclusive economic growth.
  - Improves our health and wellbeing.
- 3.6 NTS2 is supported by the Scottish Government's commitment to move towards a Net-Zero emissions target for greenhouse gases by 2045 as laid out in the Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 which enshrines the commitment in law. This will necessitate a move away from the unrestrained use of fossil fuels and private cars for all journeys towards more sustainable forms of transport. It also re-affirms its commitment to the Sustainable Transport Hierarchy (see below), stating that all policy and investment decisions should be made in accordance with this hierarchy, which places active travel at the very top of the hierarchy and private car at the very bottom.

# Prioritising Sustainable Transport

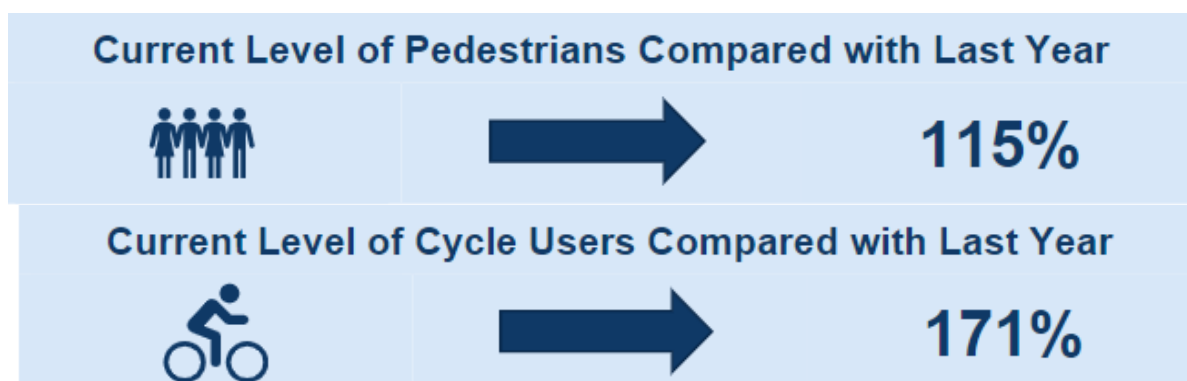


- 3.7 The Council also has an ambitious Net Zero Carbon reduction target to reduce Aberdeen's carbon emissions by 42.5% by 2026. The new ATAP will support this aspiration by providing the opportunity to move away from dependence on the private car for short journeys towards more sustainable and carbon neutral forms of transport, such as walking and cycling.
- 3.8 The new ATAP has been informed by two stages of public and stakeholder engagement.
- 3.9 To facilitate this, a consultation questionnaire was drawn up and this went live, supported by both a press release and social media posts from 10 January 2020 to 14 February 2020. The consultation asked stakeholders what their views and aspirations were for Active Travel in the City moving forward and what their priorities were for a refreshed ATAP. During this time, a total of 408

responses were received. A summary of the consultation response is included at Appendix 2.

- 3.10 The main perceptions emerging from this consultation were that Aberdeen is only moderately pedestrian friendly, whereas it was rated as not being cycle friendly, which is disappointing given the investment in active travel that has been made within the City as part of the current Active Travel Action Plan. However, this clearly demonstrates that a further step change in active travel provision is required as we move into the next iteration of the Action Plan.
- 3.11 It was suggested that the measures that have been implemented to date were a step in the right direction, but that there needed to be more pedestrianisation, segregated paths, more off-road cycling routes and better maintenance of the existing infrastructure to really encourage a greater take-up of active travel. It was also felt that the current network was too piecemeal and that there needed to be a more coordinated network of walking and cycling routes to encourage greater participation in active travel. It can also be inferred from the responses that the public are in favour of the ongoing delivery of the projects identified in the City Centre Masterplan (CCMP) and Sustainable Urban Mobility Plan (SUMP), given that the City centre was seen as a priority area for improvement by most respondents.
- 3.12 The results were analysed and used to prepare a draft ATAP that went out to public consultation from 14 September 2020 to 25 October 2020. A total of 100 responses were received, with the majority of responses being from individuals rather than organisations. A summary of the consultation responses is included at Appendix 3. Overall, the consultation showed significant support for the vision, actions and priorities identified in the draft Plan.
- 3.13 In light of the current Covid-19 pandemic, respondents were also asked how important they felt it was to take the effects of the pandemic into account when finalising the Action Plan. 27% thought it was important or very important with a further 26% stating they felt neutral on this matter. There was an even split as to whether respondents felt that Covid-19 would change their travel behaviour with 36% stating it would and 43% stating it would have no effect.
- 3.14 Overall, there was a favourable response to the draft Action Plan with 50% of respondents stating they agreed with the objectives and 27% disagreeing. 41% agreed with the projects laid out in the Action Plan with 24% disagreeing and 65% agreed with the overall vision for the Action Plan, with only 22% disagreeing. Overall, 41% were content with the document overall, with 30% not being content.
- 3.15 The results of the consultation are therefore encouraging and demonstrate that there is public support for the aims and objectives of the proposed Active Travel Action Plan.
- 3.16 The first national lockdown took place from 23 March 2020 and lasted until the end of June 2020. The infographics below taken from the Council's weekly Covid-19 monitoring report figures show that nationally, significant increases in walking and cycling occurred when comparing a week in May this year (2020),

with the same week in 2019. It should also be noted that this trend has continued throughout 2020.



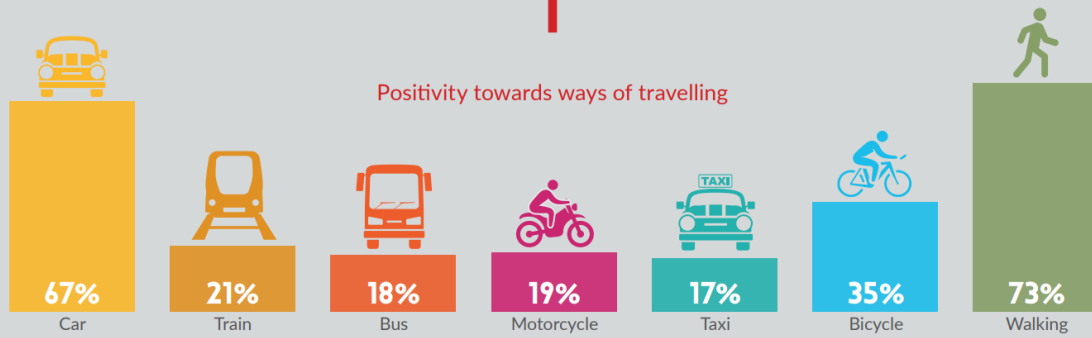
- 3.17 Nestrans has also been carrying out a series of monthly travel surveys since May 2020 to monitor changes in travel behaviour due to the current Covid-19 health pandemic. The latest survey was carried out between the 2<sup>nd</sup> and 9<sup>th</sup> of November. The full report can be found [here](#) with an infographic summarising the main points of the report found [here](#). The infographics below show the main travel behaviour trends. It can be seen that there is good positivity towards walking, cycling and use of the car, with attitudes towards public transport being very negative. This is perhaps unsurprising given that the message being given out by both the UK and Scottish Governments in the early stages of this pandemic was to avoid travel by public transport and the subsequent reduction in services. It can also be seen that walking and cycling has increased, both for leisure and exercise, and also as a substitute for other journeys. This may be as a consequence of less journeys by public transport being undertaken.

Those in **Aberdeen City** were more likely to go shopping in the last seven days than those in **Aberdeenshire**

# NORTH EAST TRANSPORT BEHAVIOUR AND ATTITUDE SURVEYS

Wave 6 Report  
(Survey Undertaken between 2nd November and 9th November)  
Key Findings Infographic

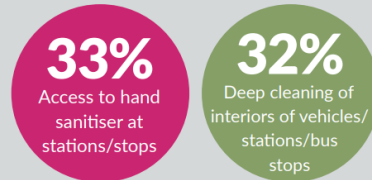
**6/10** agree that use of **face coverings** on public transport makes them feel **safer**



## Reasons for feeling negatively towards public transport



## How to feel safer





## Since the Covid-19 restrictions



**48%**

Walking:  
for leisure/exercise

**24%**

Cycling:  
for leisure/exercise

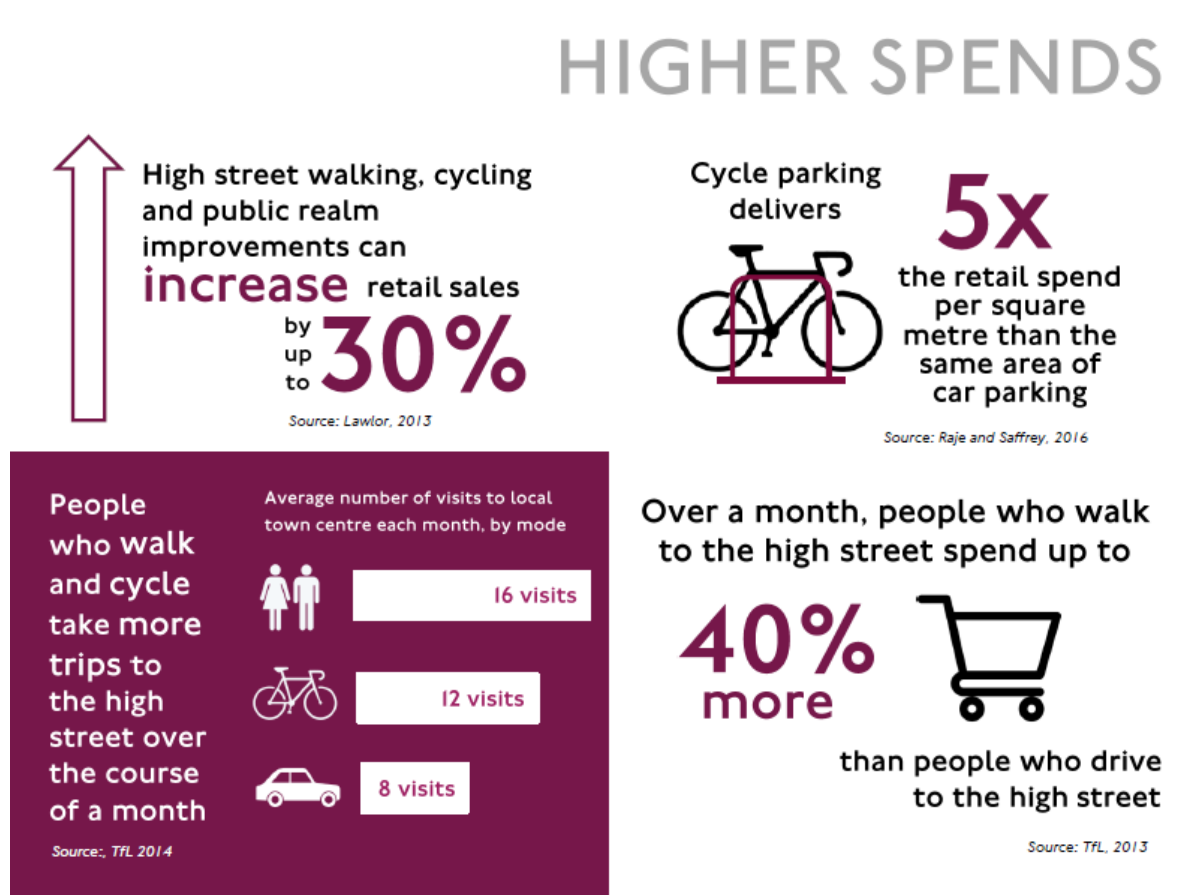
**26%**

Walking: to replace  
a journey I would  
normally make  
another way

**16%**

Cycling: to replace  
a journey I would  
normally make  
another way

- 3.18 The info graphic below shows the cost benefits that Active Travel can bring to the high street in terms of greater footfall, higher sales and higher spends.



- 3.19 In summary, it is clear there is demand for a step change in the improvement and delivery of active travel infrastructure across the City, which has significantly increased since the Covid-19 Health Pandemic began, with the subsequent and on-going restrictions imposed on the population from late March 2020. It is also clear that there are wider economic benefits of a more active population that is facilitated and encouraged to walk and cycle more. Aberdeen City Council cannot meet this challenge alone, and the approval of a new ATAP for the coming 5 years will help secure the necessary funding to enable its delivery.

- 3.20 An Executive Summary of the finalised Aberdeen Active Travel Action Plan 2021 to 2026 is included as Appendix 4. This includes a summary of the vision, aims, objectives and priorities for delivery over the next 5 years. The full document can be found at Appendix 5.

#### 4. FINANCIAL IMPLICATIONS

- 4.1 Funding will be required to ensure the delivery of the projects identified in the Action Plan. A large proportion of the proposed projects represent improvements to the strategic network. In the past, funding support for these kinds of projects has been available from external parties such as Nestrans, Sustrans, Transport Scotland, Scottish Government etc.

Officers will aim to maximise future external funding opportunities wherever available, with progress reported back to Committee on an annual basis.

## 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>	Should the Plan not be approved and delivered, the Council would not be able to fulfil some of the priorities or realise the benefits contained in the Council Delivery Plan, Net Zero Carbon Plan, Local Outcome Improvement Plan or key strategic policies such as the City Centre Masterplan and the Sustainable Urban Mobility Plan.	Medium (M)	Approval and delivery of Aberdeen Active Travel Action Plan 2021-2026 would alleviate this risk.
<b>Compliance</b>	Should the Plan not be approved and delivered, the Council would not be seen to be implementing the priorities contained in the National Transport Strategy 2 or the Local and Regional Transport Strategies with regards to Active Travel, or complying with Net Zero obligations	Medium (M)	Approval and delivery of Aberdeen Active Travel Action Plan 2021-2026 would alleviate this risk.
<b>Operational</b>	Should the Plan not be approved, projects to improve Active	Medium (M)	Approval of Aberdeen Active Travel Action Plan

	Travel Infrastructure and create a sense of 'place' would not be able to proceed and would be unlikely to attract external funding for delivery.		2021-2026 would alleviate this risk.
<b>Reputational</b>	The Council may be seen as not committed to Active Travel and the Net Zero agenda if the Action Plan is not approved and delivered.	Medium (M)	Approval and delivery of Aberdeen Active Travel Action Plan 2021-2026 would alleviate this risk.
<b>Environment / Climate</b>	Should the Plan not be approved, the Council could be seen as not committed to sustainability and tackling climate change and seen as 'pro-car' by some sections of the community.	Medium (M)	Approval and delivery of Aberdeen Active Travel Action Plan 2021-2026 would alleviate this risk.

## 7. OUTCOMES

<b><u>COUNCIL DELIVERY PLAN</u></b>	
	<b>Impact of Report</b>
<b>Aberdeen City Council Policy Statement</b>	<p>The Action Plan will help to support policy 4 of the Economy priorities of the Delivery Plan to increase city centre footfall through delivery of the City Centre Masterplan (CCMP), including the redesigned Union Terrace Gardens. The Action Plan directly supports the CCMP as being a major aspect of the Action Plan and facilitates and encourages more sustainable and active travel.</p> <p>Policy 3 of the Place priorities of the Delivery Plan would also be supported. This is to 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. The Action Plan will be the main focus for Active Travel and will be a companion document to the local transport strategy, outlining the Council's</p>

	<p>policy on active travel and support for public transport.</p> <p>The Action Plan supports Policy 4 of the Place priorities of the Delivery Plan to implement a cycle hire scheme as the Action Plan includes this as one of the projects to be taken forward as part of the Plan and there are several complimentary infrastructure projects which would support a successful bike hire scheme.</p> <p>Policy 5 of the Place priorities of the Delivery Plan would also be supported too. This is to commit extra funding to resurface damaged roads and pavements throughout the city. The Action Plan includes a maintenance element to repair and enhance existing active travel infrastructure to ensure that a comprehensive network can be implemented and maintained.</p>
<b>Aberdeen City Local Outcome Improvement Plan</b>	
Prosperous Place Stretch Outcomes	<p>The Action Plan will support Stretch Outcome 14 of the LOIP to address climate change by reducing Aberdeen's carbon emissions by 42.5% by 2026 and adapting to the impacts of our changing climate. The Action Plan promotes active and sustainable transport and outlines the Council's policy to encourage a shift away from dependence on the private car to cleaner, less carbon intensive forms of sustainable transport.</p> <p>Stretch Outcome 15 of the LOIP which aspires to 38% of people walking and 5% of people cycling as main mode of travel by 2026 will also be supported. The Action Plan sets out a list of infrastructure, behaviour change and complementary measures to promote walking and cycling and encourage greater uptake. It also outlines monitoring measures to help to achieve these targets.</p>
<b>Regional and City Strategies</b>	<p>The Action Plan supports the aims of the Local and Regional Transport Strategies which aim to support and promote sustainable and active travel, as well as the Local Development Plan which seeks to promote sustainable development that delivers a sense of place within the city.</p> <p>The Action Plan would also support the Council's Air Quality Action Plan and the Net Zero Carbon</p>

	Reduction target of a 42.5% reduction in emissions by 2026. The Action Plan will provide the opportunity for a modal shift away from the private car to more sustainable and carbon neutral forms of transport such as walking and cycling.
<b>UK and Scottish Legislative and Policy Programmes</b>	<p>The Action Plan supports the National Transport Strategy 2 (NTS2) which has as one of its four main priorities improving our health and wellbeing and reinforces its commitment to the sustainable transport hierarchy. The Action Plan provides the framework for the promotion of walking and cycling and a delivery plan to improve active travel infrastructure and lead to a modal shift away from the private car.</p> <p>The Action Plan also directly supports the Cycling Action Plan Scotland (CAPS) vision of 10% of everyday journeys by cycling by 2020 and the National Walking Strategy, as well as both adult and childhood obesity targets.</p> <p>Air quality and climate change is also supported too. Promoting active and sustainable travel will help to reduce harmful emissions and contribute towards the Net Zero Carbon Reduction target by 2042.</p>

## 8. IMPACT ASSESSMENTS

Assessment	Outcome
Impact Assessment	EHRIA completed.
Data Protection Impact Assessment	Not required

## 9. BACKGROUND PAPERS

None

## 10. APPENDICES

- 1 Progress report on projects in 2017-2021 Active Travel Action Plan
- 2 Summary responses to first consultation
- 3 Summary responses to second consultation
- 4 ATAP Executive Summary report
- 5 ATAP Full Report

## 11. REPORT AUTHOR CONTACT DETAILS

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## Appendix 1 – Progress Report Summary Tables

**Table 1 Planning for Walking and Cycling**

New Developments – Aberdeen City Council will:	Lead	Timescale	Progress
Complete a Technical Advice Note (TAN) to accompany the Aberdeen Local Development Plan (ALDP), comprising comprehensive Travel Plan Guidance relevant to both new developments and existing sites	TSAP	2017-18	To be developed as part of the next iteration of the ALDP.
Contribute to the current and future iterations of the ALDP, in terms of developing transport policies and supplementary planning guidance relevant to land use planning	TSAP	ALDP due to be adopted early 2017; preparation of the next Plan will commence shortly afterwards.	Ongoing work now underway to inform next ALDP.
Continue to ensure that accessibility on foot and by bike are key considerations during the masterplanning process for new development sites.	TSAP/MDC	2017-2021	Transport Policies in ALDP and Transport and Accessibility Supplementary Guidance are adopted and used by the Roads Development team when assessing planning applications.
Continue to assess Transport Assessments, Travel Plans and Residential Travel Guides to ensure accessibility on foot and by bike are key considerations at all stages of the planning application process.	DM/TSAP	2017-2021	Transport Policies in ALDP and Transport and Accessibility Supplementary Guidance are adopted and used by the Roads Development team when assessing planning applications.

Infrastructure Improvement Schemes – Aberdeen City Council will:	Lead	Timescale	Progress
Ensure specific walking and cycling objectives are included within the Scottish Transport Appraisal Guidance (STAG) assessment criteria for all new transport schemes.	TSAP/DT	2017-2021	Transport Scotland have committed to the following for the next National Transport Strategy – we will embed the Sustainable Travel Hierarchy in decision making, promoting walking, wheeling, cycling, public transport and shared transport options in preference to single occupancy car use. In doing so Transport Scotland will review and update the Scottish Transport Appraisal Guidance (STAG) and investment decision-making processes. At a local level, active travel considerations are a key component of all recent and ongoing STAG appraisal work.
Undertake pedestrian and cycle audits of all new road and road improvement schemes and ensure that funding is available to correct issues identified during the review process.	DT/TSAP	2017-2021	These are undertaken independently as part of new schemes.
Continue to engage with Transport Scotland and other	TSAP	2017-2021+	Ongoing

partners on the A96 Aberdeen to Inverness dualling project and press the Scottish Government to deliver high-quality segregated walking and cycling provision along the corridor in line with its own best practice guidance.			
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**Table 2– Active Travel Infrastructure**

<b>Pedestrian and Cycle Facilities – Aberdeen City Council will:</b>	<b>Lead</b>	<b>Timescale</b>	<b>Progress</b>
Develop an Active travel Network Plan, identifying priorities and aspirations for improvements to the walking and cycling network and update this annually as an addendum to the Active Travel Action Plan	TSAP	First iteration included as an appendix to the Action Plan; thereafter updates will be published each spring.	While annual network plans have not been completed, active travel projects have continued to be determined in accordance with the Action Plan.
Continue to take advantage of external funding opportunities to implement and/or improve local and strategic walking and cycling routes within the city as they arise.	CCMP/TSAP/DT/TMRS/EP	2017-2021	Ongoing - Sustrans, NESTRANS, Developer Contributions, AWPR, NMU funding, CWSS, SCSP all being used.
Develop a post-AWPR Roads Hierarchy for Aberdeen that accommodates cycle-specific infrastructure on strategic routes	TSAP	2017-2018	Completed in 2020.
Continue to participate in the Community Links PLUS design competition with the aim of exploring	TSAP	2017-2020	Although our bid was unsuccessful following the Stage 1 bidding, our proposal (A944 cycle route) is currently being revisited as part of a

delivery of a high-quality segregated cycle route along the A944 Westhill to Aberdeen corridor.			wider A944/A9119 corridor improvement study.
Working with Living Streets, continue to roll out a programme of street audits in Aberdeen to assess the walkability and general ambience of neighbourhoods on a priority basis.	CH	2017	These have been undertaken in Middlefield/Heathryfold, Tillydrone, Woodside and Torry with various works taking place to improve the public realm and active travel environment in response to the outcomes.
Work with communities to implement the recommendations of the recent Street Audit report for Middlefield and Heathryfold and subsequent street audit reports.	CH/TSAP/TMRS	2017-2021	Ongoing (as above).
Install pedestrian and cycle counters alongside existing and new infrastructure projects to assess their impacts on walking and cycling levels.	TSAP/DT/TMRS/EP	2017-2021	This is ongoing with approximately 17 cycle counters around the City.
Continue to improve, expand and promote the City's Core Path Network	EP	2017-2021	Ongoing
Develop a TAN on appropriate and acceptable design for new cycle facilities. Where local links connect to the strategic cycle network it is anticipated these will be of a similar quality: a minimum width of 3.0m,	TSAP	2017-2018	Currently paused awaiting finalisation of revised national guidance in the form of the Cycling by Design refresh.

separation strip as appropriate and tarmac surface. Further details will be developed as part of the TAN			
Improve and increase liaison with user groups, such as Aberdeen Cycle Forum, Aberdeen Outdoor Access Forum, local residents and businesses and disability and access groups, on the development, design and implementation of active travel infrastructure to ensure infrastructure meets the needs of all users.	TSAP/DT/TMRS	2017-2021	We continue to consult as part of the process. We now use Citizen Space, the Council's online consultation platform. Also include transport questions annually in City Voice Panel Questionnaire.
Support Sport Aberdeen in their efforts to implement a community cycle hub in the Bridge of Don area of Aberdeen.	TSAP	2017-2021	This project did not proceed due to match funding problems but the concept of cycle hubs is still being looked at as part of the LOIP
<b>Traffic Management and Road Safety – Aberdeen City Council will:</b>	<b>Lead</b>	<b>Timescale</b>	
Continue with a programme of implementing 20mph speed limits in residential areas on a priority basis.	TMRS	2017-2021	Schemes implemented to date in Cults and Bielside..
Seek a greater understanding of the vehicle exclusion trials that have been undertaken outside schools elsewhere in Scotland and whether there is need or scope to replicate these at	TMRS	2017-2021	Initial feedback has been inconclusive as to their success and there are limitations to their application in terms of appropriate road networks. The scheme has not yet been considered for any schools in Aberdeen.

any schools in Aberdeen.			
Review locations where roundabouts could be removed and replaced with signalised junctions.	TSAP/TMRS	2017-2018	This forms part of ongoing corridor improvement studies.
Work with Cycling Scotland to deliver the Give Everyone Cycle Space campaign in Aberdeen on an annual basis.	TSAP	2017-2021	Cycling Scotland has since ceased this campaign, although Aberdeen has participated in similar initiatives such as Operation Close Pass.
Work with partners in Getabout and Police Scotland to deliver further pedestrian and cycle-safety campaigns throughout the region.	TSAP	2017-2018	Operation Close Pass ran again in 2020.
Work with partners to develop a campaign targeted at all transport users, encouraging respectful behaviour to ensure safe travel for all around the region.	TSAP/TMRS	2017-2018	Ongoing.
<b>Maintenance – Aberdeen City Council will:</b>	<b>Lead</b>	<b>Timescale</b>	<b>Progress</b>
Seek to identify funding sources for footpath and cycle path maintenance, particularly for new routes that are not incorporated into the adopted network.	TSAP/RO	2017-2021	Limited, although ongoing.
Publicise the council's online fault reporting mechanisms for reporting problems with roads, footways and cycleways, and ensure that	RO	2017-2021	Ongoing.

information reported is acted upon swiftly.			
Update the winter maintenance plan on an annual basis with reference to active travel routes.	RO	2017-2021	Ongoing.
Seek specific funding for winter maintenance of key active travel routes.	TSAP/TMRS	2017-2021	Ongoing.
Where known winter maintenance issues occur, install flashing LED lights on off-road paths, to make people aware of the likelihood of ice on paths and the need to take care.	TSAP/TMRS		No progress to date.
<b>Enabling Interchange – Aberdeen City Council will:</b>	<b>Lead</b>	<b>Timescale</b>	<b>Progress</b>
Complete the A96 (Craibstone) Park and Choose site with complimentary cycling infrastructure.	DT	2017	This project was completed and the site opened in 2017.
Work with Nestrans, Scotrail and train operating companies to increase cycle parking provision at Dyce Station.	TSAP	2017	Significant improvements completed in 2018.
Maintain and, where necessary improve cycle parking provision at the Bridge of Don and Kingswells Park and Choose sites.	TSAP	2017-2021	Ongoing.
Examine the feasibility of establishing mini interchange hubs within the City, allowing people to 'park and cycle', 'cycle and bus', etc.	TSAP	2017-2021	Ongoing – now being considered as part of bicycle rental proposals.

Undertake a revised feasibility study for a bicycle rental scheme in Aberdeen and implement the recommendations of the study.	TSAP	2017-2019	Study completed in 2019, and officers are now working to deliver the preferred option.
Assist with publicising the Bike and Go service at Aberdeen Station.	TSAP/Getabout	2017-2021	Abellio have since removed the Bike and Go scheme.
Work with partners to examine the feasibility of a bicycle rental scheme at Dyce station.	TSAP/Nestrans	2017-2018	Included as part of wider cycle hire scheme proposals.
Implement cycle parking facilities alongside Car Club bays.	TSAP/TMRS	2017-2018	No progress to date.
Raise awareness of the bicycle carriage offered by Stagecoach Bluebird services.	TSAP/Getabout	2017-2021	Ongoing
Work with First Aberdeen to identify options for bicycle carriage on city bus services.	TSAP	2017-2018	No progress to date.
Continue to work with Aberdeen Harbour Board and Sustrans to safely incorporate the National Cycle Route 1 (NCN1) in Nigg Harbour development plans.	TSAP	2017-2018	Improvements to NCN1 have taken place as part of the Aberdeen South Harbour development. A further City Region Deal project is underway looking at improved transport connections to and from the new harbour site, and this is due for completion later in 2020.

**Table 3 Awareness-Raising and Promotion**

<b>Education and Training – Aberdeen City Council will:</b>	<b>Lead</b>	<b>Timescale</b>	<b>Progress</b>
Work with Cycling Scotland to introduce Play on Pedals to Aberdeen pre-schools	TSAP/Early Years Team	2017	Introduced in 2017.



nurseries to increase the number of children able to ride a bicycle before starting school.			
Continue to roll out Bikeability training to primary school pupils, particularly Level 2 on-road cycle training.	Adventure Aberdeen/TSAP	2017-2021	Ongoing and supplemented by some additional cycle training being undertaken by Sport Aberdeen.
Investigate funding opportunities to allow the continued roll-out of Go Mountain Bike training to secondary school pupils.	Adventure Aberdeen/TSAP	2017-2021	Ongoing, funded via SCSP
Work with Sustrans to introduce I Bike to Aberdeen schools, a long-term and intensive programme of cycling promotion and training activities.	TSAP	2017	Successfully introduced 2017. Has now worked with 4 ASG's in city.
Better promote opportunities for adult cycle training in Aberdeen and work with partners to enhance and increase opportunities.	Adventure Aberdeen/TSAP	2017-2021	No progress to date.
Deliver increased road safety promotional activities with school children and work with schools on targeted road safety campaigns and interventions.	TSAP/TMRS	2017-2021	Various initiatives ongoing, including road safety Magic Shows in schools.
<b>Promotion – Aberdeen City Council will:</b>	<b>Lead</b>	<b>Timescale</b>	<b>Progress</b>
Update the Council's web pages and contribute to the Getabout website to ensure that information on walking and cycling in Aberdeen is widely	TSAP	2017-2021	Ongoing.

available, relevant and current.			
Participate in campaigns such as Bike Week and European Mobility Week, including European Car-Free Day, to raise the profile of walking and cycling.	TSAP	2017-2021	Ongoing.
Work with Cycling Scotland to enhance the Wee jaunt Aberdeen Cycle ride in 2017 and subsequent years	TSAP	2017-2021	Cycling Scotland has since ceased this event.
Support the Pearl Izumi Cycling Tour Series in Aberdeen	Events Team	2017-2019	Supported to date, but has now morphed into the Tour of Britain, which ACC also supports.
Continue to publish and update walking and cycling maps and ensure these are available online and in key locations throughout the City.	TSAP/EP	2017-2021	Cycle map regularly updated. New Bridge of Don specific map developed. City walking trails updated and available as leaflets and online.
Where new infrastructure is installed, ensure local communities are made aware of this via letter-drops, press releases, area maps, local community guides, etc.	TSAP	2017-2021	Ongoing
Update Aberdeen City Council's School Travel Plan Guidance and accompanying resources and encourage and support all schools to develop a Travel Plan which enables pupils to travel to school by active forms of transport.	TSAP	2017-2021	In progress, currently being revised in response to Covid-19 physical distancing requirements.

Encourage schools and workplaces to register for Cycling Scotland's Cycle Friendly Award.	TSAP	2017-2021	Ongoing
Continue to sponsor the Aberdeen EcoCity Sustainable Transport Achievement award to encourage and support those demonstrating good practice and ensure this is promoted to schools and businesses.	TSAP	2017-2021	This has been sponsored by Nestrans recently
Undertake a City-wide active travel signage review and make the necessary improvements to ensure signage is clear and comprehensive.	TSAP	2017-2021	Scheduled to take place in 2020.
Continue to make pool bicycles available for our staff to encourage short journeys to be undertaken by bike.	TSAP	2017-2021	Ongoing.

Progress towards the Active Travel Network Plan is summarised in Table 4

Number	Area	Projects	Progress
1	City Centre and Beachfront	City Centre Routes/CCMP/SUMP North Dee area improvements	Part-pedestrianisation of Broad Street – complete. Schoolhill – public realm improvements – Phase 1 complete. Union Terrace Gardens – construction underway. SUMP adopted in 2019, although implementation delayed by the need for temporary physical distancing measures in response to the COVID-19 pandemic.

			Bridge of Don to City Centre Active Travel study completed with a route along the beachfront due to move to design stage.
2	A956/A92 South (Aberdeen to Stonehaven)	Marywell to Aberdeen cycle route NCN Coastal Route around harbour	Marywell to Aberdeen cycle route - Feasibility study complete. Currently at detailed design stage with construction expected to commence in January 2022. NCN Coastal Route around harbour – improvements delivered as part of Aberdeen South Harbour development. External Connections to Aberdeen South Harbour appraisal due for completion in early 2021.
3	A956/A92 North (Aberdeen to Balmedie)	A92 Ellon Road pedestrian and cycle route linking Aberdeen to Blackdog.	A92 Ellon Road pedestrian and cycle route linking Aberdeen to Blackdog - Work is currently underway on the proposed scheme with construction expected to commence in summer 2021. Wider Ellon to Garthdee multimodal corridor study underway and due for completion during 2021.
4	A96 (Aberdeen to Inverurie)	A96 pedestrian and cycle route from Aberdeen to Inverurie	Preliminary Appraisal complete. Further appraisal work taking place in 2021.
5	A944 (Aberdeen to Westhill)	A944 pedestrian and cycle route from Aberdeen to Westhill	Preliminary Appraisal complete; Detailed Appraisal likely to commence in 2021.

6	A92 Anderson Drive	Anderson Drive pedestrian and cycle route – phases 1 and 3	Improvements designed but have to date been unsuccessful in attracting funding. Likely to be subject to a future multimodal corridor study.
7	A93 Deeside Corridor	Pittengullies on Deeside Way	Pittengullies on Deeside Way - Feasibility study underway in 2020. The wider A93 corridor is likely to be subject to a future multimodal corridor study.
8	Access to Bucksburn/Dyce and Cove/Altens	Wellington Road improvements Craigshaw Drive pedestrian and cycle route Dyce Drive improvements A96 pedestrian and cycle route from Aberdeen to Inverurie	Wellington Road STAG 2 underway and due for completion in 2021. Craigshaw Drive – segregated cycle route due to be delivered in 2021. Ongoing improvements to the Dyce Drive cycle route. A96 corridor study underway.
9	Access to Universities	River Dee path to RGU River Don pathways King Street Improvements	Bridge of Dee West study completed in 2020, with Phase 1 improvements to be delivered 2021-22. Ellon to Garthdee multimodal corridor study underway, looking at improved connections to and between both university sites. River Don path improvements ongoing.
10	Access to NHS Sites	A944 improvements Berryden Corridor improvements	A944/A9119 appraisal work ongoing. Berryden corridor preparatory work ongoing.

11	Riverside Paths	River Don pathways NCN route 1 – Arjo Wiggins section Mugiemoss Bridge River Dee path to RGU	
12	Local Improvements	AWPR Locking in the Benefit schemes (Removal of roundabouts to traffic signals) AWPR mitigation measures NCN Route 1 improvements Countesswell route On Street Bike rental Other local improvements	Westburn Drive/Anderson Drive junction at design stage.

## Active Travel Action Plan Refresh: Summary report

This report was created on Thursday 16 April 2020 at 16:42.

The consultation ran from 10/01/2020 to 14/02/2020.

### Contents

Question 1: Are you responding as an individual or on behalf of an organisation?	1
Individual or organisation	1
Question 2: What is your organisation?	1
Organisation	1
Question 3: On a scale of 1-5 (where 1 is very unfriendly and 5 is very friendly) how would you rate Aberdeen as a 'pedestrian-friendly' city?	2
Walking friendly	2
Question 4: What would make Aberdeen more walking friendly?	2
Walking Friendly	2
Question 5: On a scale of 1-5 (where 1 is very unfriendly and 5 is very friendly) how would you rate Aberdeen as a 'cycle-friendly' city?	2
Cycle Friendly	2
Question 6: What would make Aberdeen more cycling friendly?	3
Cycle Friendly	3
Question 7: What modes of transport do you use in Aberdeen?	3
Mode of Transport	3
Other	3
Question 8: What is your main reason for walking and cycling?	4
Reason for walking and cycling	4
Other	4
Question 9: What would encourage you to walk or cycle more?	4
Encourage walking and cycling	4
Question 10: Would you be willing to give up some of your car use to walk or cycle more?	4
Less car use	4
Question 11: Do you have any suggestions for particular walking and cycling improvements? (if yes, please describe them in the box below). Please be as specific as possible in terms of location and what sort of improvements you would like to see.	4
Walking and cycling improvements	4
Question 12: Is more cycle parking required in Aberdeen?	5
Cycle Parking	5
Question 13: If yes, where would you like to see more cycle parking provided? Please be as specific as possible in terms of the location.	5
Cycle Parking	5
Question 14: What is your gender?	5
Gender	5
Question 15: What is your age?	6
Age	6
Question 16: What is your employment status?	7
Employment Status	7

### Question 1: Are you responding as an individual or on behalf of an organisation?

#### *Individual or organisation*

There were **405** responses to this part of the question.

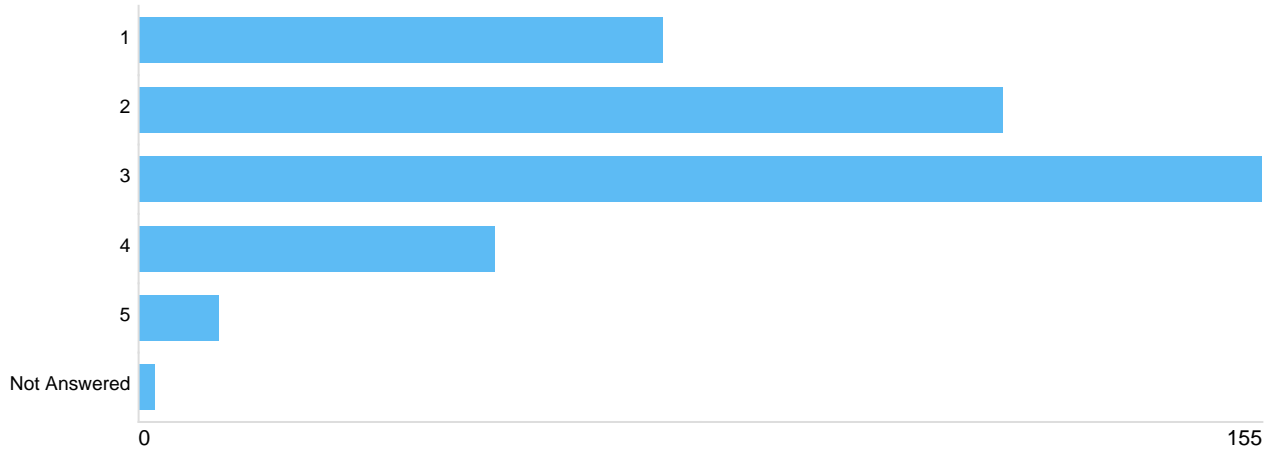
### Question 2: What is your organisation?

#### *Organisation*

There were **71** responses to this part of the question.

**Question 3: On a scale of 1-5 (where 1 is very unfriendly and 5 is very friendly) how would you rate Aberdeen as a 'pedestrian-friendly' city?**

*Walking friendly*



Option	Total	Percent
1	72	17.65%
2	119	29.17%
3	155	37.99%
4	49	12.01%
5	11	2.70%
Not Answered	2	0.49%

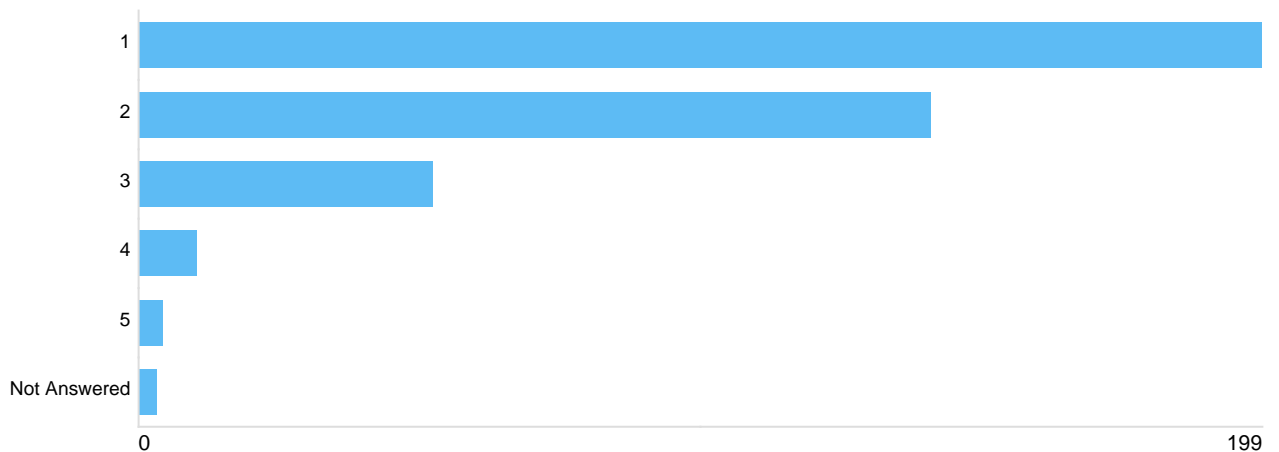
**Question 4: What would make Aberdeen more walking friendly?**

*Walking Friendly*

There were 377 responses to this part of the question.

**Question 5: On a scale of 1-5 (where 1 is very unfriendly and 5 is very friendly) how would you rate Aberdeen as a 'cycle-friendly' city?**

*Cycle Friendly*





Option	Total	Percent
1	199	48.77%
2	140	34.31%
3	52	12.75%
4	10	2.45%
5	4	0.98%
Not Answered	3	0.74%

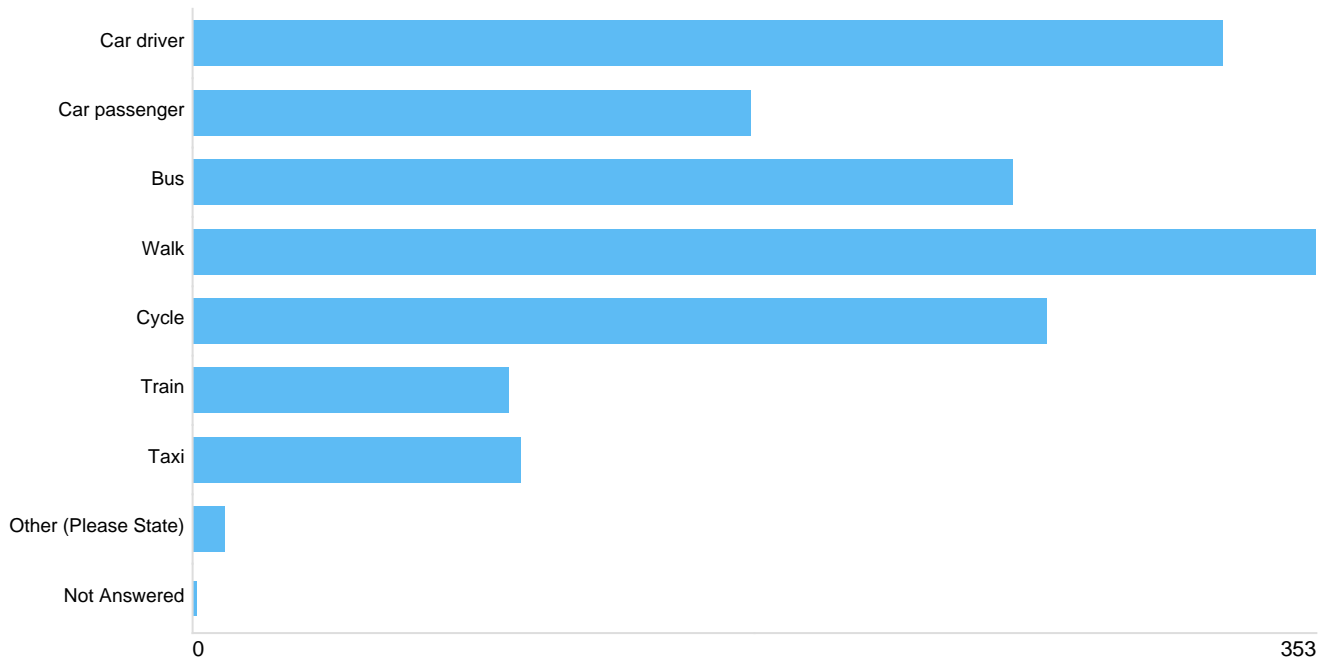
**Question 6: What would make Aberdeen more cycling friendly?**

**Cycle Friendly**

There were **394** responses to this part of the question.

**Question 7: What modes of transport do you use in Aberdeen?**

**Mode of Transport**



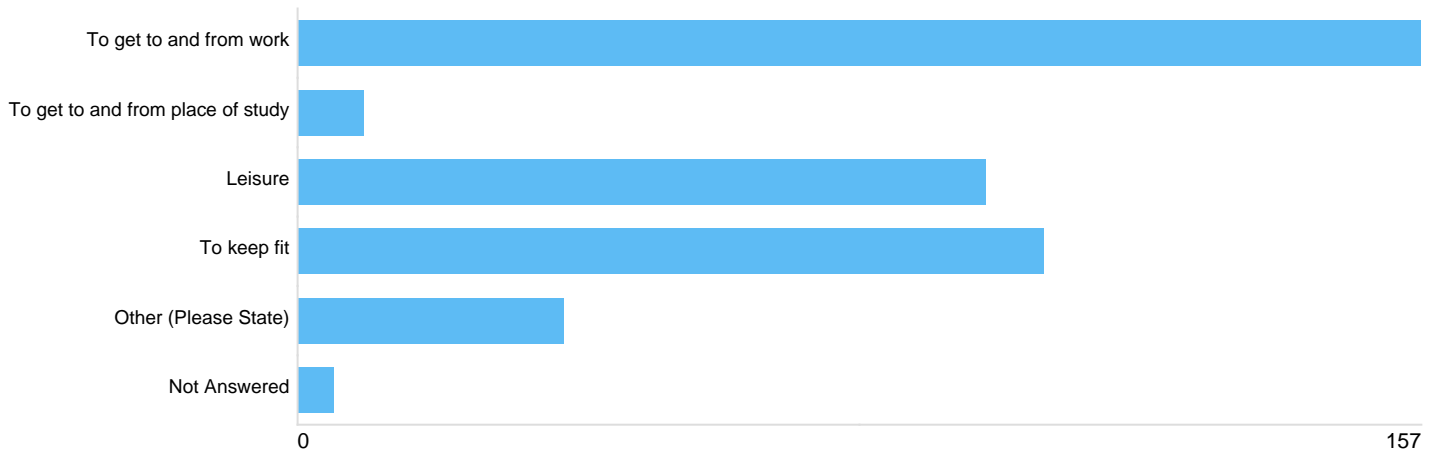
Option	Total	Percent
Car driver	323	79.17%
Car passenger	175	42.89%
Bus	257	62.99%
Walk	353	86.52%
Cycle	268	65.69%
Train	99	24.26%
Taxi	103	25.25%
Other (Please State)	10	2.45%
Not Answered	1	0.25%

**Other**

There were **24** responses to this part of the question.

**Question 8: What is your main reason for walking and cycling?**

**Reason for walking and cycling**



Option	Total	Percent
To get to and from work	157	38.48%
To get to and from place of study	9	2.21%
Leisure	96	23.53%
To keep fit	104	25.49%
Other (Please State)	37	9.07%
Not Answered	5	1.23%

**Other**

There were 58 responses to this part of the question.

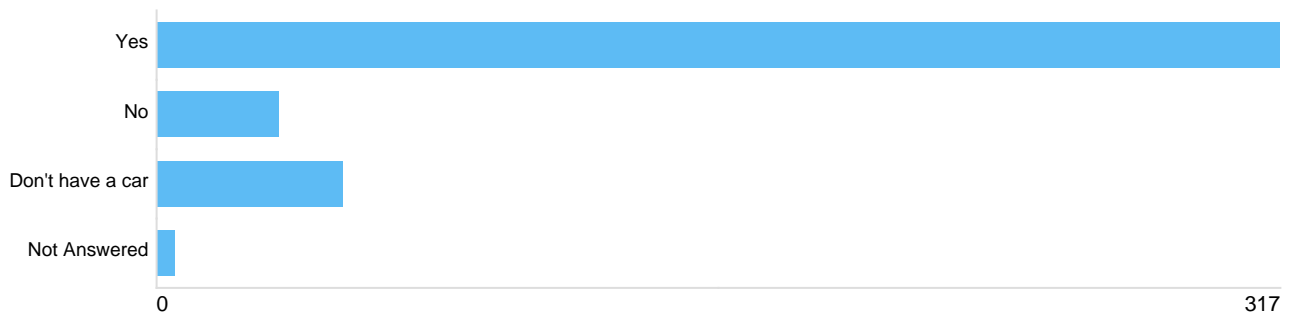
**Question 9: What would encourage you to walk or cycle more?**

**Encourage walking and cycling**

There were 390 responses to this part of the question.

**Question 10: Would you be willing to give up some of your car use to walk or cycle more?**

**Less car use**



Option	Total	Percent
Yes	317	77.70%
No	34	8.33%
Don't have a car	52	12.75%
Not Answered	5	1.23%

**Question 11: Do you have any suggestions for particular walking and cycling improvements? (if yes, please describe them in the box below). Please be as specific as possible in terms of location and what sort of improvements you would like to see.**

**Walking and cycling improvements**

There were 348 responses to this part of the question.

**Question 12: Is more cycle parking required in Aberdeen?**

**Cycle Parking**



Option	Total	Percent
Yes	313	76.72%
No	84	20.59%
Not Answered	11	2.70%

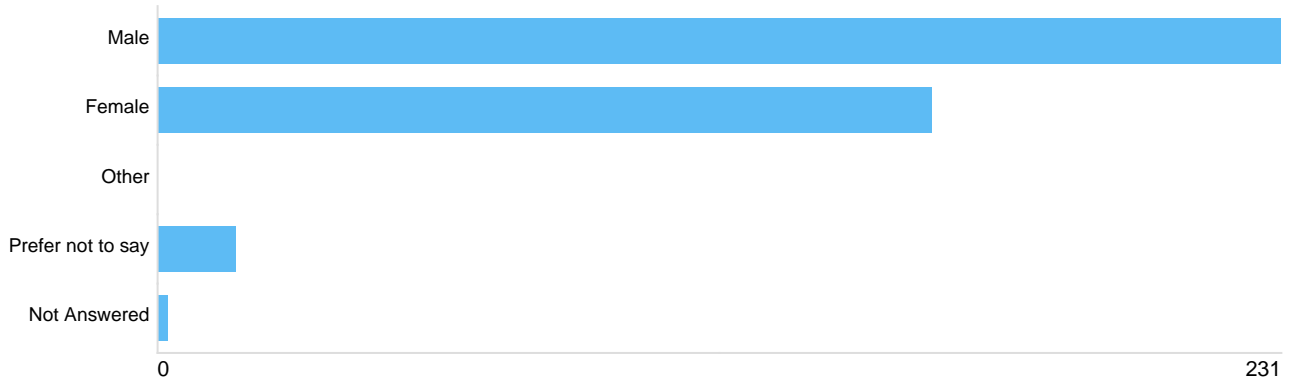
**Question 13: If yes, where would you like to see more cycle parking provided? Please be as specific as possible in terms of the location.**

**Cycle Parking**

There were **292** responses to this part of the question.

**Question 14: What is your gender?**

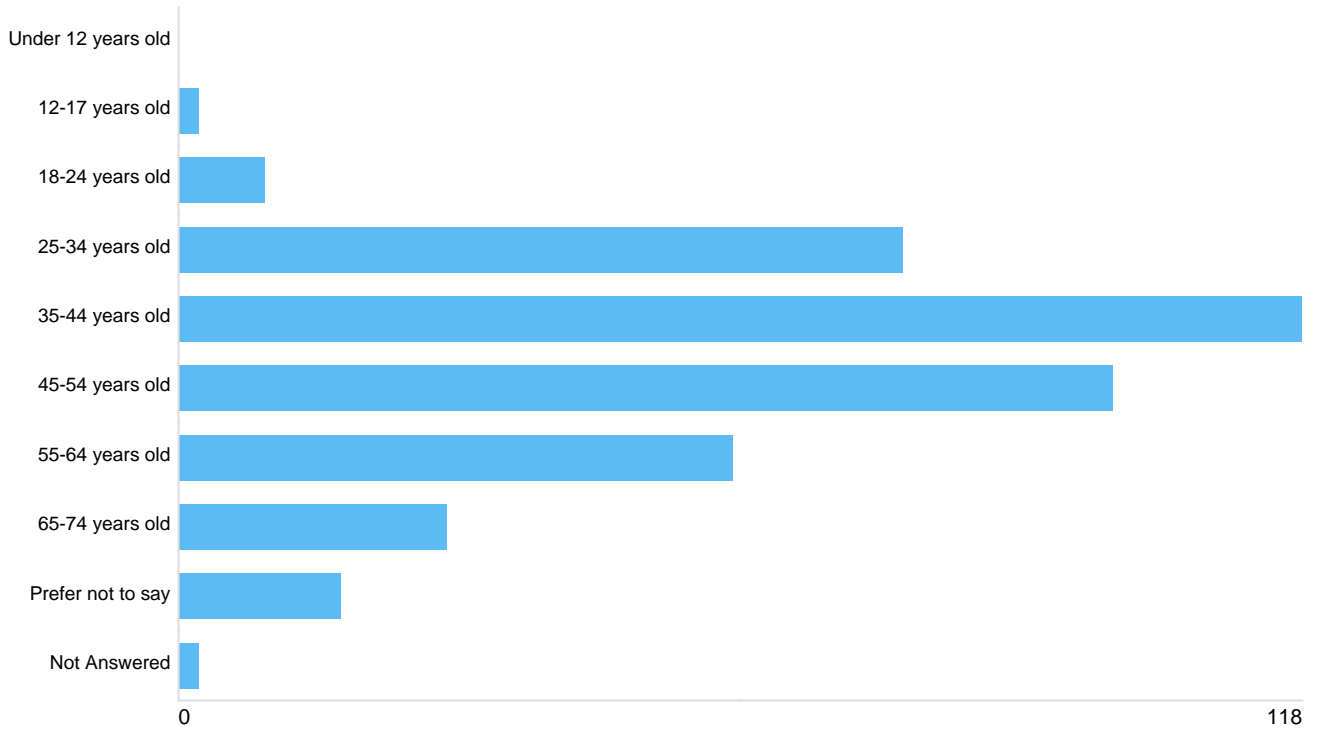
**Gender**



Option	Total	Percent
Male	231	56.62%
Female	159	38.97%
Other	0	0%
Prefer not to say	16	3.92%
Not Answered	2	0.49%

**Question 15: What is your age?**

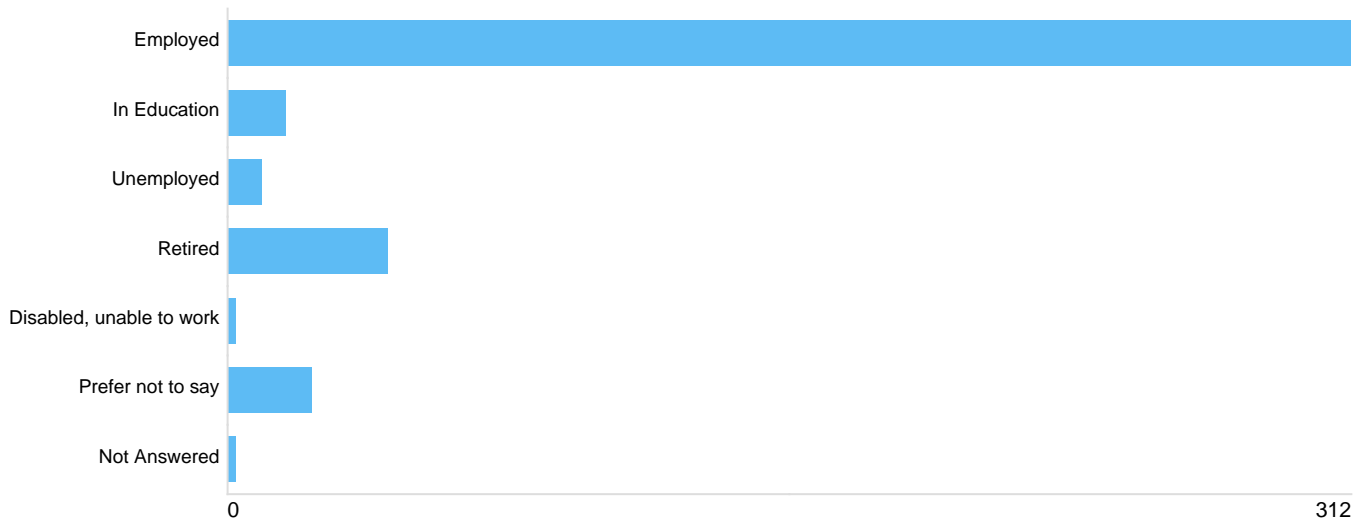
**Age**



Option	Total	Percent
Under 12 years old	0	0%
12-17 years old	2	0.49%
18-24 years old	9	2.21%
25-34 years old	76	18.63%
35-44 years old	118	28.92%
45-54 years old	98	24.02%
55-64 years old	58	14.22%
65-74 years old	28	6.86%
Prefer not to say	17	4.17%
Not Answered	2	0.49%

**Question 16: What is your employment status?**

**Employment Status**



Option	Total	Percent
Employed	312	76.47%
In Education	16	3.92%
Unemployed	9	2.21%
Retired	44	10.78%
Disabled, unable to work	2	0.49%
Prefer not to say	23	5.64%
Not Answered	2	0.49%

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## Draft Aberdeen Active Travel Action Plan Consultation: Summary report

This report was created on Monday 02 November 2020 at 14:15 and includes **100** responses.

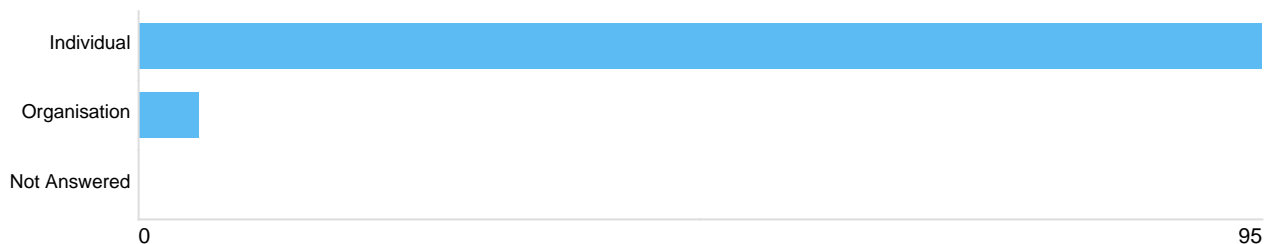
The consultation ran from 14/09/2020 to 25/10/2020.

### Contents

Question 1: Are you responding as an individual or on behalf of an organisation?	1
Individual or Organisation	1
Question 2: If you are responding on behalf of an organisation, what is your organisation?	2
Organisation	2
Question 3: On a scale of 1 to 5 (where 1 is extremely important and 5 is not at all important), how important do you feel it is to reflect the current Covid-19 situation in the final Action Plan?	2
How important is it to reflect Covid-19 situation	2
Reasons why	2
Question 4: Given the changes brought about by the Covid-19 pandemic, do you expect that these changes will permanently influence your future travel behaviour?	2
Will Covid-19 change travel behaviour	2
Reasons why	3
Question 5: Do you agree that the objectives derived from the current Local Transport Strategy (set out below) are the correct ones for the Active Travel Action Plan?	3
Reasons why	3
Reasons why	3
Question 6: Do you agree with the list of projects set out in the Action Plan?	3
List of projects	3
Reasons why	3
Question 7: Do you agree with the overall vision for the Active Travel Action Plan?	4
Vision	4
Reasons why	4
Question 8: Having read the Active Travel Action Plan, are you content with the document overall?	4
Overall Satisfaction	4
Reasons why	4
Question 9: Please provide any further comments you may have below.	4
Further Comments	4
Question 10: What is your gender?	5
Gender	5
Question 11: What is your age?	5
Age	5
Question 12: What is your employment status?	6
Employment Status	6

### Question 1: Are you responding as an individual or on behalf of an organisation?

#### Individual or Organisation



Option	Total	Percent
Individual	95	95.00%
Organisation	5	5.00%
Not Answered	0	0.00%

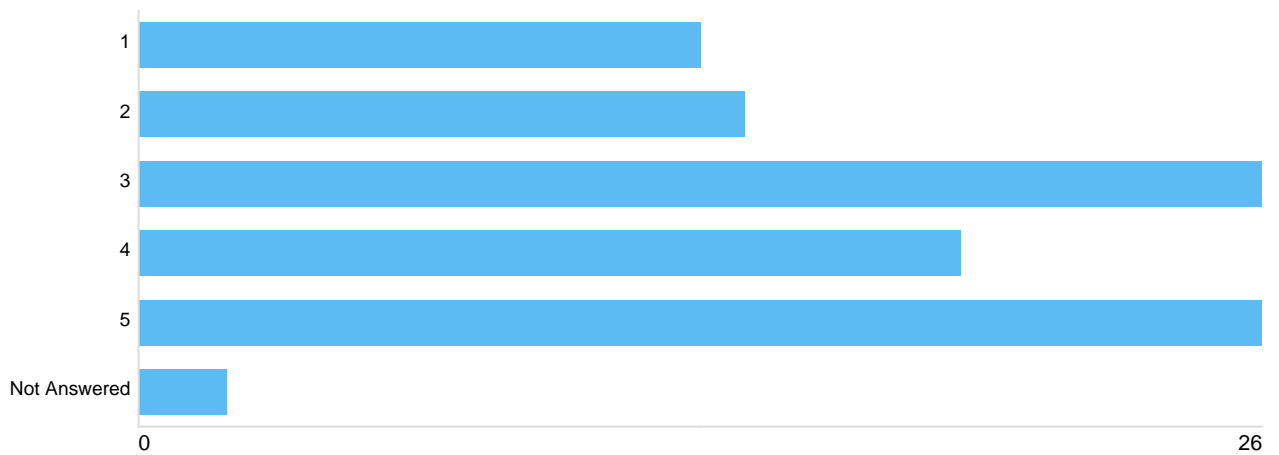
**Question 2: If you are responding on behalf of an organisation, what is your organisation?**

**Organisation**

There were 6 responses to this part of the question.

**Question 3: On a scale of 1 to 5 (where 1 is extremely important and 5 is not at all important), how important do you feel it is to reflect the current Covid-19 situation in the final Action Plan?**

**How important is it to reflect Covid-19 situation**



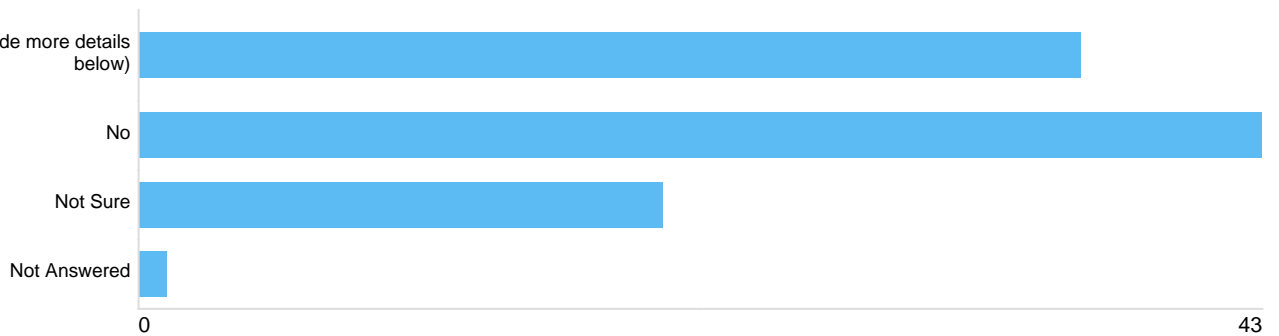
Option	Total	Percent
1	13	13.00%
2	14	14.00%
3	26	26.00%
4	19	19.00%
5	26	26.00%
Not Answered	2	2.00%

**Reasons why**

There were 71 responses to this part of the question.

**Question 4: Given the changes brought about by the Covid-19 pandemic, do you expect that these changes will permanently influence your future travel behaviour?**

**Will Covid-19 change travel behaviour**





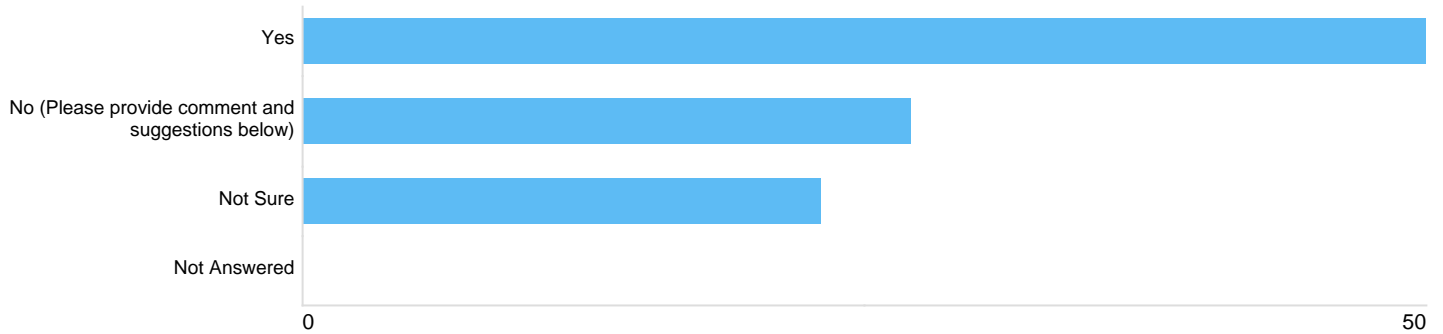
Option	Total	Percent
Yes (please provide more details below)	36	36.00%
No	43	43.00%
Not Sure	20	20.00%
Not Answered	1	1.00%

**Reasons why**

There were 71 responses to this part of the question.

**Question 5: Do you agree that the objectives derived from the current Local Transport Strategy (set out below) are the correct ones for the Active Travel Action Plan?**

**Reasons why**



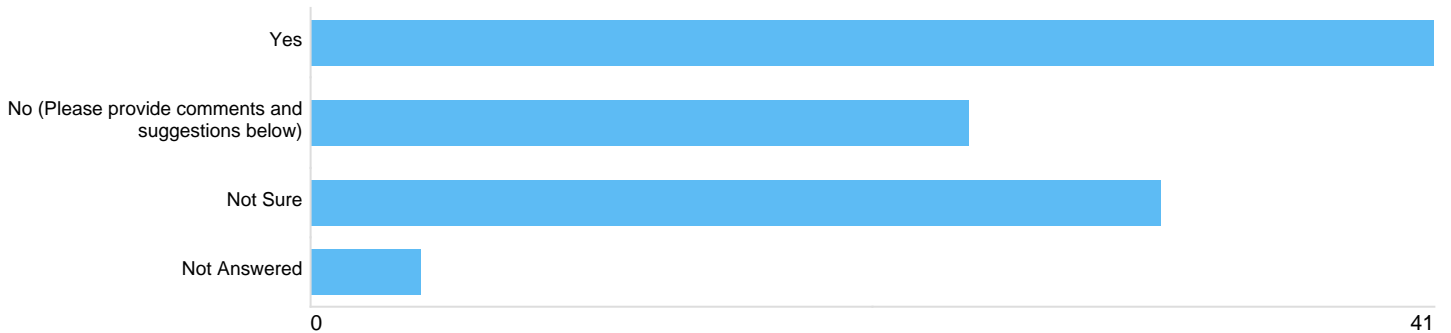
Option	Total	Percent
Yes	50	50.00%
No (Please provide comment and suggestions below)	27	27.00%
Not Sure	23	23.00%
Not Answered	0	0.00%

**Reasons why**

There were 63 responses to this part of the question.

**Question 6: Do you agree with the list of projects set out in the Action Plan?**

**List of projects**



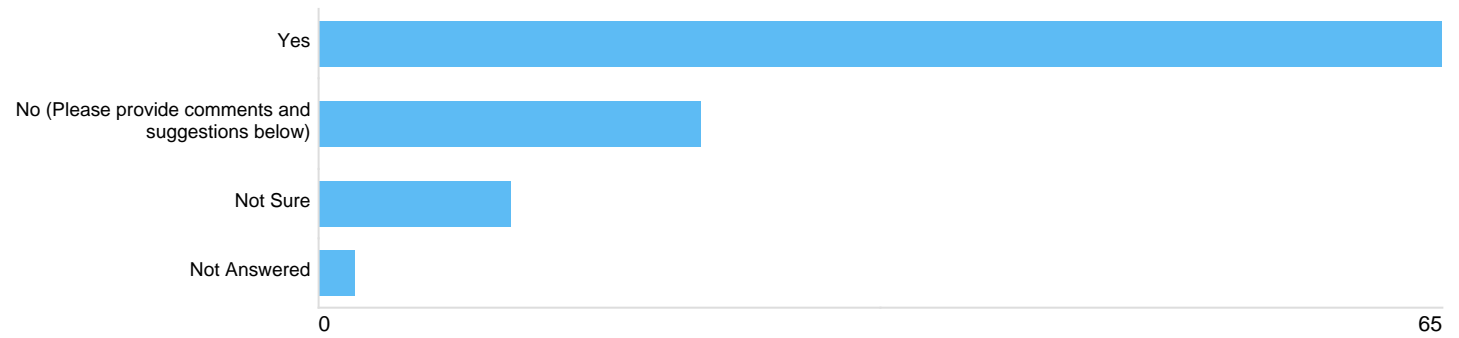
Option	Total	Percent
Yes	41	41.00%
No (Please provide comments and suggestions below)	24	24.00%
Not Sure	31	31.00%
Not Answered	4	4.00%

**Reasons why**

There were 37 responses to this part of the question.

**Question 7: Do you agree with the overall vision for the Active Travel Action Plan?**

**Vision**



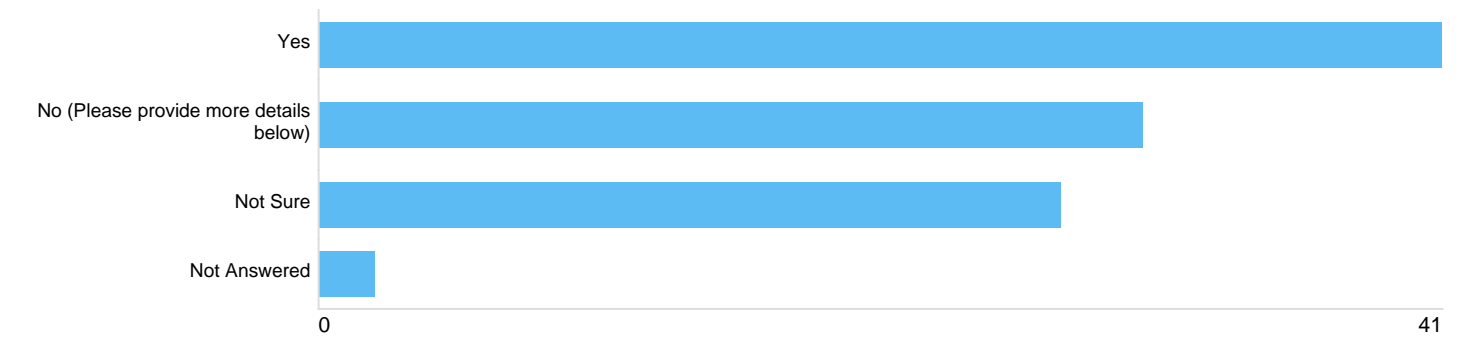
Option	Total	Percent
Yes	65	65.00%
No (Please provide comments and suggestions below)	22	22.00%
Not Sure	11	11.00%
Not Answered	2	2.00%

**Reasons why**

There were 41 responses to this part of the question.

**Question 8: Having read the Active Travel Action Plan, are you content with the document overall?**

**Overall Satisfaction**



Option	Total	Percent
Yes	41	41.00%
No (Please provide more details below)	30	30.00%
Not Sure	27	27.00%
Not Answered	2	2.00%

**Reasons why**

There were 40 responses to this part of the question.

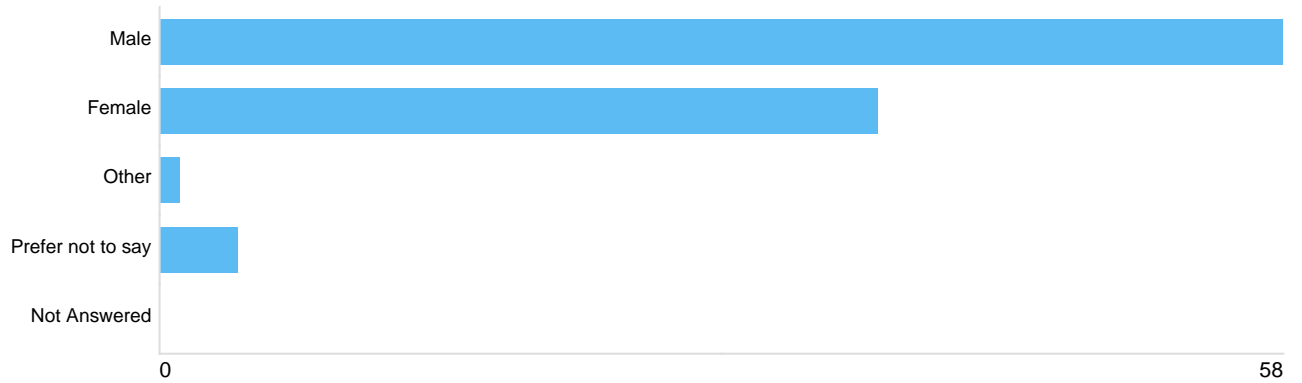
**Question 9: Please provide any further comments you may have below.**

**Further Comments**

There were 31 responses to this part of the question.

### Question 10: What is your gender?

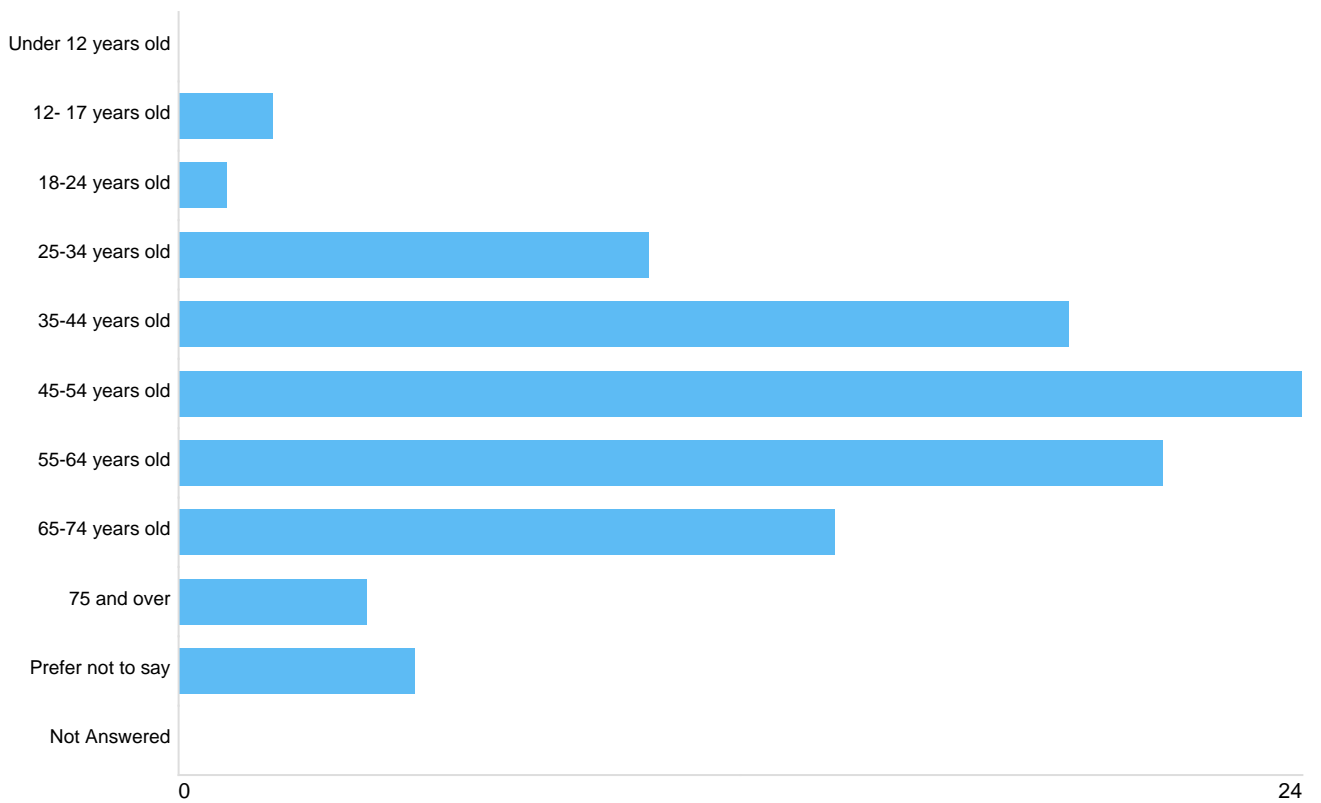
#### Gender



Option	Total	Percent
Male	58	58.00%
Female	37	37.00%
Other	1	1.00%
Prefer not to say	4	4.00%
Not Answered	0	0.00%

### Question 11: What is your age?

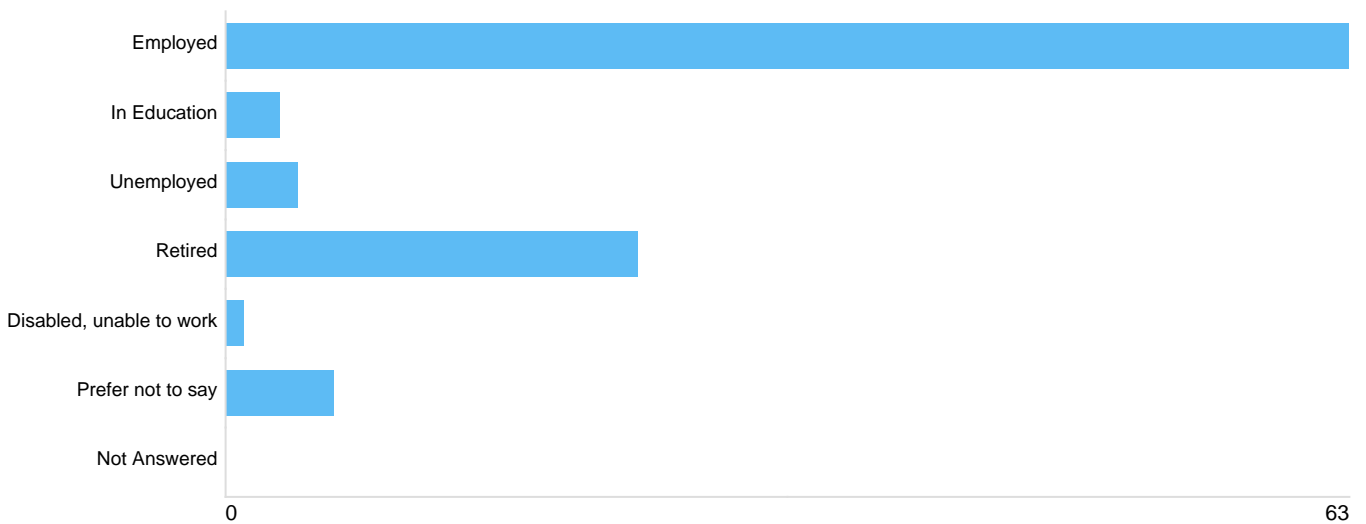
#### Age



Option	Total	Percent
Under 12 years old	0	0.00%
12- 17 years old	2	2.00%
18-24 years old	1	1.00%
25-34 years old	10	10.00%
35-44 years old	19	19.00%
45-54 years old	24	24.00%
55-64 years old	21	21.00%
65-74 years old	14	14.00%
75 and over	4	4.00%
Prefer not to say	5	5.00%
Not Answered	0	0.00%

**Question 12: What is your employment status?**

**Employment Status**



Option	Total	Percent
Employed	63	63.00%
In Education	3	3.00%
Unemployed	4	4.00%
Retired	23	23.00%
Disabled, unable to work	1	1.00%
Prefer not to say	6	6.00%
Not Answered	0	0.00%

## Introduction

The current [Active Travel Action Plan 2017-2021](#) (ATAP) is a five year plan which is due for renewal in 2021. It sits as a supplementary document to the Aberdeen Local Transport Strategy (LTS) to further develop the Active Travel aspirations of it. Many of the projects in the current plan have now been completed or are underway. Therefore, the time is right for a review of the current plan and a refresh to ensure that the ATAP is kept up to date and relevant as we move to the next five-year cycle.

With the publication of the updated National Transport Strategy (NTS2) in February 2020, the Scottish Government has signalled that encouraging active travel is one of their priorities. The Regional Transport Partnership for Aberdeen city and Aberdeenshire, Nestrans, is also currently updating its Regional Transport Strategy (RTS), which will help to shape regional transport policy through to 2040 and places a similar emphasis on active travel. The Council will therefore have a major role to play in driving forward this agenda, with a review of its Local Transport Strategy (LTS) in 2021 and indeed, the Aberdeen Local Outcome Improvement Plan has as one of its 15 stretch outcomes the target of 38% of people walking and 5% of people cycling as main mode of travel by 2026.

Active travel is therefore a major priority for the Council as it looks to provide a city where all citizens can prosper. As well as providing a place where people can work, live and play, it is also important to have a vibrant, sustainable economy and, as we embark on the road to recovery from Covid-19, the role that active travel can play in this, in terms of supporting the economy and especially the high street cannot be overestimated as shown in Figure 1.

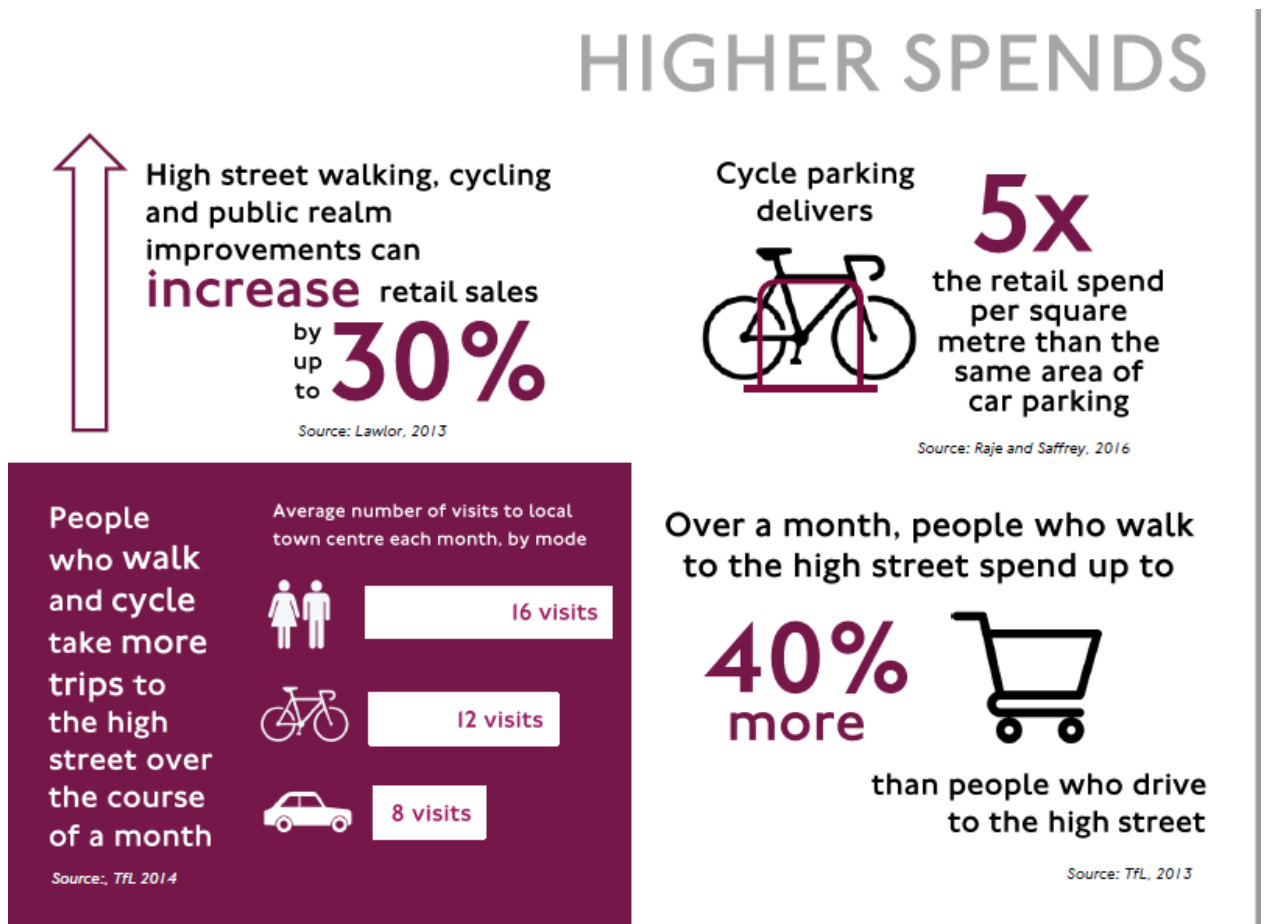


Figure 1 – Economic benefits of active travel to the High Street

It is also important in the current climate where resources are limited to ensure that the best value is obtained when undertaking any project. Figure 2 below illustrates the good value for money that investing in active travel projects brings to the economy.

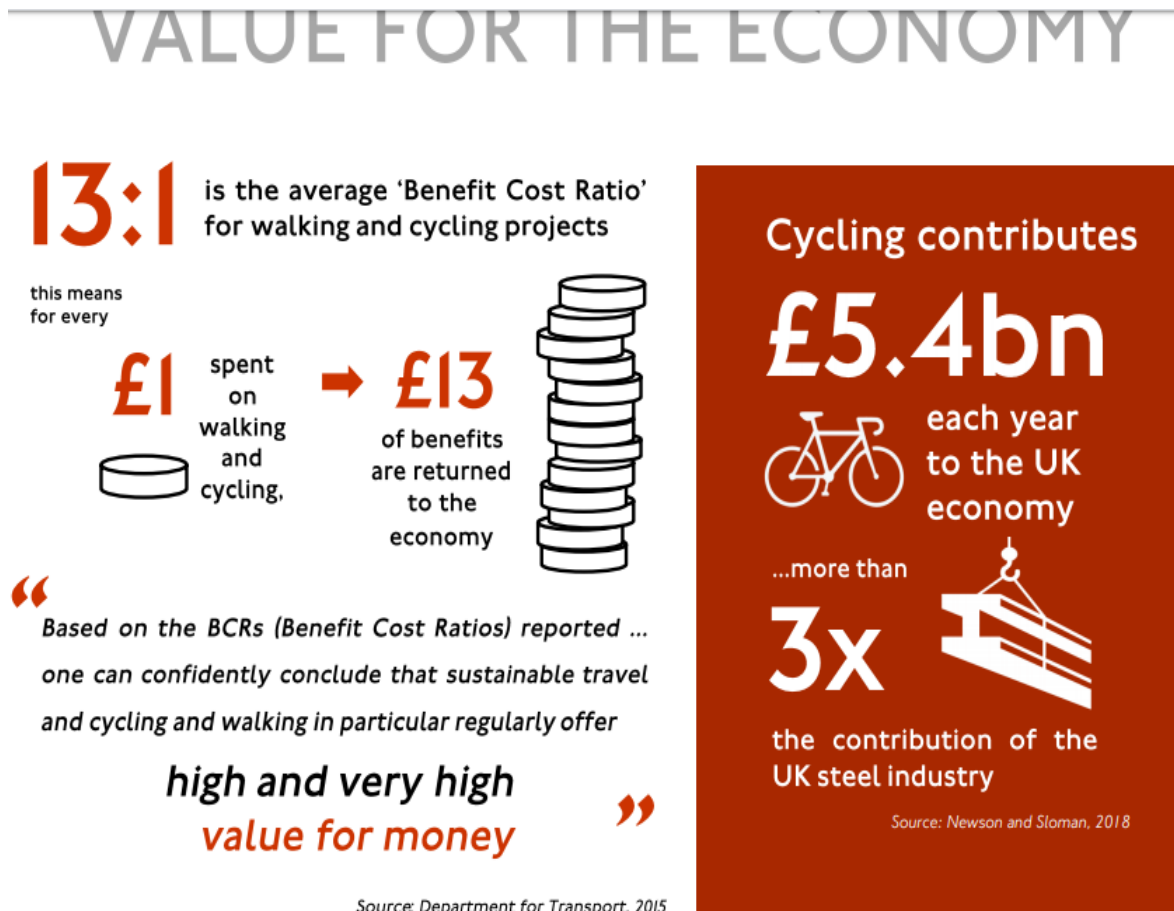


Figure 2 – Wider economic benefits of active travel

Ensuring the best use of scarce road space to ensure an equitable distribution for all users is of prime importance and again it can be seen from Figure 3 below that active travel is an efficient user of road space.

# KEEPING STREETS MOVING

One car takes up the same space as...



5 people cycling

or



20 people walking

or



12 cycle parking spaces

Figure 3 – Road space utilisation of active travel

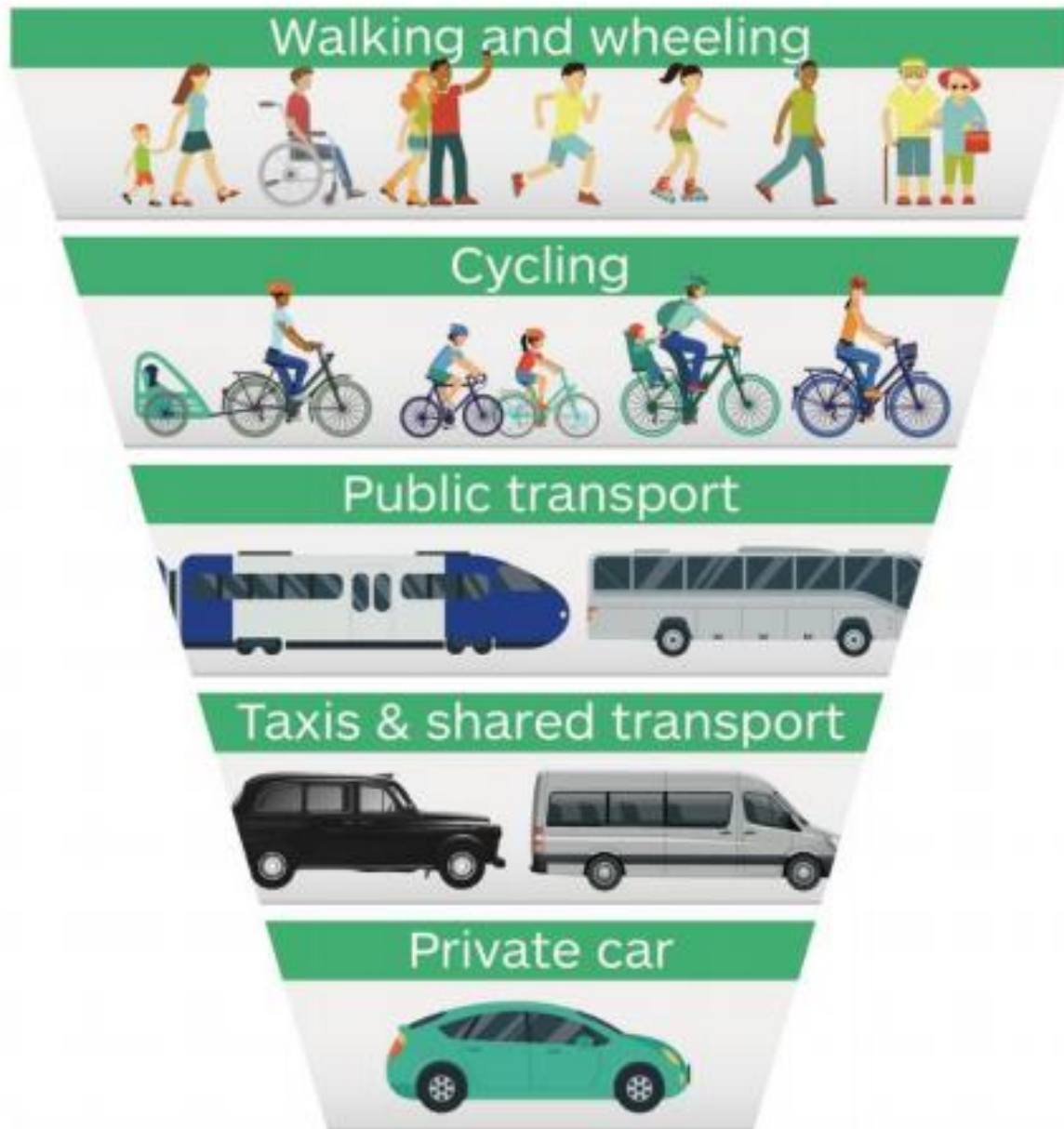
## Policy Context

The main national policy document is the [National Transport Strategy](#) (NTS2) which was published by Transport Scotland on 05 February 2020. NTS2 sets out the Scottish Government's vision for transport for the next 20 years and has four main priorities as follows:

- Reduces inequalities.
- Takes climate action.
- Helps deliver inclusive economic growth.
- Improves our health and wellbeing.

NTS2 is supported by the Scottish Government's commitment to move towards a Net-Zero emissions target for greenhouse gases by 2045 as laid out in the Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 which enshrines the commitment in law. This will necessitate a move away from the unrestrained use of fossil fuels and private cars for all journeys towards more sustainable forms of transport. The diagram shown below in figure 4 illustrates the sustainable transport hierarchy which NTS2 re-affirms its commitment to, stating that all policy and investment decisions should be made in accordance with this hierarchy.

# Prioritising Sustainable Transport



Source – National Transport Strategy 2

Figure 4 – Sustainable Transport Hierarchy

NTS 2 is supported at a regional level by the [Regional Transport Strategy](#) which is currently being refreshed by Nestrans the regional transport partnership for Aberdeen city and Aberdeenshire. This was the subject of public consultation in 2020 and it is intended to submit to Ministers early in 2021. This will then be supplemented locally by the Local Transport Strategy (LTS) which will be reviewed in 2021.



## **Active Travel Action Plan 2017-2021 – Progress Report**

[The Aberdeen Active Travel Action Plan 2017-2021](#) (ATAP) committed the council to a series of infrastructure and behaviour change measures to help to promote, encourage and facilitate Active Travel. The current Action Plan further develops the Active Travel objectives set out in the Aberdeen Local Transport Strategy (LTS) 2016 and was very much aligned with the vision set out in the current Regional Active Travel Action Plan developed by Nestrans, the Regional Transport Partnership for the Aberdeen City and Shire region, which is:

*‘To create an environment and culture in which walking and cycling are convenient, safe, comfortable, healthy and attractive choices of travel for everyday journeys.’*

Many of the projects set out in the plan, together with other projects identified within the Roads Hierarchy review, City Centre Masterplan and the Sustainable Urban Mobility Plan have been completed or have been substantially progressed during the lifespan of the current plan. A summary of the progress against the objectives set out in the Action Plan is shown in Table 1 below, with a full report on progress in terms of delivering on the actions of the previous Action Plan provided in Appendix 1.

THEME	PROGRESS
Walking	Whilst figures from the annual Hands Up School Surveys conducted by Sustrans suggest that the current rate of walking has remained constant, several schemes to improve walking facilities have been implemented across the city. Whilst walking to school as a mode of travel has decreased slightly from 51% in 2017 to 43% in 2019, this is still comparable with the national average and could be explained by the rise in children cycling to school.
Cycling	Cycling facilities have also been improved throughout the city during the lifetime of the Action Plan. The latest Cycling Scotland Annual Monitoring Figures for 2019 indicate that the number of people cycling to work regularly has increased to 5.5%, with 24 cycling friendly employers employing 9,990 staff currently within the city. 4.3% of primary school children and 1.6% of secondary school children regularly cycle to school <sup>1</sup> The headline figures for Aberdeen can be seen in the following <a href="#">infographic</a> .
Trunk Road Network	The A92/A96 Haudagain Junction scheme has recently commenced construction, and this will include Active Travel improvements at this junction. The improvement works are currently planned to be completed in 2021. The dualling of the A96 between Aberdeen and Inverness by 2030 will also encompass active travel improvements.

	The recent detrunking of roads within the AWPR boundary gives the council more power to improve conditions on strategic routes.
Aberdeen Western Peripheral Route	The Aberdeen Western Peripheral Route became fully operational in February 2019. Early indications are that traffic flows within the City have already been altered and there is now less congestion within the City which allows us to carry forward a number of projects to reshape traffic in the City in favour of Active Travel modes.
Road Carriageway and Footway Maintenance	The Council continues to invest in maintenance projects, with a prioritised annual maintenance programme.
Winter Maintenance	Winter maintenance continues to be carried out to ensure that main Active Travel corridors can be utilised with the minimum of delay during adverse weather incidents.
Traffic Management and Road Safety	The latest Scottish Transport statistics figures for 2019 show that there were 514 road traffic collisions in the City in 2008 and this had fallen to 135 in 2018, a reduction of 379, or 73%. This figure has been falling steadily since 2013. Accidents by all modes except motorbikes have also fallen between 2018 and 2019 as infographic A at the end of the report shows.
Enforcement	Effective enforcement measures continue to be taken to ensure that Active Travel corridors can function effectively.
Land Use Planning	All planning applications are routinely checked to ensure that Active Travel infrastructure is included or upgraded as appropriate in all new developments. A review of transport and accessibility policies and car and cycle parking standards also takes place regularly as part of the wider review of the Local Development Plan.
Travel Information and Awareness	Engagement activities have taken place throughout the City and with a number of organisations, and support has been provided for the Scottish Workplace Journey Challenge. Both the City Centre and Bridge of Don cycle maps have been updated and reprinted. The Getabout brand continues to be heavily promoted. It should also be noted that funding from the Smarter Choices, Smarter Places programme has also allowed for a raft of measures to be taken forward, both as discrete projects in their own right and under the Getabout brand.

School Travel and Young People	Ibike, Bikeability, Travel Tracker and Road Safety magic shows have continued to be funded/supported throughout the life of the Action plan while travel planning support has been available for schools who request it. There are currently 17 cycling friendly schools in the city reaching 5,164 pupils and 41.7% of primary schools are delivering Level 2 Bikeability Scotland training. <sup>1</sup>
Climate Change Mitigation and Adaptation	Modelling work is being undertaken with SEPA to look at the difference in air quality and emissions since the opening of the AWPR as part of wider work on possible introduction of a LEZ.
Biodiversity and the Green Space Network	Work continues to progress on the improvements to core paths and the improvement and upgrading of existing paths as appropriate.
Public Realm and the Sustainable Urban Mobility Plan (SUMP)	A SUMP was adopted by Aberdeen City Council in 2019 to complement the CCMP and Roads Hierarchy review. Delivery of the transport elements of the CCMP has commenced with the part pedestrianisation of Broad Street outside Marischal College, urban realm improvements on Schoolhill and the commencement of the transformation of Union Terrace Gardens which includes new walking and cycling paths, with improved permeability and accessibility.

Table 1 Summary of Progress against LTS objectives

### **Questionnaire Response**

The Active Travel Action Plan Refresh must be led by public and stakeholder involvement to be successful and therefore it is important that members of the public and both internal and external stakeholders are fully consulted throughout the process.

To facilitate this, a consultation questionnaire was drawn up and this went live, supported by both a press release and social media posts on the 10 January 2020 and closed on 14 February 2020. During this time, a total of 408 responses were received.

There was a total of 16 questions contained in the questionnaire, which consisted of a mixture of tick box answers and opportunities for respondents to provide comments and suggestions for possible improvements and actions regarding active travel infrastructure and initiatives in the city. The full list of questions (and analysis of responses) can be seen in appendix 2.

The main perceptions were that Aberdeen is only moderately pedestrian friendly, whereas it was rated as not being cycle friendly, which is disappointing given the investment in active travel that has been made within the city as part of the current Active Travel Action Plan, but clearly demonstrates that a further step change in active travel provision is required as we move into the next iteration of the Action Plan.

It was suggested that the current measures that have been implemented were a step in the right direction, but that there needed to be more pedestrianisation, segregated paths, more off-road cycling routes and better maintenance of the existing infrastructure to really encourage a greater take-up of active travel. It was also felt that the current network was too piecemeal and that there needed to be a more coordinated network of walking and cycling routes to encourage greater participation in active travel. It can also be inferred from the responses that the public are in favour of the ongoing delivery of the projects identified in the CCMP and SUMP, given that the city centre was seen as a priority area for improvement by most respondents. Figure 5 below summarises the main responses and suggestions to improve walking and cycling.

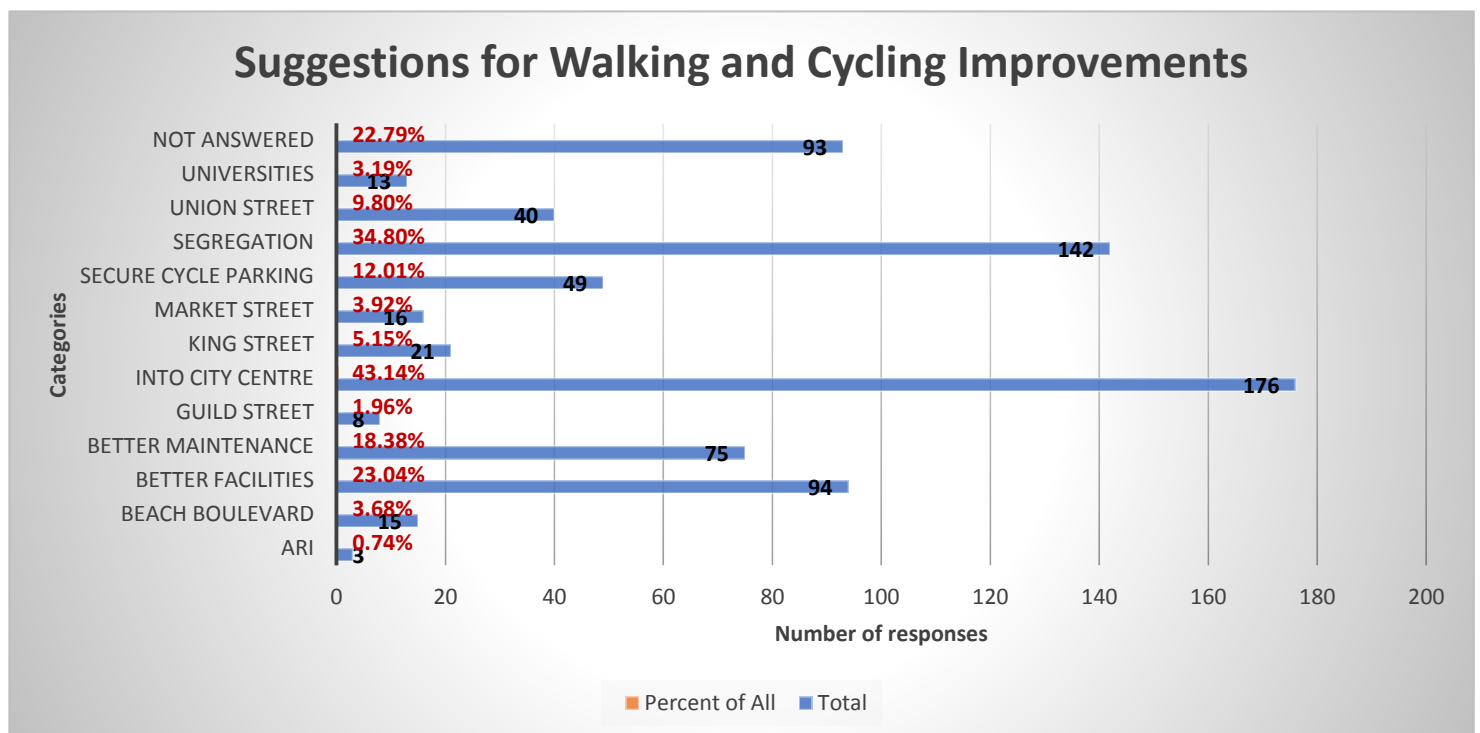


Figure 5 – Suggested Walking and Cycling improvements

### **Covid-19 Implications**

Since the initial round of consultation, however, transport and travel has been disrupted in a way that could not have been foreseen at the start of the year. In response to the Covid-19 pandemic, on the 23<sup>rd</sup> March 2020, the UK Government declared that the country would be placed in ‘lockdown’ with severe restrictions on peoples’ movements to tackle the spread of the virus. Shops, businesses, and offices were forced to close and social distancing measures were introduced, with many people being furloughed or working from home with virtual work meetings becoming the norm.

As part of the lockdown all but essential travel was discouraged, with public transport demand falling significantly and a significant decrease in car journeys. Figures from Transport Scotland show that demand for public transport nationally fell by around 85 to 95% from normal levels and that the demand for travel overall fell from an average of 2.7 trips per person per day pre Covid-19 to 0.9 trips per person per day during lockdown. At the same time, significant increases in walking and cycling trips were recorded. The figures below compare a week in May 2020, with a week in May 2019.



Figure 6 – May 2020 level of pedestrian activity

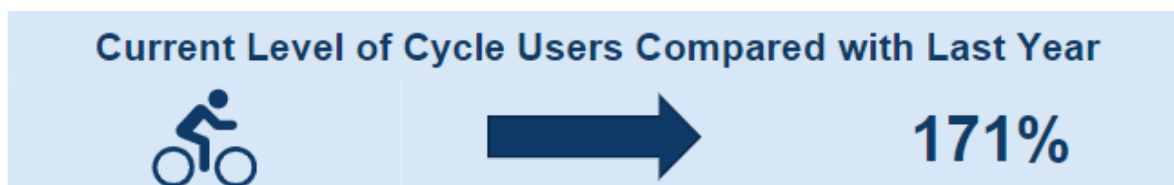
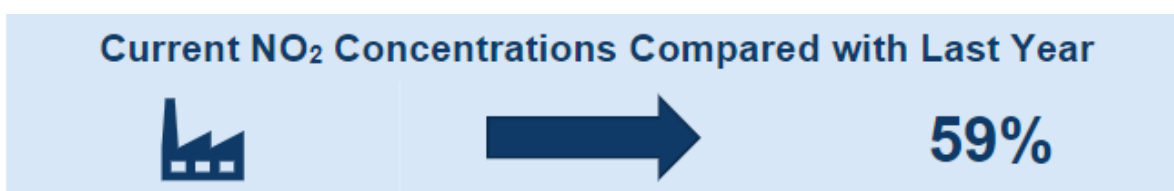


Figure 7 – May 2020 level of cycle activity



*\* Source data has been provided for NO<sub>2</sub> levels as it is a local pollutant from vehicles and is therefore suitable to demonstrate the impact of lockdown. PM<sub>10</sub> levels have not been provided as they are influenced by wider sources and gives a less accurate picture of local impact.*

Figure 8– May 2020 air quality levels in Aberdeen

As we emerge from this crisis, Active travel has a larger part to play than ever before in opening up society again, facilitating safe and healthy movements, and contributing to economic recovery. This is reflected in recent Government guidance that walking and cycling are the optimum forms of transport in terms of physical distancing and for making local journeys which support small businesses and the future prosperity of our town and city centres.

### **Consultation on Final Draft**

The results of the initial consultation were analysed and used to draft up a final report that went out to further public consultation on 14 September 2020 and finished on 25 October 2020. A total of 100 responses were received for this consultation, with the majority of responses being from individuals. Overall, the consultation showed significant support for the vision, actions and priorities identified in the draft Plan.

In light of the current Covid-19 pandemic, respondents were asked how important they felt it was to take the effects of the pandemic into account when preparing the Action Plan. 27% thought it was important or very important with a further 26% stating they felt neutral on this matter. There was a roughly even split as to whether respondents felt that Covid-19 would change their travel behaviour with 36% stating it would and 43% stating it would have no effect.

There was a favourable response to the draft Action Plan with 50% of respondents stating they agreed with the objectives and 27% disagreeing. 41% agreed with the projects laid out in the Action Plan with 24% disagreeing and 65% agreed with the overall vision for the Action Plan, with only 22% disagreeing. Overall, 41% were content with the document overall, with 30% not being content.

The results of the consultation are therefore encouraging and demonstrate that there is public support for the aims and objectives of the proposed Active Travel Action Plan.

The full list of questions (and analysis of responses) can be found in appendix 3.

### **Active Travel Action Plan 2021-2026 - List of Projects**

The Active Travel Action Plan must align with national, regional, and local strategies and policies. However, it is also important that the feedback and comments provided during the consultation process are also taken into consideration and are represented in the list of projects that will be taken forward during the lifetime of the action plan. A number of other sources of information and feedback have also been drawn upon to develop the list of projects within this Action Plan, namely an Origin-Destination study looking at the most common movements to, from and within Aberdeen for work and education and comments received in response to our Spaces for People engagement activities. A number of actions from the last Plan have also been carried forward.

The full list of projects can be found [here](#).

### **Conclusion**

The Scottish Government signalled its continued commitment to Active Travel with the publication of the updated National Transport Strategy in February 2020. This is coupled with the commitment towards a net zero emissions target for greenhouse gases by 2045 as laid out in the Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 which enshrines the commitment in law. This will necessitate a move away from the unrestrained use of fossil fuels and private cars for all journeys towards more sustainable forms of transport.

Regionally, the forthcoming Regional Transport Strategy, Nestrans 2040, will also place an emphasis on Active Travel and the forthcoming review of the Local Transport Strategy in 2021, is also expected to place a greater emphasis on sustainable travel. It could therefore be argued that the business case for Active Travel, which has already been proven, will be strengthened by this renewed focus on Active Travel as a key component of creating a vibrant and sustainable economy and making Aberdeen a place where people want to work, live and play.

The current Active Travel Action Plan (2017-2021) is nearing the end of its cycle and the time is therefore right to refresh the plan to ensure that it aligns more with current policies and strategies. Much progress has been made on the current plan and projects identified within the revised Roads Hierarchy, City Centre Masterplan and the Sustainable Urban Mobility Plan have been completed or have been substantially progressed during this period. However, perhaps one of the major achievements has been the completion of the Aberdeen Western Peripheral Route which has altered traffic flows and patterns in and around the city and enabled the opportunity to allow for a major rethink of the city's transport network to better facilitate and encourage active travel.

A consultation exercise was carried out in early 2020 and demonstrated that a further step change in active travel provision is required as we move into the next iteration of the Action Plan.

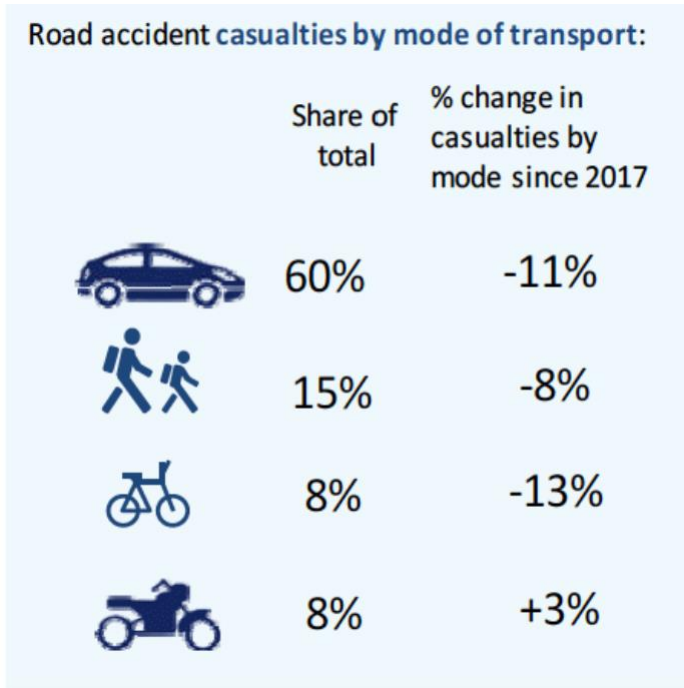
Covid-19 has also had a major impact on travel behaviour with the lockdown restrictions necessitating the widescale adoption of working from home and a rise in walking and cycling as all but essential travel was discouraged and social distancing measures were put in place.

The revised draft Active Travel Action Plan 2021 therefore takes account of the progress made on delivering the previous plan, changes to the transport network since the last plan was adopted, the

new policy context and the undoubted impact that Covid-19 has had on travel behaviour and is likely to have into the future. It also reflects the wishes of all stakeholders and members of the public identified during previous consultation activities.

Ultimately, the new Active Travel Action Plan (2021-2026), must take forward the considerable work already undertaken to encourage and facilitate active travel with even more ambitious projects if the vision for Aberdeen contained in the current Local Outcome Improvement Plan of making Aberdeen a place where its citizens can prosper is to be fully realised.

**Infographic A – Road Casualty Accidents by Mode**



Footnotes

1 Cycling Scotland Annual Cycling Monitoring Report 2019 <https://www.cycling.scot/mediaLibrary/other/english/6353.pdf>

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## **Introduction**

The current [Active Travel Action Plan 2017-2021](#) (ATAP) is a five year plan which is due for renewal in 2021. It sits as a supplementary document to the Aberdeen Local Transport Strategy (LTS) to further develop the Active Travel aspirations of it. Many of the projects in the current plan have now been completed or are underway. Therefore, the time is right for a review of the current plan and a refresh to ensure that the ATAP is kept up to date and relevant as we move to the next five-year cycle.

Since the development of the first plan, the Aberdeen City Region transport network has continued a period of transformational change. Recent years have seen the successful completion and opening of the Diamond Bridge, Dyce Drive Link Road, Craibstone Park and Ride and, perhaps most significantly, the Aberdeen Western Peripheral Route (AWPR), while delivery of the transport elements of the City Centre Masterplan (CCMP) has commenced with the removal of general traffic from Broad Street. A revised Roads Hierarchy has also been agreed, identifying a network of priority and secondary corridors where strategic transport movements should be concentrated, which will allow improved places for people to develop, on streets not part of the revised hierarchy. This transformation will continue over the coming years with the delivery of the Berryden corridor and South College Street improvements, which will enable further elements of the CCMP to be brought forward, and the Haudagain improvement scheme. The transport system, therefore, is in a very healthy state and, as Aberdeen City Council (ACC) and partners deliver upon our remaining commitments the time has come to consider where Aberdeen's future transport priorities should lie.

Furthermore, there is a significant risk that the benefits of this billion-pound investment will gradually erode should ACC not take steps to 'lock in' the benefits, particularly in terms of using the freed-up road capacity afforded by the opening of the AWPR and other schemes to give more priority to sustainable modes of transport, particularly walking and cycling.

Aberdeen is well placed to take advantage of active travel, being a compact city, which makes it ideal for walking, cycling or wheeling whether for commuting or leisure purposes. The impact of the current Covid-19 pandemic and the measures that have been put in place to help to ensure social distancing and allow for people to safely return to work and access goods and services in the city have shown that active travel is an increasingly viable option for many people. This has also helped to improve air quality in the city, especially in the city centre area.

With the publication of the upgraded National Transport Strategy (NTS 2) in February 2020, the Scottish Government has signalled that encouraging active travel is one of their priorities. The Regional Transport Partnership for Aberdeen city and Aberdeenshire, Nestrans, is also currently updating its Regional Transport Strategy (RTS), which will help to shape regional transport policy through to 2040 and places a similar emphasis on active travel. The Council will therefore have a major role to play in driving forward this agenda, with a review of its Local Transport Strategy (LTS) in 2021 and indeed, the Aberdeen Local Outcome Improvement Plan has as one of its 15 stretch outcomes the target of 38% of people walking and 5% of people cycling as main mode of travel by 2026.

Active travel is therefore a major priority for the Council as it looks to provide a city where all citizens can prosper. As well as providing a place where people can work, live and play, it is also important to have a vibrant, sustainable economy and, as we embark on the road to recovery from Covid-19, the role that active travel can play in this, in terms of supporting the economy and especially the high street cannot be overestimated as shown in Figure 1.

# HIGHER SPENDS

High street walking, cycling and public realm improvements can **increase** retail sales by up to **30%**

Source: Lawlor, 2013

Cycle parking delivers



**5x**

the retail spend per square metre than the same area of car parking

Source: Raje and Saffrey, 2016



Over a month, people who walk to the high street spend up to

**40% more**



than people who drive to the high street

Source: TfL, 2013

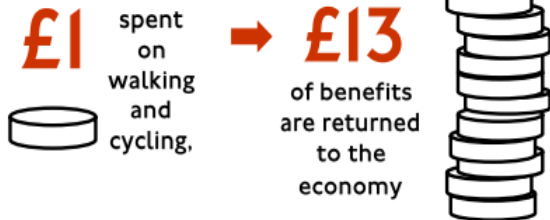
Figure 1 – Economic benefits of active travel to the High Street

It is also important in the current climate where resources are limited to ensure that the best value is obtained when undertaking any project. Figure 2 below illustrates the good value for money that investing in active travel projects brings to the economy.

# VALUE FOR THE ECONOMY

**13:1** is the average 'Benefit Cost Ratio' for walking and cycling projects

this means for every



“Based on the BCRs (Benefit Cost Ratios) reported ... one can confidently conclude that sustainable travel and cycling and walking in particular regularly offer **high and very high value for money**”

Source: Department for Transport, 2015

Cycling contributes **£5.4bn** each year to the UK economy

...more than **3x** the contribution of the UK steel industry

Source: Newson and Sloman, 2018

Figure 2 – Wider economic benefits of active travel

Ensuring the best use of scarce road space to ensure an equitable distribution for all users is of prime importance and again it can be seen from Figure 3 below that active travel is an efficient user of road space.

# KEEPING STREETS MOVING

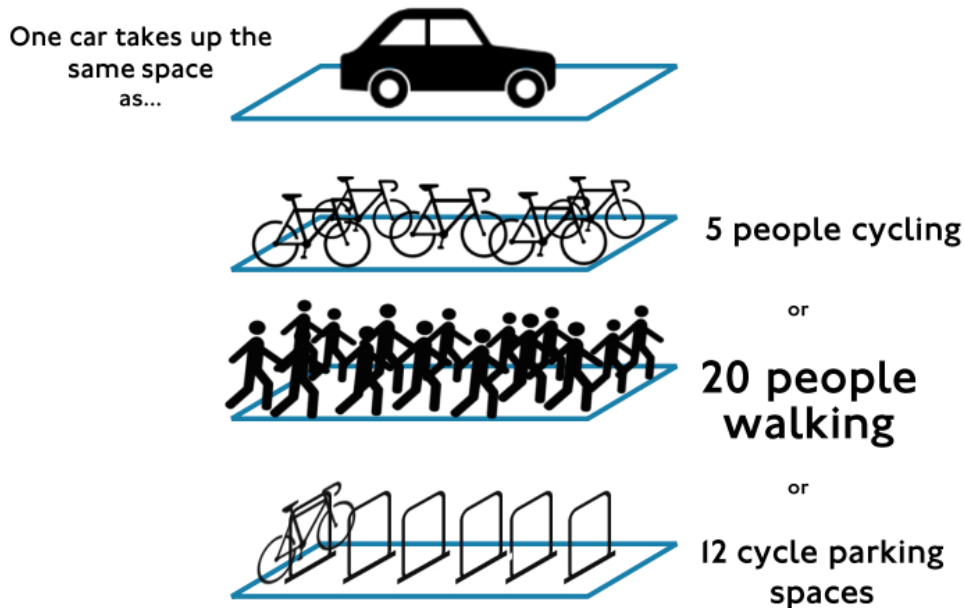


Figure 3 – Road space utilisation of active travel

The figures above illustrate that active travel is an efficient way of tackling the issue of poor air quality and contributing to the goals of tackling climate change, whilst helping to make citizens healthier and more active and creating a vibrant and sustainable economy. This Active Travel Action Plan aims to outline the measures the Council intends to take in the next 5 years to promote and encourage the greater use of active travel to encourage these goals.

The action plan will be structured as follows:

Chapter One – Introduction

Chapter Two – Policy Context

Chapter Three– Progress Report on previous Action Plan

Chapter Four – Analysis of Consultation Responses

Chapter Five – Covid-19 Implications

Chapter Six – List of Actions and Projects

Chapter Seven – Conclusion

## **Policy Context**

The Active Travel Action Plan is required to align with national, regional and local policies and strategies, regarding the promotion of active travel within the wider transport policy framework. This chapter outlines the policy context within which the Active Travel Action Plan will be expected to sit.

## **National Policy Context**

The main national policy document is the [National Transport Strategy](#) (NTS2) which was published by Transport Scotland on 05 February 2020. NTS2 sets out the Scottish Government's vision for transport for the next 20 years and has four main priorities as follows:

- Reduces inequalities.
- Takes climate action.
- Helps deliver inclusive economic growth.
- Improves our health and wellbeing.


Within these 4 high level priorities are several sub objectives, several of which relate to active travel.



### **Reduces inequalities**

- Will provide fair access to services we need
- Will be easy to use for all
- Will be affordable for all

The promotion of active travel will ensure that all users will be able to access the transport network to access employment, and leisure opportunities whilst being able to carry out essential everyday tasks like shopping and accessing services such as banks and medical services.



### **Takes climate action**

- Will help deliver our net-zero target
- Will adapt to the effects of climate change
- Will promote greener, cleaner choices

Active travel and particularly walking and cycling produce no emissions and are the most sustainable forms of transport. Providing high quality walking and cycling infrastructure will ensure that active travel can become the modes of choice for more people thus helping to ensure that the harmful effects of climate change can be minimised for future generations.



### **Helps deliver inclusive economic growth**

- Will get people and goods where they need to get to
- Will be reliable, efficient and high quality
- Will use beneficial innovation

The provision of a high-quality network of walking and cycling routes will facilitate easy access to employment, leisure and shopping opportunities which will help to stimulate sustainable economic growth.



## Improves our health and wellbeing

- Will be safe and secure for all
- Will enable us to make healthy travel choices
- Will help make our communities great places to live

Effective marketing of active travel modes and encouraging the uptake of active travel through behaviour change programmes such as Getabout will encourage active travel to become the preferred mode for more people. This will have a positive effect on individual health and wellbeing and will help to tackle many public health problems such as obesity, type 2 diabetes and cardiovascular disease, whilst helping to create a sense of place within the city and a more vibrant economy.

The [National Walking Strategy](#) was published in 2014. The strategy has 3 main strategic aims.

- 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.
- Enable easy, convenient and safe independent mobility for everyone.

The provision of high quality and well-maintained walking infrastructure will help to fulfil these objectives which align with the health and well-being objectives of NTS 2.

[The Cycling Action Plan for Scotland 2017-2020](#) has a vision of 10% of everyday journeys to be made by bike, by 2020. The latest figures from May 2020, show that nationally the mode share for cycling has increased from 0.67% in May 2019 to 3.44% in May 2020. Whilst this is a five-fold increase in a year, it is still a long way off the 10% vision and may well have been influenced by the Covid-19 pandemic. There is therefore still more work to be done if the vision of 10% of everyday journeys by bike is to be achieved.

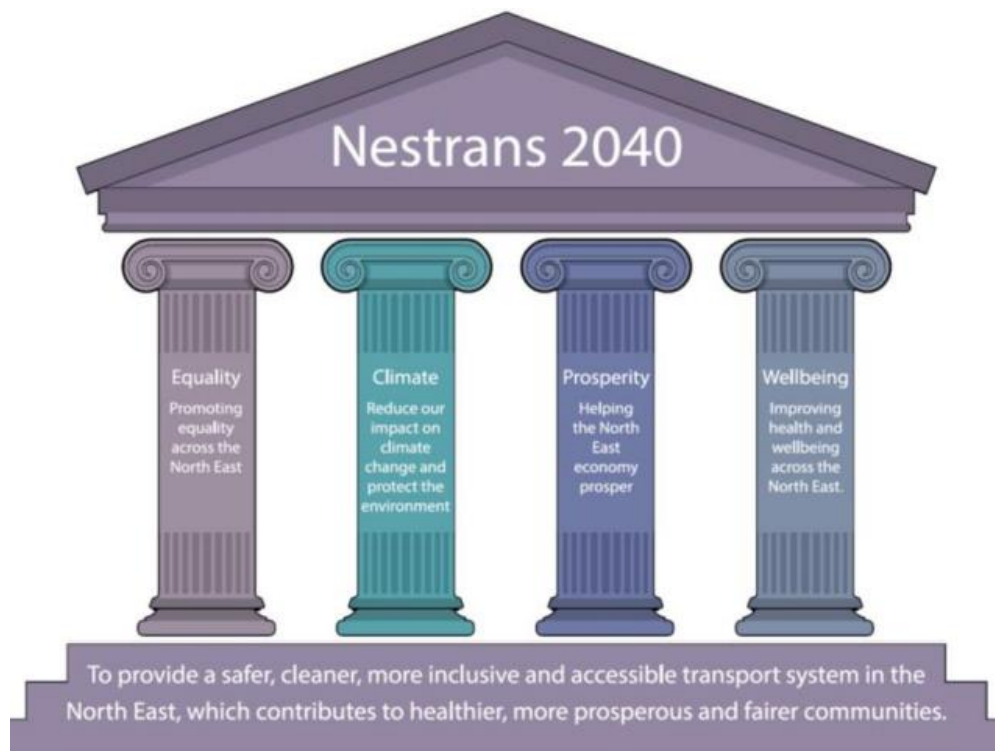
### **Regional Policy Context**

Regionally, the main strategy document is the Regional Transport Strategy, (RTS) published by Nestrans, the regional transport partnership for Aberdeen city and Aberdeenshire.

A draft revised Regional Transport Strategy (RTS), Nestrans 2040, was presented to the Nestrans Board in June 2020 and approved by the Board for public and stakeholder consultation. Aberdeen City Council's formal [response](#) to the consultation was reported to the October meeting of the City Growth and Resources Committee.

The consultation closed on 16<sup>th</sup> October and responses are now being analysed with an expectation that a finalised strategy will be presented to the Nestrans Board for approval in November 2020, before being presented to Scottish Ministers for approval early in 2021.

The draft Strategy has four main pillars (Equality, Climate, Prosperity and Wellbeing) as illustrated below:



Underneath the four main pillars lie six main priorities and they are illustrated below:



Full details of the draft Strategy can be found on the project website: <https://www.nestrans2040.org.uk/>.

There are a number of associated documents attached to the RTS, the most relevant of which is the [Active Travel Action Plan \(AcTrAP\) 2014-2035](#) The vision for the plan is:

*'To create an environment and culture in which walking and cycling are convenient, safe, comfortable, healthy and attractive choices of travel for everyday journeys'*

There are two main objectives that underpin this vision:

- To increase active travel mode share and work towards achieving the National vision for cycling by 2020.
- To improve safety for pedestrians and cyclists by reducing the total number of pedestrian and cycle casualties, the percentage of total accidents and rate per 1000 population.

The [Grampian Health and Transport Action Plan](#) (HTAP) was first adopted in 2008 and was refreshed in 2014. This takes in the Grampian NHS Health Board Region, which includes the local authority areas of Aberdeen City, Aberdeenshire and Moray Councils, as well as the Regional Transport Partnership for the North East, Nestrans. NHS Grampian and the Scottish Ambulance Service are also partners, together with the Community Transport Association, Scotland. This partnership of local and regional health and social care and transport providers has the following vision.



- For people in Grampian to choose to travel by active modes such as walking and cycling whenever appropriate and to have the ability to do so conveniently and safely, in order to improve activity levels and public health.
- For everyone in the region to live without unacceptable risk to their health caused by the transport network or its use.

An annual report is produced to monitor progress with the latest report being the [2019 Annual Report](#). The latest report highlights the importance of partnership working and knowledge sharing to help to promote the economic and health benefits of active travel.

The [Aberdeen City Region Deal](#) is a 10 year deal involving the UK Government, Scottish Government, Aberdeen City Council and Aberdeenshire Council worth £826.2million to the region. The deal has 6 main themes with one of the themes being transport and in particular strategic connectivity. There are a number of major infrastructure investments that have taken place or are ongoing as part of this project.

- The construction of the Aberdeen Western Peripheral Route.
- Balmedie to Tippetty dualling
- Haudagain junction improvements
- Rail upgrade between Aberdeen and Inverurie.
- Work to begin dualling the A96 between Aberdeen and Inverness is also being planned.

To complement this infrastructure investment a [strategic transport appraisal](#) is also being undertaken. This will take a 20 year strategic view of the transport implications of the investment unlocked by this City Region Deal and will consider all modes, including active travel. One of the main aims of this appraisal will be to facilitate the implementation of the City Centre Masterplan for Aberdeen which aims to make the City Centre a destination in its own right, rather than just a through route for traffic, thus engendering a sense of place and helping to promote sustainable economic growth, through promoting and encouraging the use of active travel modes.

### **Local Policy Context**

One of the main local policy documents is the [Aberdeen Local Outcome Improvement Plan 2016-2026](#) (LOIP) which was refreshed on 02 December 2019. The vision for Aberdeen is as follows:

*'A place where all people can prosper'*

There are 15 Stretch outcomes underlining this vision, with them being broken down into 4 strands.

- Economy.
- People – Children and young people.
- People – adults.
- Place.

The most relevant of these outcomes for Active Travel is place and in particular the following outcomes.

- 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.

- Stretch Outcome 15 – 38% of people walking and 5% of people cycling as main mode of travel by 2026.

The [Local Transport Strategy 2016-2021](#) (LTS) which is due to be updated in 2021, is the Council's main transport policy document and is designed to guide transport decisions on a five year basis. The LTS has the following five high level aims.

1. A transport system that enables the efficient movement of people and goods.
2. A safe and more secure transport system.
3. A cleaner, greener transport system.
4. An integrated, accessible and socially inclusive transport system.
5. A transport system that facilitates healthy and sustainable living.

A number of objectives were also set.

- Increased modal share for public transport and active travel.
- Reduce the need to travel and reduced dependence on the private car.
- Improved journey time reliability for all modes.
- Improved road safety within the City.
- Improved air quality and the environment.
- Improved accessibility to transport for all.

Given the aims and objectives above, it is clear that the promotion of active travel needs to play a key role in transport within the city in order to meet these aims and objectives both now and moving forwards in the future.

[The Aberdeen City Centre Masterplan](#) (CCMP) was published in 2015 and is a 25 year regeneration plan which aims to promote sustainable economic growth and turn the city centre into a destination in its own right by promoting a sense of place and promoting more sustainable methods of transport within the city centre, allowing people to enjoy working, living and leisure within the city centre area.

There are 4 main transport projects within the CCMP, which will be developed in 4 phases over the 25 year period as illustrated in Figure 5 below. The Broad Street redevelopment has already been completed, providing a pedestrian friendly area adjacent to Marischal College and a redeveloped square with offices and cafes. The three other major redevelopment areas, Guild Street, Union Street and Schoolhill will be redeveloped as traffic levels reduce.

However, with the opening of the Aberdeen Western Peripheral Route (AWPR) and the proposed introduction of several projects such as the roads hierarchy, Low Emission Zone (LEZ), and Sustainable Urban Mobility Plan (SUMP), amongst others, these will all have an effect on traffic levels and patterns in and out of the city. Added to this is the effect of Covid-19 and the temporary measures that are being implemented to allow for social distancing and aid the economic recovery. Current modelling would indicate that traffic levels and traffic patterns have changed significantly and this is likely to lead to the acceleration of projects associated with the CCMP, and especially those to help encourage and promote active travel.

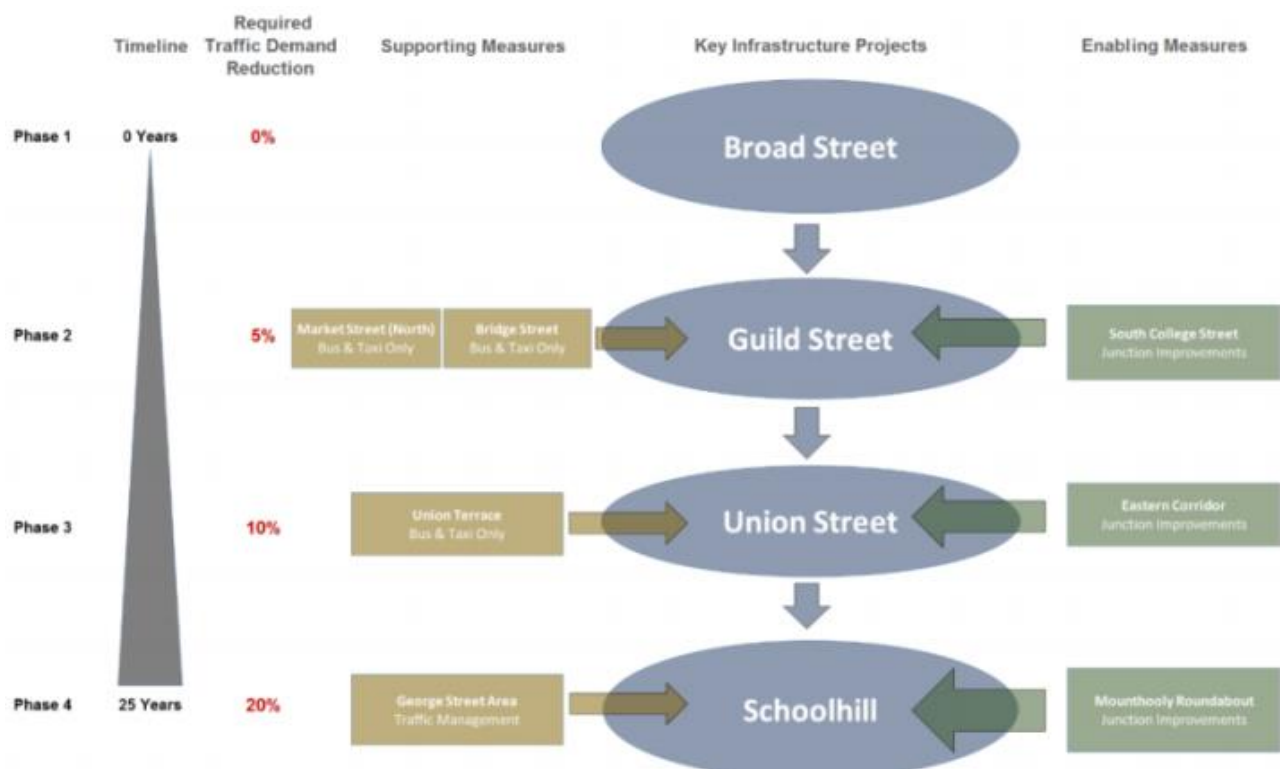


Figure 4 – CCMP Phases

[The Sustainable Urban Mobility Plan](#) (SUMP) was formally adopted by the Council in December 2019. The SUMP is a long-term transport strategy for the city centre which will identify projects that will help to facilitate a move away from the dependence on the private car and make it easier for people to walk, cycle and use public transport, thus moving to more sustainable methods of moving around the city centre and the wider city area. Figure 5 below illustrates the sustainable transport hierarchy.

# Prioritising Sustainable Transport



Source: National Transport Strategy Draft for Consultation

Figure 5 – Sustainable Transport Hierarchy

The vision for the SUMP is as follows:

*'A city centre that is accessible to all, which enables healthy and sustainable lifestyles by prioritising the needs of those walking, cycling, wheeling and using public transport and which contributes to wider aspirations to deliver a safe, sustainable and economically buoyant city centre with an enhanced sense of place.'*

There are 10 main objectives which support the vision.

1. Support delivery of the Roads Hierarchy by implementing measures to discourage, and reduce the number of, through-trips undertaken by private vehicles in the city centre.
2. Support delivery of the City Centre Masterplan, contributing to the regeneration of the city centre and enhancing the sense of place by developing a network of streets that prioritise the movement of people over the movement of vehicles, whilst maintaining necessary and efficient access for business and industry.
3. Minimise the adverse environmental impacts of transport in the city centre, incorporating green infrastructure into new transport schemes wherever practicable, and ensure the city centre is resilient to the effects of climate change.
4. Ensure that the city centre is accessible to, and safe for, all, especially the most vulnerable members of society.
5. Encourage and enable more walking and cycling in the city centre, particularly through the provision of better and safer infrastructure.
6. Develop a network of safe and attractive cycle routes across the city centre, through the provision of low speed, low flow streets and segregated infrastructure, so that an unaccompanied 12-year-old child can safely cycle through the city centre.
7. Improve the public transport experience to, from and within the city centre, particularly in terms of achieving shorter and more reliable journey times.
8. Improve connectivity between key destinations in and around the city centre by sustainable modes of transport.
9. Improve opportunities for multimodal journeys to, from and within the city centre.
10. For vehicles undertaking essential journeys within the city centre, enable as many of these as possible to be undertaken by low emission vehicles.

The plan will be achieved by implementing a series of short, medium and long-term projects, which are a mixture of infrastructure measures and other supporting measures such as behaviour change and marketing measures to promote and encourage active transport.

It is clear that active travel plays a key role in the national, regional and local policy context and that for strategies to be realised it is important that robust and effective active travel action plans are in place to bring about the desired change in travel behaviour within society at all levels.

## **Active Travel Action Plan 2017-2021 – Progress Report**

[The Aberdeen Active Travel Action Plan 2017-2021](#) (ATAP) committed the council to a series of infrastructure and behaviour change measures to help to promote, encourage and facilitate Active Travel. The current Action Plan further develops the Active Travel objectives set out in the Aberdeen Local Transport Strategy (LTS) 2016 and was very much aligned with the vision set out in the current Regional Active Travel Action Plan written by Nestrans, the Regional Transport Partnership for the Aberdeen City and Shire region, which is:

*‘To create an environment and culture in which walking and cycling are convenient, safe, comfortable, healthy and attractive choices of travel for everyday journeys.’*

The Active Travel Action Plan sits as a supplementary document to the Aberdeen Local Transport Strategy (LTS) and elaborates on the active travel elements of the LTS. It was very much considered as part of a wider suite of policies, plans and strategies designed to transform the local transport network and to make Aberdeen City, and particularly the City Centre, a destination in its own right, making it a place people want to live, work and visit with an attractive environment in which to walk and cycle, rather than being car dominated.

With the recent completion and opening of the Aberdeen Western Peripheral Route (AWPR), this has changed the traffic flows both within and through Aberdeen City as a whole and the City Centre in particular. This is allowing further work to be carried out to ‘lock-in’ the benefits of the AWPR and change how the City Centre is used to ensure that walking and cycling are given priority, and along with public transport, become the dominant modes in the City Centre.

The resulting Roads Hierarchy review saw the formal reclassification of a number of roads within Aberdeen City to ensure that traffic uses appropriate routes and can flow more freely around the city. At the same time, it encourages a rethinking of these key routes as movement corridors, rather than simply traffic corridors, setting the context for a series of improvements on these priority and secondary routes, so that they function safely and efficiently for all modes of transport. This will enable those streets not part of the priority and secondary network to become quieter and safer spaces that prioritise people over traffic. This, coupled with the start of work on the City Centre Masterplan (CCMP) and the Sustainable Urban Mobility Plan (SUMP), ensures that Active Travel can now assume a higher status and that many of the projects within the current ATAP can now really start to show the benefits that they can bring to creating a greater sense of place and a more comprehensive and coherent active travel network. This is also important as work continues to progress the introduction of a Low Emission Zone (LEZ), should extensive modelling work show that this will bring benefits both in terms of congestion and air quality.

Given the above, it is therefore an opportune time to review progress on the current ATAP, especially given that many of the projects could not realise their full potential until after the AWPR had fully opened and a resulting new roads hierarchy agreed and to consider what new priorities may be appropriate in a refreshed ATAP as we move forward, post AWPR.

The current ATAP has a number of objectives for Active Travel that were derived from the current Aberdeen Local Transport Strategy (LTS) 2016. These are shown in Table 1 below:

THEME	OBJECTIVE
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.
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.
Trunk Road Network	Support improvements to the trunk road network for the benefit of passengers and freight travelling to, from and within Aberdeen.
Aberdeen Western Peripheral Route	To support the implementation of the Aberdeen Western Peripheral Route and to fully realise the benefits the new road will bring in terms of improving conditions in the City for users of sustainable modes of transport.
Road Carriageway and Footway Maintenance	To improve the condition of the road, footway and cycle networks.
Winter Maintenance	To ensure the safe movement of traffic on carriageways, footpaths, cycle paths and pedestrian precincts to minimise delays caused by adverse winter weather.
Traffic Management and Road Safety	To work towards a road network where all users are safe from the risk of being killed or seriously injured, and the injury rate is much reduced.
Enforcement	To ensure the Council manages and enforces the road network to ensure safety and effectiveness for the benefit of all users.
Land Use Planning	To promote and enable development that reduces the need to travel, minimises reliance on the private car and facilitates and encourages walking and cycling for everyday trips.
Travel Information and Awareness	To engage with members of the public, employers and schools on travel behaviour change campaigns, events and promotions and to provide the information that citizens and visitors need to let them undertake 'smarter' journeys in the City.
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.
Climate Change Mitigation and Adaptation	To contribute to Aberdeen's carbon emissions targets and develop climate resilient infrastructure.
Biodiversity and the Green Space Network	Improve accessibility to open spaces and contribute towards the development of the green space network through implementation

	of core paths and appropriate mitigation as part of transport scheme delivery.
Public Realm and the Sustainable Urban Mobility Plan (SUMP)	To improve the public realm by ensuring walkability and consequent traffic circulation (to enhance environment, aesthetic quality and air quality of the City) for the benefit of shoppers, visitors and residents.

**Table 1: LTS Objectives Relevant to Active Travel**

In terms of progress towards these objectives, Table 2 below, provides a summary of progress to date.

THEME	PROGRESS
Walking	Whilst the current rate of walking has remained constant several schemes to improve walking facilities have been implemented across the city and walking to school as a mode of travel has increased.
Cycling	The number of people cycling to work regularly has remained steady at 3.5%, but those who usually cycle has increased from 2.4% in 2010 to 3.2% in 2018. 5% of primary school children and 1.5% of secondary school children regularly cycle to school
Trunk Road Network	The A92/A96 Haudagain Junction scheme has recently commenced construction, and this will include Active Travel improvements at this junction. The improvement works are currently planned to be completed in 2021. The dualling of the A96 between Aberdeen and Inverness will also encompass active travel improvements. The recent detrunking of roads within the AWPR boundary gives the council more power to improve conditions on strategic routes.
Aberdeen Western Peripheral Route	The Aberdeen Western Peripheral Route became fully operational in February 2019. Early indications are that traffic flows within the City have already been altered and there is now less congestion within the City which allows us to carry forward a number of projects to reshape traffic in the City centre in favour of Active Travel modes.
Road Carriageway and Footway Maintenance	£588,000 was allocated from the reserve budget for footway resurfacing work in the 2019/20 financial year, together with a capital budget of £2.5Million for footway improvement schemes in this current financial year.
Winter Maintenance	Winter maintenance continues to be carried out to ensure that main Active Travel corridors can be utilised with the minimum of delay during adverse weather incidents.



Traffic Management and Road Safety	In 2017, there were two fatalities and 32 serious injuries on roads within the City. This figure has been falling steadily since 2013. All types of accidents have also been steadily declining since 2007 as Graph A (please see end of report) shows.
Enforcement	Effective enforcement measures continue to be taken to ensure that Active Travel corridors can function effectively.
Land Use Planning	All planning applications are routinely checked to ensure that Active Travel infrastructure is included or upgraded as appropriate in all new developments. A review of parking standards will also take place as part of the wider review of the current LDP.
Travel Information and Awareness	Engagement activities have taken place at Aberdeen University, support has been provided for the Scottish Workplace Journey Challenge. Both the City Centre and Bridge of Don cycle maps have been updated and reprinted. The Getabout brand continues to be heavily promoted. It should also be noted that funding from the Smarter Choices, Smarter Places programme has also allowed for a raft of measures to be taken forward, both as discrete projects in their own right and under the Getabout brand.
School Travel and Young People	Funded 1 Bike officer, employed by Sustrans, to work with the Aberdeen Grammar School Associated School Group during the 2019-20 academic year, Living Streets Travel tracker will run in 10 schools this year, road safety magic shows for P1-3 pupils to take place in 26 primary schools this year and cycle training for P6 and 7 pupils who cannot currently ride a bike.
Climate Change Mitigation and Adaptation	Modelling work is being undertaken with SEPA to look at the difference in air quality and emissions since the opening of the AWPR as part of wider work on possible introduction of a LEZ.
Biodiversity and the Green Space Network	Work continues to progress on the improvements to core paths and the improvement and upgrading of existing paths as appropriate.
Public Realm and the Sustainable Urban Mobility Plan (SUMP)	A SUMP was adopted by Aberdeen City Council in 2019 to complement the CCMP and Roads Hierarchy review. Delivery of the transport elements of the CCMP has commenced with the part pedestrianisation of Broad Street outside Marischal College,

	urban realm improvements on Schoolhill and the commencement of the transformation of Union Terrace Gardens which includes new walking and cycling paths, with improved permeability and accessibility.
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**Table 2 Summary of progress against LTS Objectives**

The table above shows that good progress has been made on all of the LTS objectives, with some very high-profile and major projects, such as the AWPR and the part-pedestrianisation of Broad Street having been completed. Many other projects have been completed or are ongoing. A brief summary of some of the completed and current projects is provided below.

The A92/A96 Haudagain Junction Improvement Scheme is being progressed by Transport Scotland as part of its Trunk Roads Improvement Scheme. The scheme includes improvements to pedestrian and cycle crossings to help to improve Active Travel movements in this location. It is anticipated that the works will be completed in 2021.

The A956/A92 Aberdeen to Balmedie route improvement works is progressing with a proposal for a pedestrian and cycle route on the A92 Ellon Road from the Murcar roundabout northwards, which will link into the scheme implemented by Aberdeenshire Council. Following a public consultation in 2019, work is currently underway on the proposed scheme with construction expected to commence in 2021. Improved access to the universities is also being actively pursued with improvements to the Active Travel infrastructure on King Street currently being appraised. Other current infrastructure projects include the A944 Aberdeen to Westhill pedestrian and cycle route, and A92 Anderson Drive improvements.

The Civitas Portis project is an EU-funded project looking at sustainable urban mobility in port cities in the EU. This project is scheduled to finish in 2020, however there is currently a raft of projects ongoing on this. Funding from this source is being used to undertake a feasibility study into the establishment of a bike hire scheme for the City.

Another major project is an assessment of the current active and sustainable travel links between the current harbour and the station and between the new harbour at Bay of Nigg and the City Centre to ensure that ferry users and prospective cruise ship passengers will be able to explore the City in a sustainable manner,

However, one of the major projects from this particular funding stream is an Origin and Destination survey looking at journeys of up to 10km, with origin or destination in Aberdeen, undertaken by 16-64 year olds for work, education or leisure purposes. The information gathered from this study will provide valuable information on where journeys are being undertaken and allow for further development of the Active Travel network to ensure that a coherent and coordinated network can be established.

Behaviour change initiatives have also been progressed under the Getabout brand. The Tour series cycling race was successfully held again this year and it is hoped to bring a stage of the Tour of Britain to Aberdeen next year. The popular In Town Without My Car Day will also take place again this year, as this has proved to be a very popular and fun way to showcase active and sustainable travel in the City.

The co-wheels car club also continues to show signs of strong growth and the fleet which already has a number of both fully electric and hydrogen fuel-cell powered cars will be augmented with further hydrogen fuel-cell powered cars, reinforcing the commitment to trialling new technology within the current fleet. The latest Carplus annual survey of car clubs in Scotland in 2017/18 showed that car club members are less likely to drive their own car and more likely to cycle:

- 32% of members decreased their use of a private car.
- 14% of members have cycled more after joining and 6% have walked more.

This clearly shows that car clubs add to the Active Travel experience by reducing the number of private car journeys made, thus creating a less congested and polluted environment and increasing the attractiveness of active travel options as can be seen in the figures above.

The above projects provide a flavour of the scope of the projects that have been progressed under the current Active Travel Action Plan. Many of the projects were dependent on the completion of the AWPR to fully realise their benefits and with this now in place, it is expected that new and more ambitious schemes will start to come forward as the Council looks to 'lock-in' the benefits from the AWPR and radically alter the travel patterns within the City Centre to make Active Travel the default mode of choice within the City Centre.

In terms of progress on the individual projects identified in the Action Plan, Tables 3-5 below document the progress made on these individual projects.

**Table 3 Planning for Walking and Cycling**

New Developments – Aberdeen City Council will:	Lead	Timescale	Progress
Complete a Technical Advice Note (TAN) to accompany the Aberdeen Local Development Plan (ALDP), comprising comprehensive Travel Plan Guidance relevant to both new developments and existing sites	TSAP	2017-18	To be developed as part of the next iteration of the ALDP.
Contribute to the current and future iterations of the ALDP, in terms of developing transport policies and supplementary planning guidance relevant to land use planning	TSAP	ALDP due to be adopted early 2017; preparation of the next Plan will commence shortly afterwards.	Ongoing work now underway to inform next ALDP..

Continue to ensure that accessibility on foot and by bike are key considerations during the masterplanning process for new development sites.	TSAP/MDC	2017-2021	Transport Policies in ALDP and Transport and Accessibility Supplementary Guidance are adopted and used by the Roads Development team when assessing planning applications.
Continue to assess Transport Assessments, Travel Plans and Residential Travel Guides to ensure accessibility on foot and by bike are key considerations at all stages of the planning application process.	DM/TSAP	2017-2021	Transport Policies in ALDP and Transport and Accessibility Supplementary Guidance are adopted and used by the Roads Development team when assessing planning applications.
<b>Infrastructure Improvement Schemes – Aberdeen City Council will:</b>	<b>Lead</b>	<b>Timescale</b>	<b>Progress</b>
Ensure specific walking and cycling objectives are included within the Scottish Transport Appraisal Guidance (STAG) assessment criteria for all new transport schemes.	TSAP/DT	2017-2021	Transport Scotland have committed to the following for the next National Transport Strategy – we will embed the Sustainable Travel Hierarchy in decision making, promoting walking, wheeling, cycling, public transport and shared transport options in preference to single occupancy car use. In doing so Transport Scotland will review and update the Scottish Transport Appraisal Guidance (STAG) and

			investment decision-making processes. At a local level, active travel considerations are a key component of all recent and ongoing STAG appraisal work.
Undertake pedestrian and cycle audits of all new road and road improvement schemes and ensure that funding is available to correct issues identified during the review process.	DT/TSAP	2017-2021	These are undertaken independently as part of new schemes.
Continue to engage with Transport Scotland and other partners on the A96 Aberdeen to Inverness dualling project and press the Scottish Government to deliver high-quality segregated walking and cycling provision along the corridor in line with its own best practice guidance.	TSAP	2017-2021+	Ongoing

**Table 4 – Active Travel Infrastructure**

<b>Pedestrian and Cycle Facilities – Aberdeen City Council will:</b>	<b>Lead</b>	<b>Timescale</b>	<b>Progress</b>
Develop an Active travel Network Plan, identifying priorities and aspirations for improvements to the walking and cycling network and update this annually as an addendum to the Active Travel Action Plan	TSAP	First iteration included as an appendix to the Action Plan; thereafter updates will be published each spring.	While annual network plans have not been completed, active travel projects have continued to be determined in accordance with the Action Plan.

Continue to take advantage of external funding opportunities to implement and/or improve local and strategic walking and cycling routes within the city as they arise.	CCMP/TSAP/DT/TMRS/EP	2017-2021	Ongoing - Sustrans, NESTRANS, Developer Contributions, AWPR, NMU funding, CWSS, SCSP all being used.
Develop a post-AWPR Roads Hierarchy for Aberdeen that accommodates cycle-specific infrastructure on strategic routes	TSAP	2017-2018	Completed in 2020.
Continue to participate in the Community Links PLUS design competition with the aim of exploring delivery of a high-quality segregated cycle route along the A944 Westhill to Aberdeen corridor.	TSAP	2017-2020	Although our bid was unsuccessful following the Stage 1 bidding, our proposal (A944 cycle route) is currently being revisited as part of a wider A944/A9119 corridor improvement study.
Working with Living Streets, continue to roll out a programme of street audits in Aberdeen to assess the walkability and general ambience of neighbourhoods on a priority basis.	CH	2017	These have been undertaken in Middlefield/Heathryfold, Tillydrone, Woodside and Torry with various works taking place to improve the public realm and active travel environment in response to the outcomes.
Work with communities to implement the recommendations of the recent Street Audit report for Middlefield and Heathryfold and subsequent street audit reports.	CH/TSAP/TMRS	2017-2021	Ongoing (as above).
Install pedestrian and cycle counters	TSAP/DT/TMRS/EP	2017-2021	This is ongoing with approximately 17 cycle

alongside existing and new infrastructure projects to assess their impacts on walking and cycling levels.			counters around the City.
Continue to improve, expand and promote the City's Core Path Network	EP	2017-2021	Ongoing
Develop a TAN on appropriate and acceptable design for new cycle facilities. Where local links connect to the strategic cycle network it is anticipated these will be of a similar quality: a minimum width of 3.0m, separation strip as appropriate and tarmac surface. Further details will be developed as part of the TAN	TSAP	2017-2018	Currently paused awaiting finalisation of revised national guidance in the form of the Cycling by Design refresh.
Improve and increase liaison with user groups, such as Aberdeen Cycle Forum, Aberdeen Outdoor Access Forum, local residents and businesses and disability and access groups, on the development, design and implementation of active travel infrastructure to ensure infrastructure meets the needs of all users.	TSAP/DT/TMRS	2017-2021	We continue to consult as part of the process. We now use Citizen Space, the Council's online consultation platform. Also include transport questions annually in City Voice Panel Questionnaire.
Support Sport Aberdeen in their efforts to implement a community cycle	TSAP	2017-2021	This project did not proceed due to match funding problems but the concept of cycle

hub in the Bridge of Don area of Aberdeen.			hubs is still being looked at as part of the LOIP
<b>Traffic Management and Road Safety – Aberdeen City Council will:</b>	<b>Lead</b>	<b>Timescale</b>	
Continue with a programme of implementing 20mph speed limits in residential areas on a priority basis.	TMRS	2017-2021	Schemes implemented to date in Cults and Bieldside..
Seek a greater understanding of the vehicle exclusion trials that have been undertaken outside schools elsewhere in Scotland and whether there is need or scope to replicate these at any schools in Aberdeen.	TMRS	2017-2021	Initial feedback has been inconclusive as to their success and there are limitations to their application in terms of appropriate road networks. The scheme has not yet been considered for any schools in Aberdeen.
Review locations where roundabouts could be removed and replaced with signalised junctions.	TSAP/TMRS	2017-2018	This forms part of ongoing corridor improvement studies.
Work with Cycling Scotland to deliver the Give Everyone Cycle Space campaign in Aberdeen on an annual basis.	TSAP	2017-2021	Cycling Scotland has since ceased this campaign, although Aberdeen has participated in similar initiatives such as Operation Close Pass.
Work with partners in Getabout and Police Scotland to deliver further pedestrian and cycle-safety campaigns throughout the region.	TSAP	2017-2018	Operation Close Pass ran again in 2020.
Work with partners to develop a campaign targeted at all transport users, encouraging respectful behaviour	TSAP/TMRS	2017-2018	Ongoing.



to ensure safe travel for all around the region.			
<b>Maintenance – Aberdeen City Council will:</b>	<b>Lead</b>	<b>Timescale</b>	<b>Progress</b>
Seek to identify funding sources for footpath and cycle path maintenance, particularly for new routes that are not incorporated into the adopted network.	TSAP/RO	2017-2021	Limited, although ongoing.
Publicise the council's online fault reporting mechanisms for reporting problems with roads, footways and cycleways, and ensure that information reported is acted upon swiftly.	RO	2017-2021	Ongoing.
Update the winter maintenance plan on an annual basis with reference to active travel routes.	RO	2017-2021	Ongoing.
Seek specific funding for winter maintenance of key active travel routes.	TSAP/TMRS	2017-2021	Ongoing.
Where known winter maintenance issues occur, install flashing LED lights on off-road paths, to make people aware of the likelihood of ice on paths and the need to take care.	TSAP/TMRS		No progress to date.
<b>Enabling Interchange – Aberdeen City Council will:</b>	<b>Lead</b>	<b>Timescale</b>	<b>Progress</b>
Complete the A96 (Craibstone) Park and Choose site with complimentary	DT	2017	This project was completed and the site opened in 2017.

cycling infrastructure.			
Work with Nestrans, Scotrail and train operating companies to increase cycle parking provision at Dyce Station.	TSAP	2017	Significant improvements completed in 2018.
Maintain and, where necessary improve cycle parking provision at the Bridge of Don and Kingswells Park and Choose sites.	TSAP	2017-2021	Ongoing.
Examine the feasibility of establishing mini interchange hubs within the City, allowing people to 'park and cycle', 'cycle and bus', etc.	TSAP	2017-2021	Ongoing – now being considered as part of bicycle rental proposals.
Undertake a revised feasibility study for a bicycle rental scheme in Aberdeen and implement the recommendations of the study.	TSAP	2017-2019	Study completed in 2019, and officers are now working to deliver the preferred option.
Assist with publicising the Bike and Go service at Aberdeen Station.	TSAP/Getabout	2017-2021	Abellio have since removed the Bike and Go scheme.
Work with partners to examine the feasibility of a bicycle rental scheme at Dyce station.	TSAP/Nestrans	2017-2018	Included as part of wider cycle hire scheme proposals.
Implement cycle parking facilities alongside Car Club bays.	TSAP/TMRS	2017-2018	No progress to date.
Raise awareness of the bicycle carriage offered by Stagecoach Bluebird services.	TSAP/Getabout	2017-2021	Ongoing
Work with First Aberdeen to identify options for bicycle	TSAP	2017-2018	No progress to date.

carriage on city bus services.			
Continue to work with Aberdeen Harbour Board and Sustrans to safely incorporate the National Cycle Route 1 (NCN1) in Nigg Harbour development plans.	TSAP	2017-2018	Improvements to NCN1 have taken place as part of the Aberdeen South Harbour development. A further City Region Deal project is underway looking at improved transport connections to and from the new harbour site, and this is due for completion later in 2020.

**Table 5 Awareness-Raising and Promotion**

<b>Education and Training – Aberdeen City Council will:</b>	<b>Lead</b>	<b>Timescale</b>	<b>Progress</b>
Work with Cycling Scotland to introduce Play on Pedals to Aberdeen pre-schools nurseries to increase the number of children able to ride a bicycle before starting school.	TSAP/Early Years Team	2017	Introduced in 2017.
Continue to roll out Bikeability training to primary school pupils, particularly Level 2 on-road cycle training.	Adventure Aberdeen/TSAP	2017-2021	Ongoing and supplemented by some additional cycle training being undertaken by Sport Aberdeen.
Investigate funding opportunities to allow the continued roll-out of Go Mountain Bike training to secondary school pupils.	Adventure Aberdeen/TSAP	2017-2021	Ongoing, funded via SCSP
Work with Sustrans to introduce I Bike to Aberdeen schools, a long-term and intensive programme of cycling promotion and training activities.	TSAP	2017	Successfully introduced 2017. Has now worked with 4 ASG's in city.
Better promote opportunities for adult cycle training in Aberdeen and work	Adventure Aberdeen/TSAP	2017-2021	No progress to date.

with partners to enhance and increase opportunities.			
Deliver increased road safety promotional activities with school children and work with schools on targeted road safety campaigns and interventions.	TSAP/TMRS	2017-2021	Various initiatives ongoing, including road safety Magic Shows in schools.
<b>Promotion – Aberdeen City Council will:</b>	<b>Lead</b>	<b>Timescale</b>	<b>Progress</b>
Update the Council’s web pages and contribute to the Getabout website to ensure that information on walking and cycling in Aberdeen is widely available, relevant and current.	TSAP	2017-2021	Ongoing.
Participate in campaigns such as Bike Week and European Mobility Week, including European Car-Free Day, to raise the profile of walking and cycling.	TSAP	2017-2021	Ongoing.
Work with Cycling Scotland to enhance the Wee jaunt Aberdeen Cycle ride in 2017 and subsequent years	TSAP	2017-2021	Cycling Scotland has since ceased this event.
Support the Pearl Izumi Cycling Tour Series in Aberdeen	Events Team	2017-2019	Supported to date, but has now morphed into the Tour of Britain, which ACC also supports.
Continue to publish and update walking and cycling maps and ensure these are available online and in key locations throughout the City.	TSAP/EP	2017-2021	Cycle map regularly updated. New Bridge of Don specific map developed.

			City walking trails updated and available as leaflets and online.
Where new infrastructure is installed, ensure local communities are made aware of this via letter-drops, press releases, area maps, local community guides, etc.	TSAP	2017-2021	Ongoing
Update Aberdeen City Council's School Travel Plan Guidance and accompanying resources and encourage and support all schools to develop a Travel Plan which enables pupils to travel to school by active forms of transport.	TSAP	2017-2021	In progress, currently being revised in response to Covid-19 physical distancing requirements.
Encourage schools and workplaces to register for Cycling Scotland's Cycle Friendly Award.	TSAP	2017-2021	Ongoing
Continue to sponsor the Aberdeen EcoCity Sustainable Transport Achievement award to encourage and support those demonstrating good practice and ensure this is promoted to schools and businesses.	TSAP	2017-2021	This has been sponsored by Nestrans recently
Undertake a City-wide active travel signage review and make the necessary improvements to ensure signage is clear and comprehensive.	TSAP	2017-2021	Scheduled to take place in 2020.
Continue to make pool bicycles available for our staff to encourage short	TSAP	2017-2021	Ongoing.

journeys to be undertaken by bike.			
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Progress towards the Active Travel Network Plan is summarised in Table 6

Number	Area	Projects	Progress
1	City Centre and Beachfront	City Centre Routes/CCMP/SUMP North Dee area improvements	Part-pedestrianisation of Broad Street – complete Schoolhill – public realm improvements – Phase 1 complete. Union Terrace Gardens – construction underway
2	A956/A92 South (Aberdeen to Stonehaven)	Marywell to Aberdeen cycle route NCN Coastal Route around harbour	Feasibility study complete. Currently at detailed design stage with construction expected to commence in January 2021.
3	A956/A92 North (Aberdeen to Balmedie)	A92 Ellon Road pedestrian and cycle route linking Aberdeen to Blackdog.	Work is currently underway on the proposed scheme with construction expected to commence in 2021.
4	A96 (Aberdeen to Inverurie)	A96 pedestrian and cycle route from Aberdeen to Inverurie	Section at Dyce Drive at preliminary design stage.
5	A944 (Aberdeen to Westhill)	A944 pedestrian and cycle route from Aberdeen to Westhill	Appraisal work due to be completed later in 2020.
6	A92 Anderson Drive	Anderson Drive pedestrian and cycle route – phases 1 and 3	On hold.
7	A93 Deeside Corridor	Pittengullies on Deeside Way	Feasibility study underway in 2020.
8	Access to Bucksburn/Dyce and Cove/Altens	Wellington Road improvements Craigshaw Drive pedestrian and cycle route Dyce Drive improvements A96 pedestrian and cycle route from Aberdeen to Inverurie	Wellington Road STAG 2 underway and due for completion in late 2020. Ongoing improvements to the Dyce Drive cycle route.

9	Access to Universities	River Dee path to RGU River Don pathways King Street Improvements	An options appraisal study has been undertaken for the River Dee path to RGU and King Street improvements to determine preferred route (s) and/or improvements.
10	Access to NHS Sites	A944 improvements Berryden Corridor improvements	A944/A9119 appraisal work due to be completed in 2020. Berryden corridor preparatory work ongoing.
11	Riverside Paths	River Don pathways NCN route 1 – Arjo Wiggins section Mugiemoss Bridge River Dee path to RGU	
12	Local Improvements	AWPR Locking in the Benefit schemes (Removal of roundabouts to traffic signals) AWPR mitigation measures NCN Route 1 improvements Countesswell route On Street Bike rental Other local improvements	Westburn Drive/Anderson Drive junction at design stage.

Nestrans also produce an annual monitoring report. The latest [RTS monitoring report](#) was published in June 2020. A number of key walking and cycling indicators taken from this monitoring report, are indicated below.

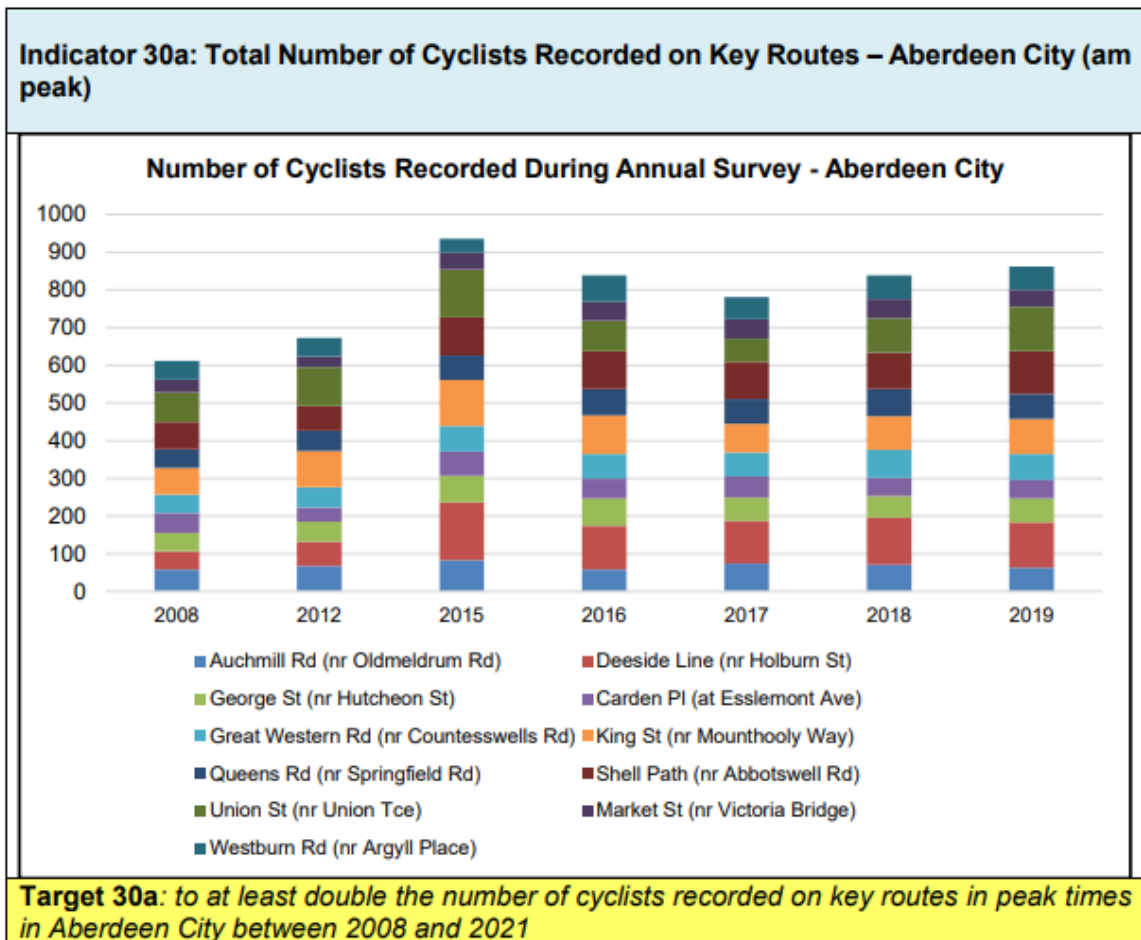


Figure 6 – Number of cyclists recorded on key routes in Aberdeen city (am peak)

It can be seen that the general trend has been upwards with an increase of over 40% since 2008. The highest rate of just over 900 was achieved in 2015, with a slight dip in 2017, with the figures remaining fairly stable at just under 900 cyclists in 2019.

Figure 7 below shows the total number of cyclists recorded on key routes in Aberdeen since 2016. As can be seen the trend is fairly stable with just a small increase of 1.6% since 2016/17, with a total of 432, 120 cyclists recorded in 2019/20. The most heavily used route was the Deeside Way at Duthie Park with over 68,000 cyclists recorded in 2019/20, which is an average of 187 per day.



**Indicator 30b: Total Number of Cyclists Recorded on Key Routes – Aberdeen**

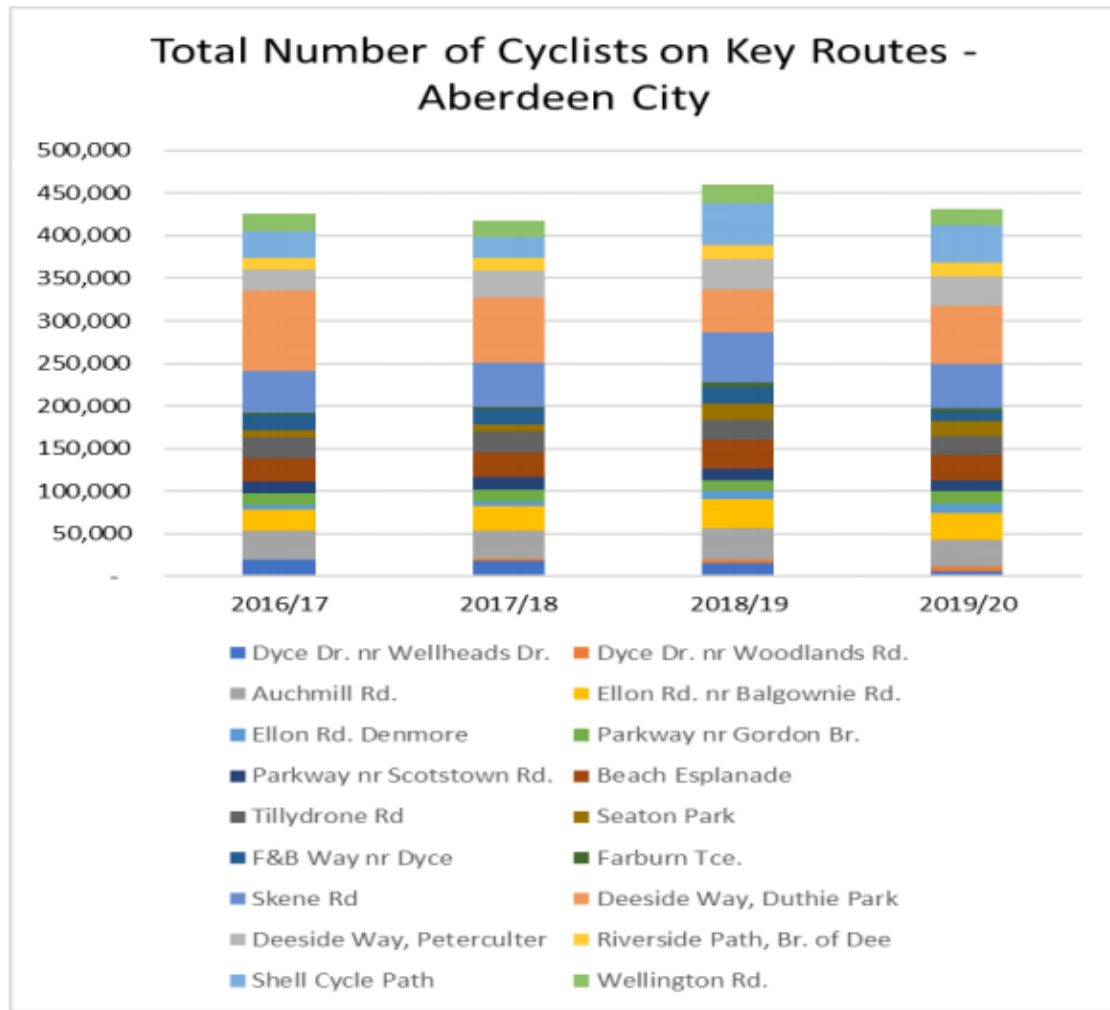


Figure 7 – Total number of cyclists on key routes in Aberdeen

If we compare walking trends, then the figure is also encouraging as illustrated in Figure 8 below, we can see a sharp increase of 67% from 2016/2017 with a total of 1.765 million walkers being recorded. The highest number of pedestrians were recorded on Wellington Road and Farburn Terrace, both with over 600 pedestrians a day.

**Indicator 31a: Total Number of Pedestrians Recorded on Key Routes – Aberdeen City**

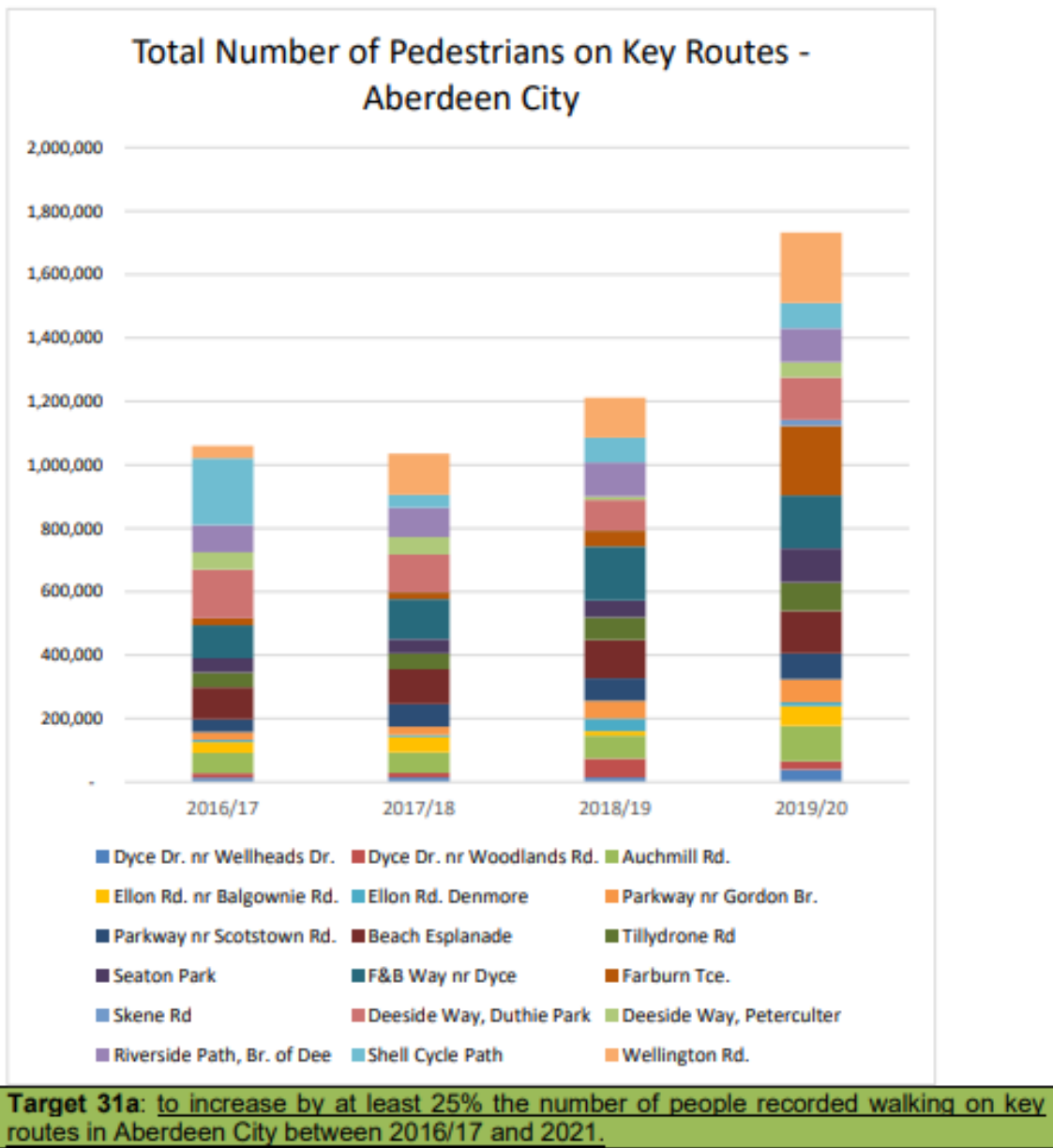
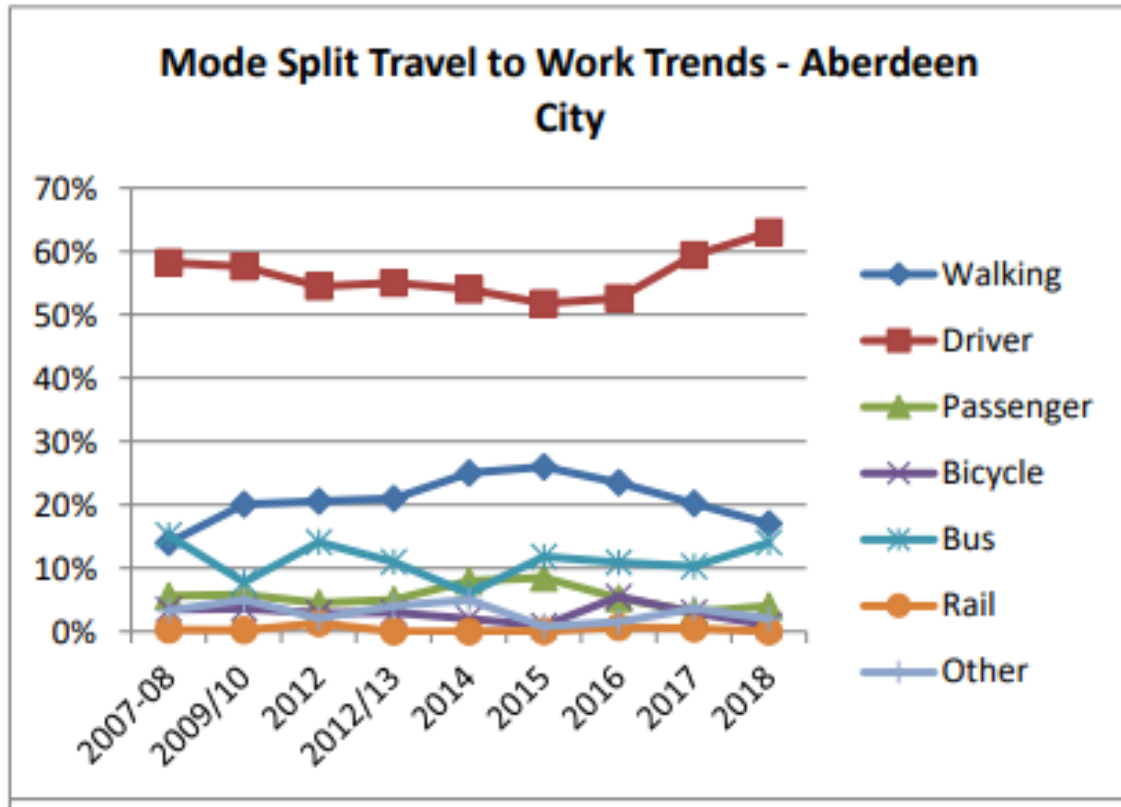


Figure 8 – Total number of pedestrians on key routes in Aberdeen

These figures are encouraging but need to be analysed in the context of mode share as a whole. Figure 9 below illustrates the total mode share as a whole for journeys to work in Aberdeen. Car use is still the predominant mode of choice with 63% of adults driving to work, which is equivalent to the Scottish national average. Walking has dipped slightly in recent years but the current rate of 17% is encouraging, given that this is 5% above the Scottish national average of 12%. Cycling has remained fairly constant at approximately 3%, which is around the Scottish national average, but well short of the vision of 10% of all journeys being undertaken by bike by 2020 contained in the Cycling Action Plan for Scotland. Bus use is also higher than the Scottish national average at 14%.

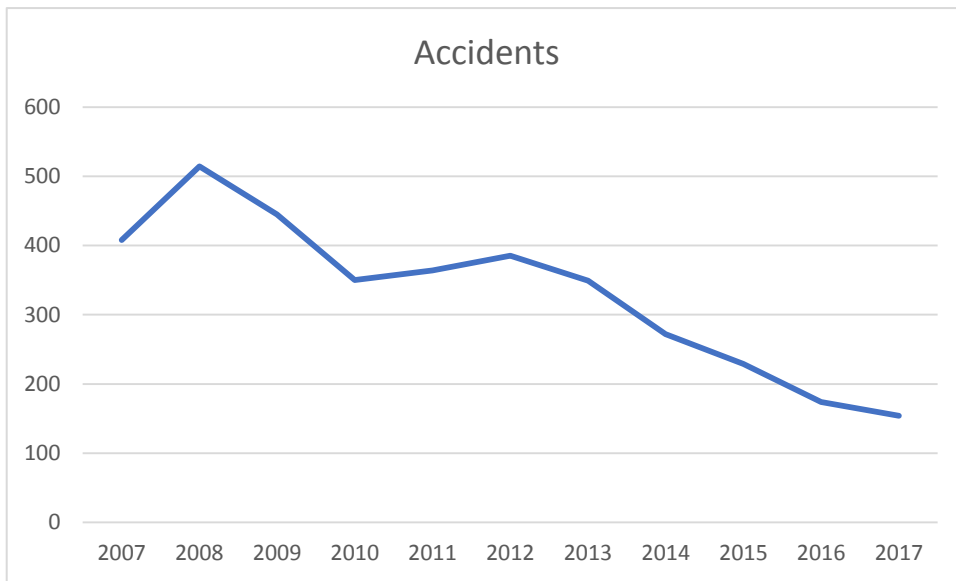
Whilst these figures are encouraging and show that progress has been made in encouraging active travel as a mode of choice for journeys in and around the city, it also shows that further work needs to be done to encourage even more people to see active travel as the default mode of choice for journeys within and around the city. It should also be borne in mind that these figures are pre-Covid and it is likely that travel behaviour will have changed to a large extent due to the changes imposed by the pandemic. It should also be noted that the RTS is currently being refreshed to take in the period to 2040, and further details can be found on the [Nestrans 2040 webpage](#).



Source: Scottish Household Survey Travel Diary Results/Transport and Travel in Scotland

Figure 9 – Mode share of Travel to Work Journeys in Aberdeen

**Graph A – Road Accident Rates in Aberdeen City since 2007**



Source: Scottish transport Statistics No. 37 2018 Edition

## Questionnaire Response

The Active Travel Action Plan Refresh is intended to be led by public and stakeholder involvement and therefore it was important to the project team that members of the public and both internal and external stakeholders are fully consulted throughout the process.

To facilitate this, a consultation questionnaire was drawn up and this went live, supported by both a press release and social media posts on the 10 January 2020 and closed on 14 February 2020. During this time a total of 408 responses were received, which is a very high response for an online questionnaire.

There was a total of 16 questions contained in the questionnaire, which consisted of a mixture of tick box answers and opportunities for respondents to provide comments and suggestions for possible improvements and actions regarding active travel infrastructure and initiatives in the city. The full list of questions can be seen in appendix 2.

The first question was whether the respondent was answering as an individual or on behalf of an organisation. Figure 10 below shows the percentage and number of responses in each category.

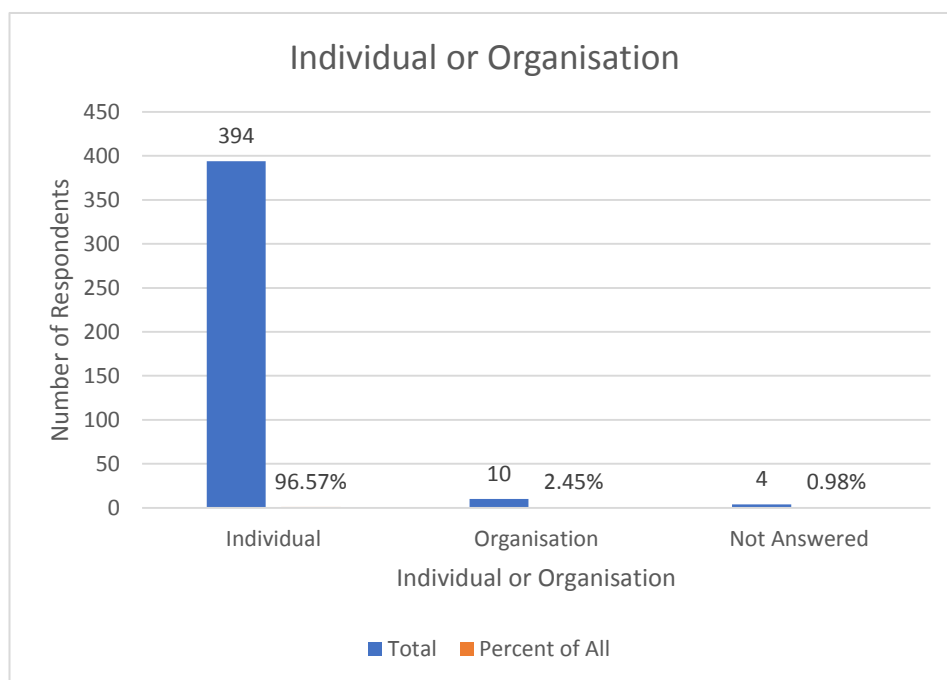


Figure 10 – Individual or Organisation

The vast majority of respondents were individuals with only 10 respondents replying on behalf of an organisation. These were a mixture of Community Councils and cycling groups, with only one or two companies responding. It is also heartening that only 4 respondents chose not to answer this question. A few individual respondents did also state that whilst they were responding on an individual basis, they were also members of walking or cycling organisations, so there was a good cross section of views represented in the responses. Question 2 asked what organisation respondents were replying on behalf of.

Question 3 asked respondents to rate how pedestrian friendly they found Aberdeen on a scale of 1 to 5 with 1 being very unfriendly and 5 being very friendly. The responses were somewhat disappointing with nearly 38% of respondents rating the city as only average and nearly 47% rating the city as very or quite pedestrian unfriendly. Only a small minority, just over 3% thought that the city was pedestrian friendly or very pedestrian friendly. The figures can be seen in Figure 11 below.

**Question 3: On a scale of 1-5 (where 1 is very unfriendly and 5 is very friendly) how would you rate Aberdeen as a 'pedestrian-friendly' city?**

*Walking friendly*

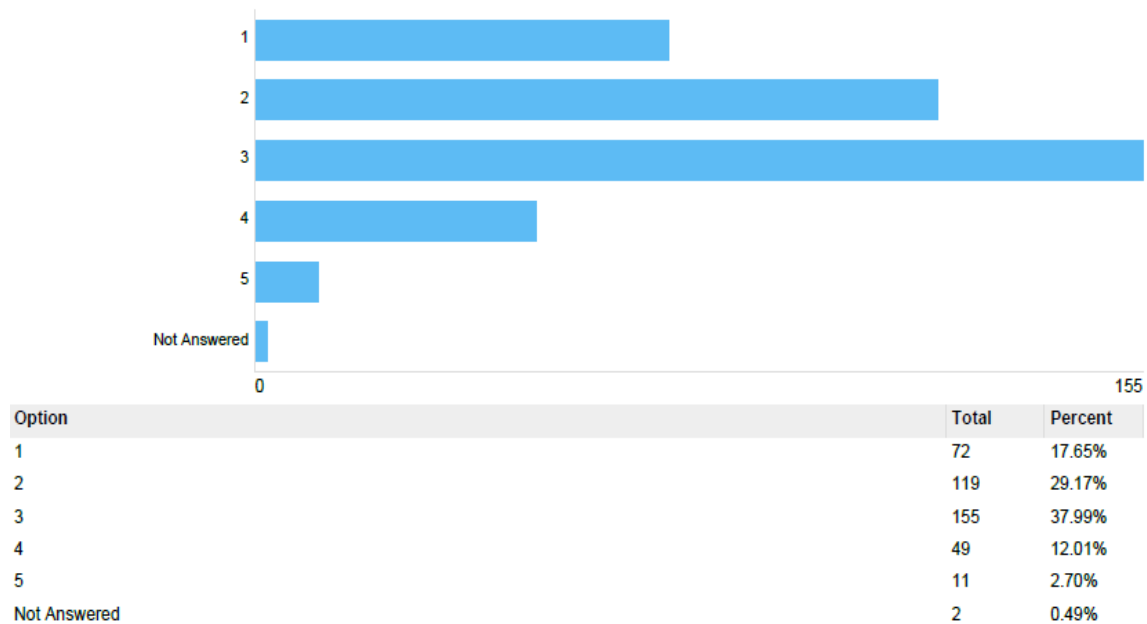


Figure 11 – How pedestrian friendly is Aberdeen

The reasons given for these responses were examined further in the questionnaire, but given that the current Active Travel Action Plan was heavily dependent on the completion of the Aberdeen Western Peripheral Route (AWPR), and this was only completed in February 2019 it is perhaps unsurprising that respondents felt this way, despite the work that has been carried out to encourage active travel within the city during the lifespan of the current action plan.

Question 4 asked what would make Aberdeen more pedestrian friendly. The responses are shown in Figure 12 below. It can be seen that pedestrianisation is the most favoured option with 161 respondents (39.46%) stating that this would make a difference. Many respondents stated that they would wish to see Union Street either being fully or partly pedestrianised as a priority. Maintenance was also seen as a major issue with 133 respondents (32.60%) citing this issue. Many respondents provided examples of cracked paving slabs, uneven pavements and lack of winter maintenance as being the main reasons for stating this as a major issue. Segregated paths were also considered to be a priority by 101 respondents (24.75%). Many respondents stated that cyclists were using pavements instead of on-road cycle lanes or where there was no cycle lane and it was not clear whether or not it was a shared use path. This has caused friction between the different users and clearly separated paths were seen by many respondents as the solution to this issue.

## What would make Aberdeen more walking friendly

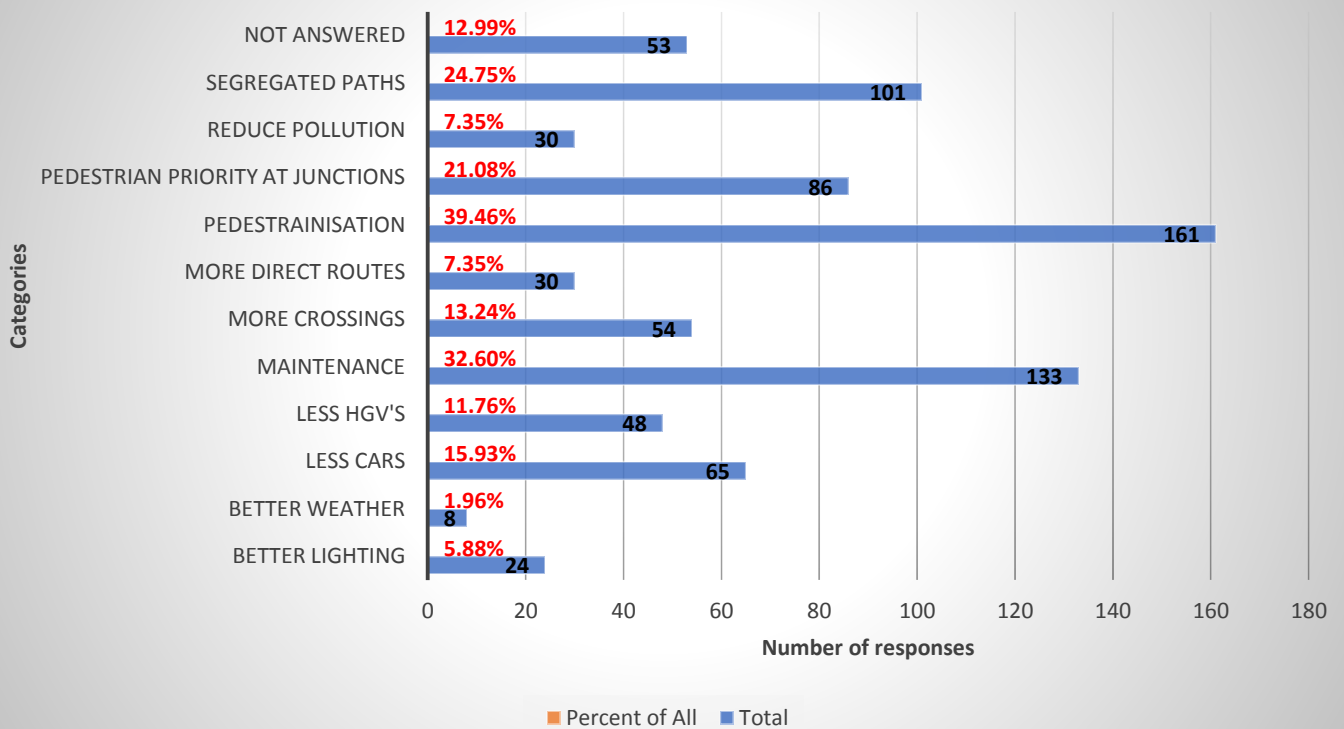
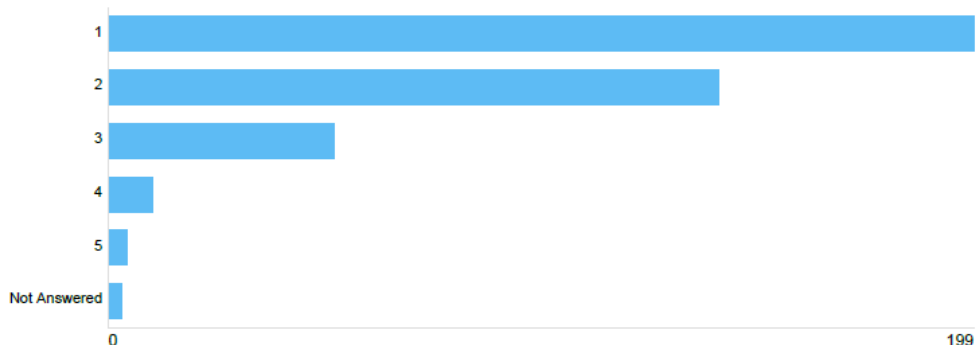


Figure 12 – What would make Aberdeen more Pedestrian friendly

Question 5 asked respondents how cycling friendly Aberdeen is. The responses are shown in Figure 13 below. The results here were disappointing with 199 respondents (48.77%) saying Aberdeen was extremely cycle unfriendly and 140 respondents (34.31%) saying that Aberdeen was cycle unfriendly. Overall, just over 83% of respondents felt that Aberdeen was not a cycle friendly city. The reasons for this are examined in the questionnaire, but many respondents commented that although there are some cycle paths and cycle lanes, these are very limited in scope and that a proper network of cycle routes needs to be provided to really encourage cyclists (and potential cyclists) of all abilities to cycle more in the city.

**Question 5: On a scale of 1-5 (where 1 is very unfriendly and 5 is very friendly) how would you rate Aberdeen as a 'cycle-friendly' city?**

*Cycle Friendly*



Option	Total	Percent
1	199	48.77%
2	140	34.31%
3	52	12.75%
4	10	2.45%
5	4	0.98%
Not Answered	3	0.74%

Figure 13 – How Cycling friendly is Aberdeen

Question 6 then asked respondents to comment on what would make Aberdeen more cycling friendly. The responses are shown below in Figure 14. The overwhelming majority of respondents (311 or 76.23%), stated that they would like to see segregated cycle paths or lanes with 132 respondents (32.35%) stating that they wanted more off-road cycle paths. Many respondents did not feel safe sharing road space with buses or cars, even where cycle lanes were provided, with many responding that road markings were often ignored by other motorists. Maintenance was also cited as an issue with 118 respondents (28.92%) stating that better gritting of cycle paths and cycle lanes in winter was needed and that potholes needed to be fixed to make current routes safer. 109 respondents (26.72%) also stated that more direct routes were needed, especially from the suburbs into the city centre as this would encourage more cycling for commuting purposes.

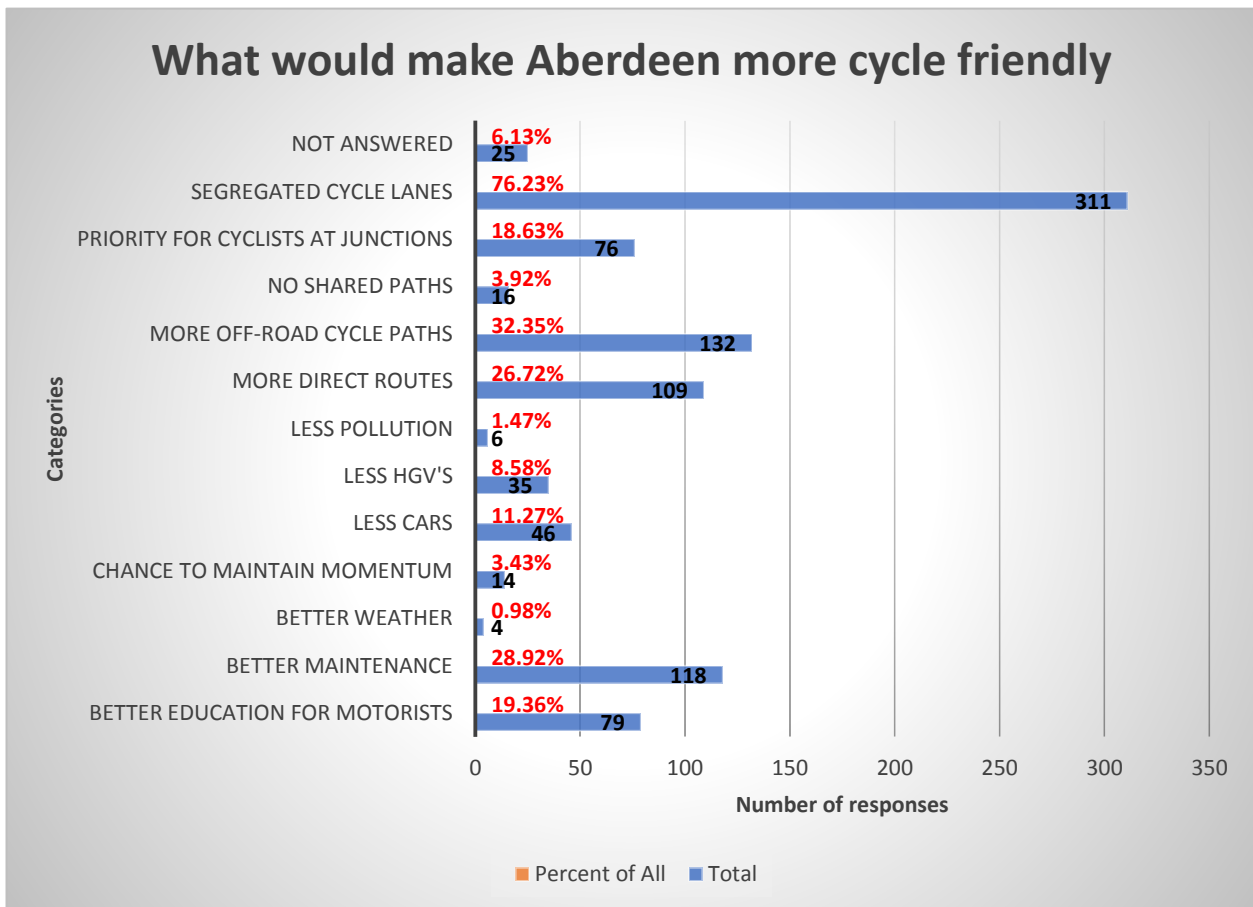
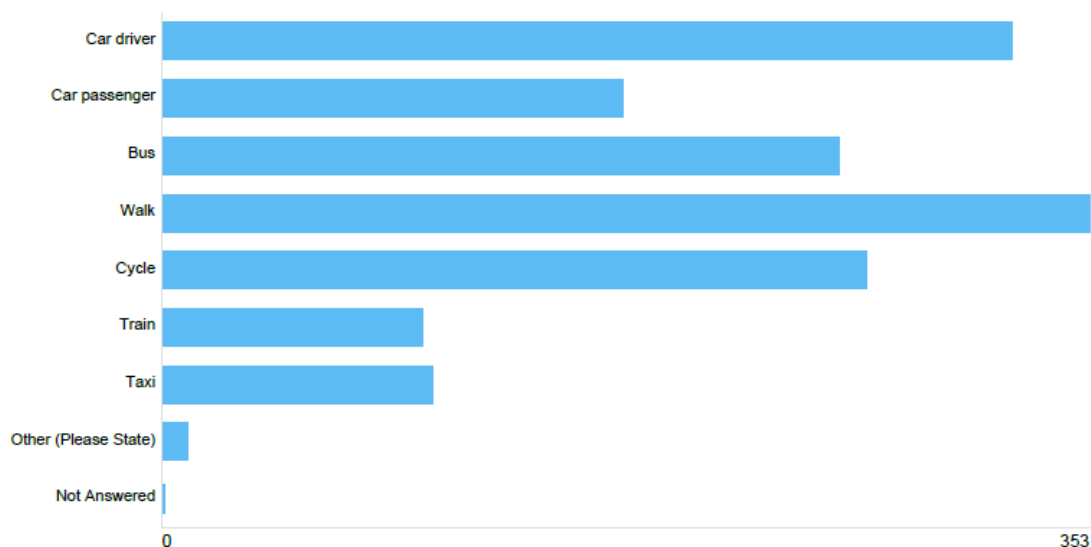


Figure 14 – What would make Aberdeen more cycling friendly



Question 7 asked respondents what modes of transport they used in and around Aberdeen. The results can be seen in Figure 15 below. It is perhaps unsurprising that car use was so prevalent with 323 respondents (79.17%) being a car driver and 175 respondents (42.89%) being car passengers. What is encouraging though is the large number of respondents that use active travel modes, with 353 respondents (86.52%) walking and 268 respondents (65.69%) cycling. Bus use was also encouraging with 257 respondents (62.99%) using a bus. This would tend to indicate a lot of multi-modal trips in and around the city and this is an encouraging trend. It must be remembered that this data was gathered prior to the Covid-19 outbreak and peoples travel behaviours may well have changed considerably since the outbreak began. Therefore, as part of the ongoing active travel work, a second survey will be carried out as part of the consultation process for the emerging Active Travel Action Plan.

**Mode of Transport**

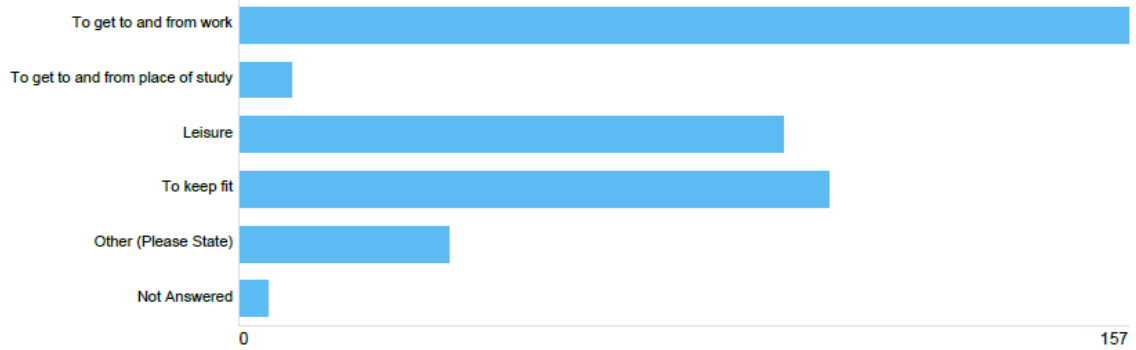


Option	Total	Percent
Car driver	323	79.17%
Car passenger	175	42.89%
Bus	257	62.99%
Walk	353	86.52%
Cycle	268	65.69%
Train	99	24.26%
Taxi	103	25.25%
Other (Please State)	10	2.45%
Not Answered	1	0.25%

Figure 15 – What mode of transport do you use in and around Aberdeen

Question 8 then asked respondents what their main reason for walking or cycling is. The responses can be seen in Figure 16 below. Whilst the majority of respondents said that they walk or cycle for leisure purposes or to keep fit, with 96 respondents (23.53%) stating it was for leisure purposes and 104 respondents (25.49%) stating it was to keep fit, the largest response was to get to and from work. 157 respondents (38.48%) stated that they walk or cycle to or from work. This is an encouraging statistic and one that the Council would wish to build on in the new Active Travel Action Plan.

**Reason for walking and cycling**



Option	Total	Percent
To get to and from work	157	38.48%
To get to and from place of study	9	2.21%
Leisure	96	23.53%
To keep fit	104	25.49%
Other (Please State)	37	9.07%
Not Answered	5	1.23%

Figure 16 – Reason for walking and cycling

Question 9 asked respondents what would encourage them to walk or cycle more. The responses can be seen in Figure 17 below. The largest response was for better facilities for pedestrians and cyclists with 184 responses (45.10%). This is a very generic response and reflects the fact that a lot of respondents stated that although there are paths and cycleways in the city, they felt this was only a start and that the existing infrastructure needed to be upgraded and improved. This is borne out by the fact that 93 respondents (27.79%) also stated that they wished to see better maintenance.

Segregated paths were also cited as an issue with 172 respondents (42.16%) stating that they would like to see more of them. Interestingly though, only 31 respondents (7.60%) specifically mentioned pedestrianisation, suggesting that most respondents to this question concentrated on cycling improvements rather than walking improvements.

## What would encourage you to walk or cycle more

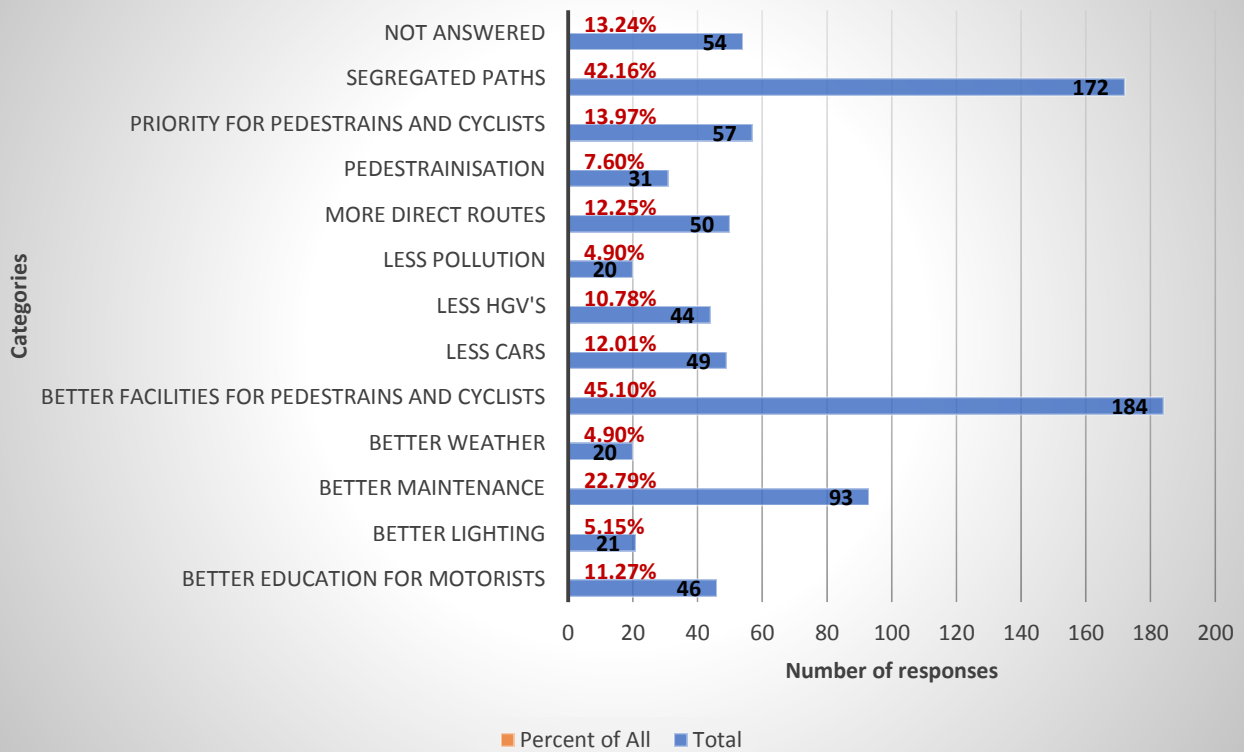


Figure 17 – What would encourage you to walk or cycle more

Question 10 asked respondents if they would be willing to give up their car use to walk and cycle more. The responses can be seen in Figure 18 below. There was an encouraging response with 317 respondents (77.70%) saying that they would be willing to reduce their car use to walk and cycle more. It is also of note that a significant minority of respondents (52 or 12.75%), stated they did not have a car. This shows the importance of promoting active travel as there is a significant section of the population that depends on a good active travel network for employment and leisure opportunities.

### Less car use

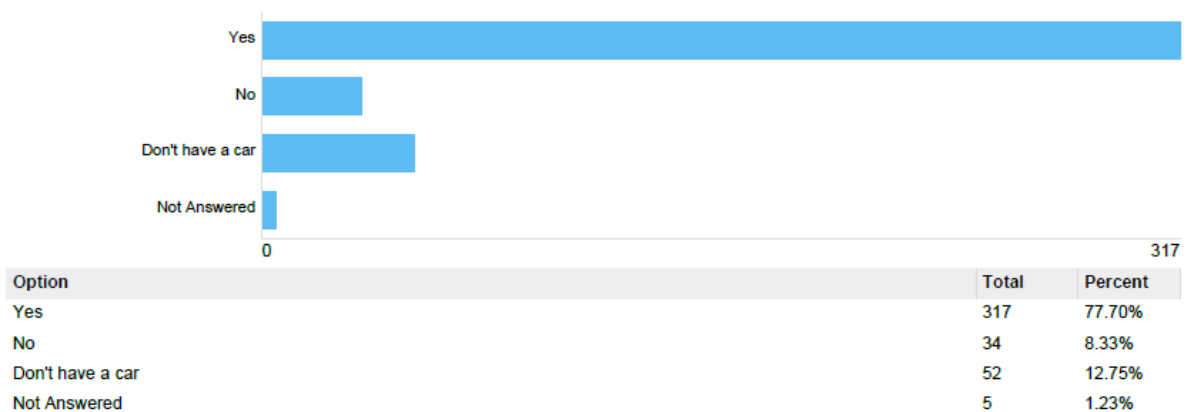


Figure 18 – Would you reduce car use to walk and cycle more

Question 11 asked respondents if they had any particular suggestions for walking and cycling improvements. The responses can be seen in Figure 19 below. Unsurprisingly the responses echo the responses from an earlier question with 142 respondents (34.80%) stating that they wished to see more segregation. 94 respondents (23.04%) wanted to see better facilities and 75 respondents (18.38%) asking for better maintenance. This shows a consistent response across the questions. In terms of locations for improvements, the most popular location was the city centre with 176 respondents (43.14%) stating that they would wish to see better walking and cycling routes to and from the city centre. Given the importance of the city centre as a major employment, retail and leisure hub, this is perhaps unsurprising.

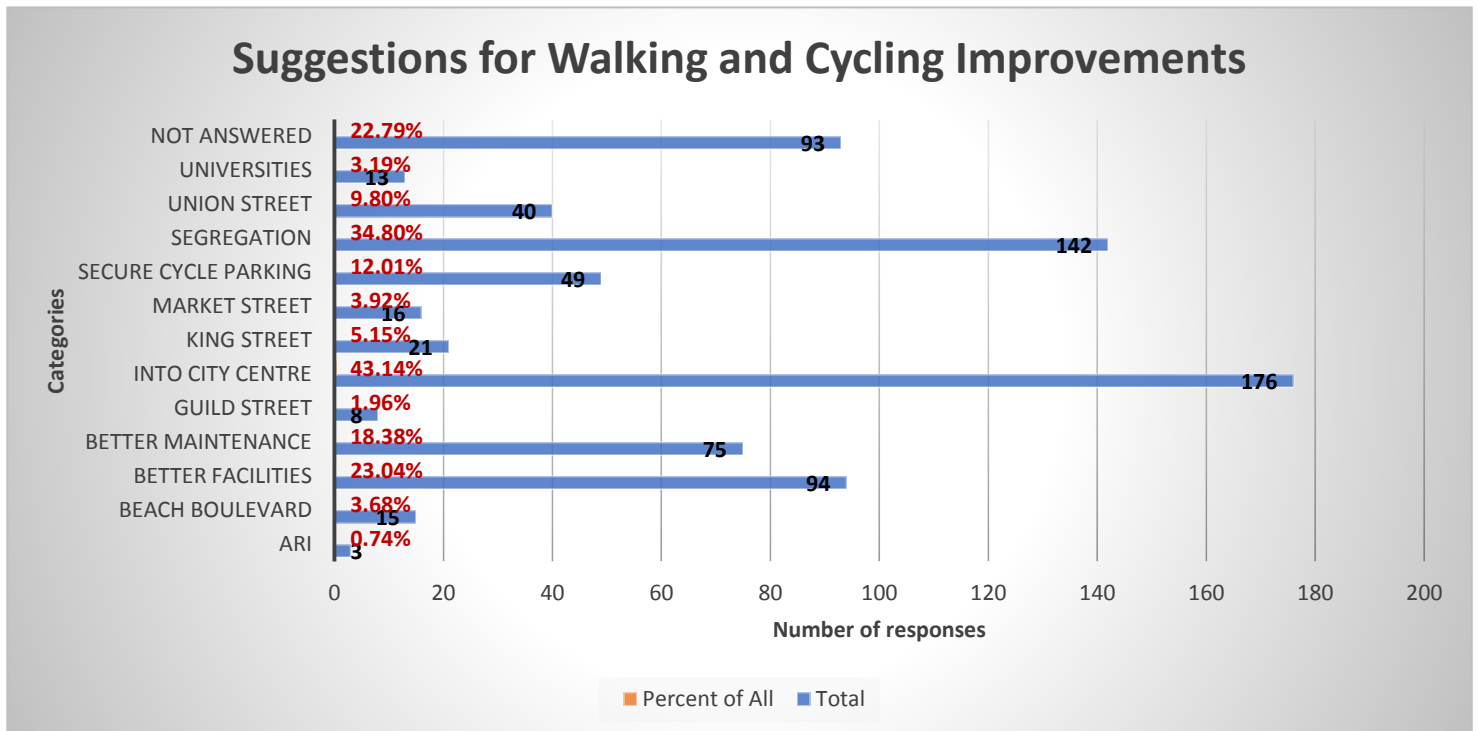


Figure 19 – Suggested Walking and Cycling improvements

Question 12 asked respondents if more cycle parking was required in Aberdeen. The responses can be seen in Figure 20 below. 313 respondents (76.72%) replied yes. Question 13 then asked what type of improvements respondents would like to see. Of the 84 respondents (20.59%) who said no, most replied that they felt it was more important to improve the cycling infrastructure and improve rates of cycling in and around the city first, before concentrating on cycle parking provision.

#### Cycle Parking

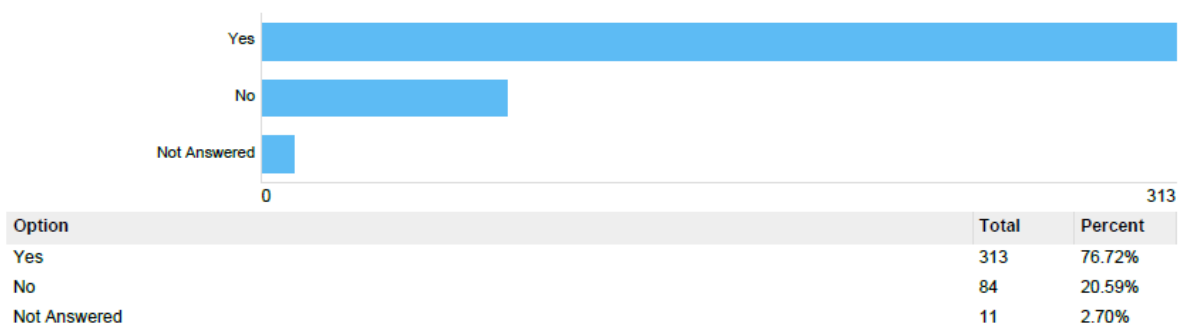


Figure 20 – Is more cycle parking needed in Aberdeen

Question 13 asked respondents where they would like to see more cycle parking provided. The responses can be seen in Figure 21 below. The most popular response was within the city centre with 155 respondents (37.99%) stating that this is where cycle parking was most needed. Many respondents also stated that they wished to see covered, secure shelters, preferably covered by CCTV cameras, so that they would feel safe leaving their bicycles at these locations. Shops were also seen as a key location with 84 respondents (20.59%) stating that more cycle parking was needed at shops, both local neighbourhood shops and the large retail centres. Whilst park and ride/park and choose sites were not considered that important with only 6 respondents (2.70%) mentioning these as a possible location, the bus and train stations were considered to be a key interchange point with 65 respondents (15.93%) stating that more cycle parking was required at this location. This would tend to suggest that there is a desire for multi-modal journeys to be undertaken with cycling being considered as a credible option for traveling, especially in and around the city centre.

The results also mirror the previous question with 153 respondents (37.50%) not replying to this question. This would seem to suggest that the location is not as important to many respondents, but more the quality of infrastructure that is provided.

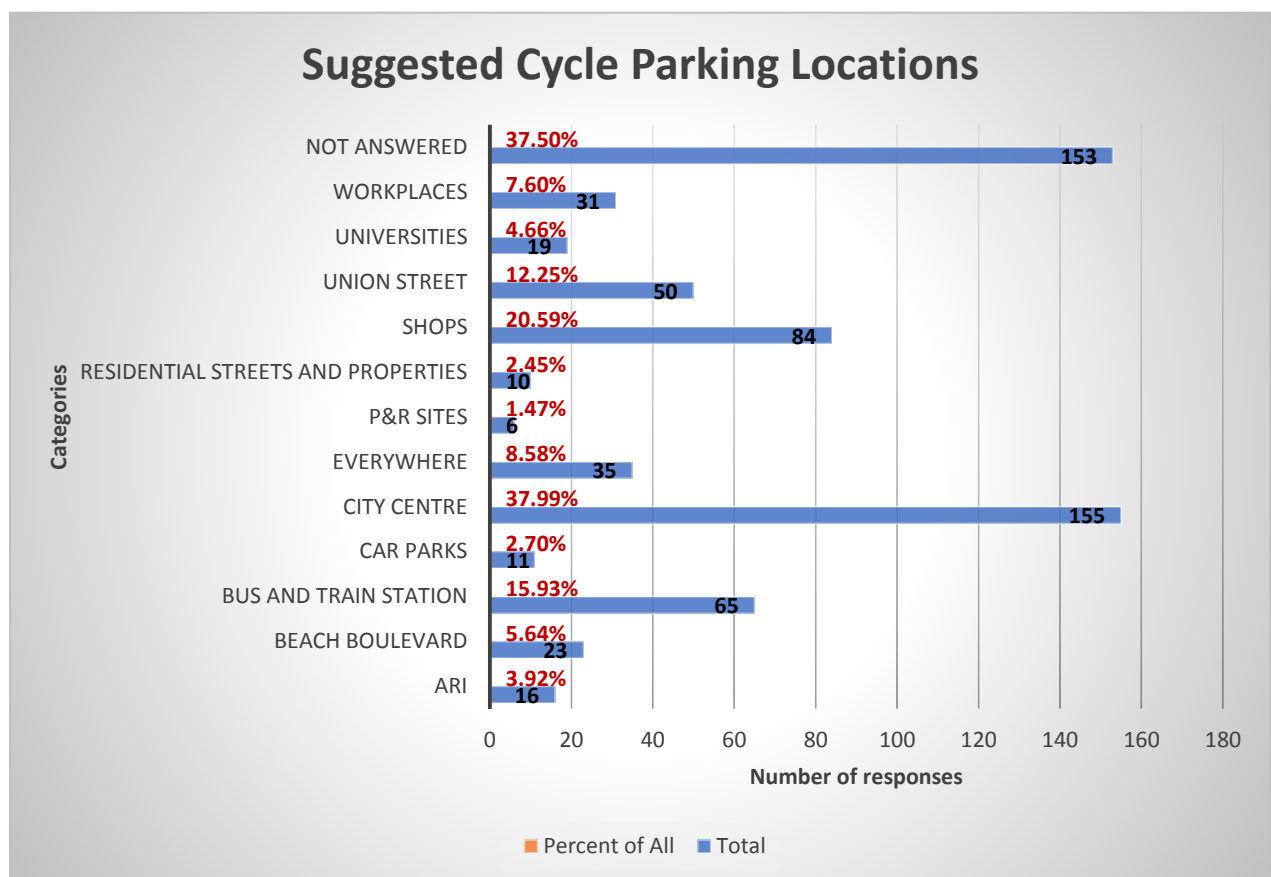
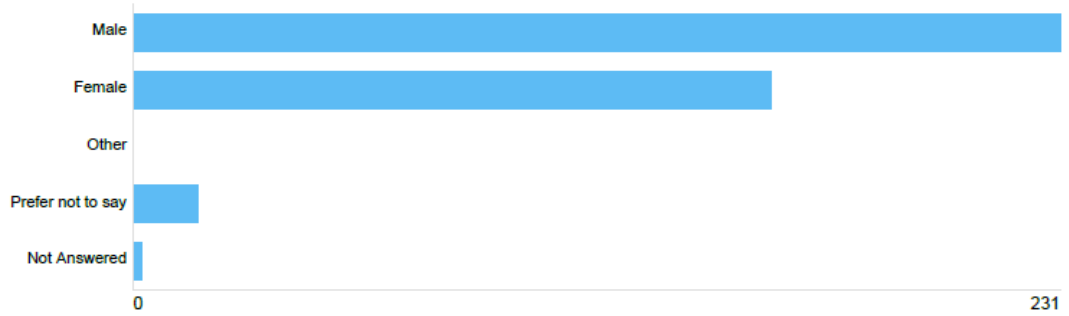


Figure 21 – Suggested cycle parking locations

The last three questions focused on gaining some data on the demographics of respondents. Question 14 asked the gender of the respondent. The responses can be seen in Figure 22 below. More males than females responded with 231 respondents (56.52%) being male and 159 respondents (38.97%) being female. There was a good response to this question with only 16 respondents (3.92%) preferring not to say and a further 2 respondents (0.49%) declining to answer the question.

**Gender**

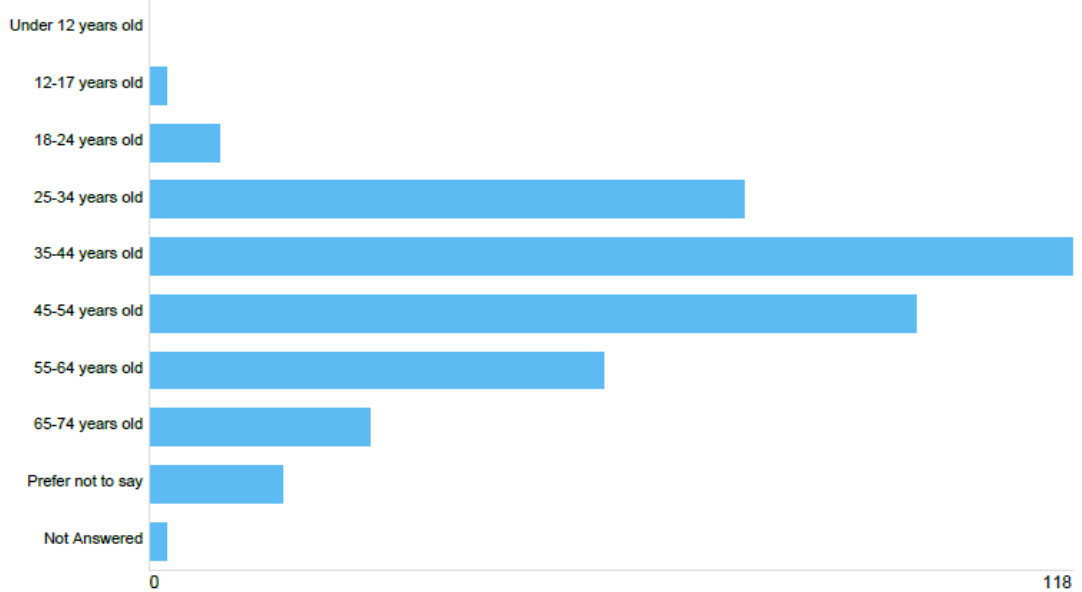


Option	Total	Percent
Male	231	56.62%
Female	159	38.97%
Other	0	0%
Prefer not to say	16	3.92%
Not Answered	2	0.49%

Figure 22 – Gender of respondents

Question 15 asked respondents what age group they were in. The responses can be seen in Figure 23 below. There was a good range of responses with most respondents falling within one of the 4 age ranges between 25-34 and 55-64 age groups. The largest number of respondents (118 or 28.92%) were in the 35-44 age group. It is also worth noting that there was a significant proportion of respondents (28 or 6.86%) that were in the 65-74 age group.

**Age**

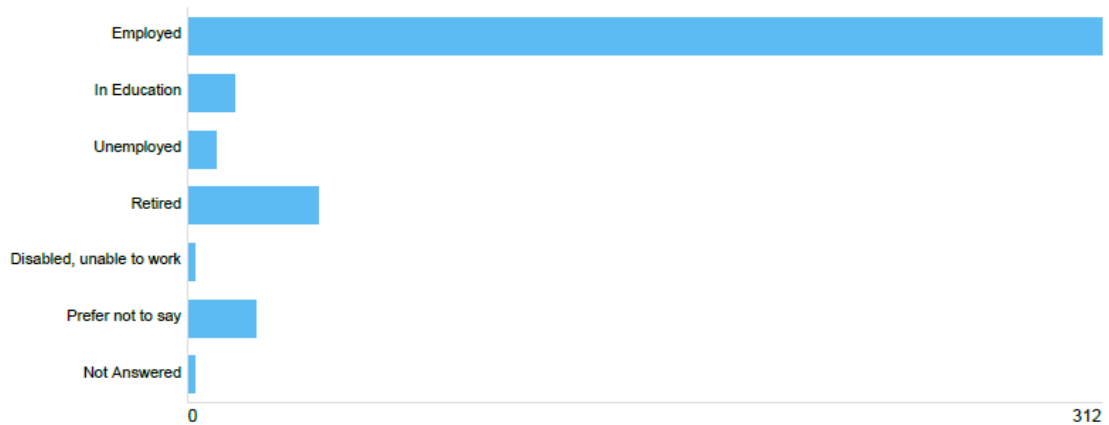


Option	Total	Percent
Under 12 years old	0	0%
12-17 years old	2	0.49%
18-24 years old	9	2.21%
25-34 years old	76	18.63%
35-44 years old	118	28.92%
45-54 years old	98	24.02%
55-64 years old	58	14.22%
65-74 years old	28	6.86%
Prefer not to say	17	4.17%
Not Answered	2	0.49%

Figure 23 – Age range of respondents

The final question, question 16, asked about the respondents employment status. The responses can be seen in Figure 24 below. By far the largest response was from respondents in employment with 312 respondents (76.47%) stating they were in employment. There was also a significant minority of respondents who were retired, with 44 respondents (10.78%) stating that they were retired. Only 16 respondents (3.92%) stated they were in education which roughly corresponds to the responses to question 15 above.

**Employment Status**



Option	Total	Percent
Employed	312	76.47%
In Education	16	3.92%
Unemployed	9	2.21%
Retired	44	10.78%
Disabled, unable to work	2	0.49%
Prefer not to say	23	5.64%
Not Answered	2	0.49%

Figure 24 – Employment status of respondents

In conclusion the consultation ran for six weeks from early January till the middle of February 2020 and attracted 408 responses, which is a good response rate for an online consultation. The vast majority of responses were from individuals, with only a handful of responses from companies, organisations and community councils. This is perhaps unsurprising as the consultation was aimed predominantly at members of the public.

The main perceptions were that Aberdeen is only moderately pedestrian friendly, whereas it was rated as not being cycle friendly, which is disappointing given the investment in active travel that has been made within the city as part of the current Active Travel Action Plan, but clearly demonstrates that a step change in active travel provision is required as we move into the next iteration of the Action Plan.

It was suggested that the current measures that have been implemented were a step in the right direction, but that there needed to be more pedestrianisation, segregated paths, more off-road cycling routes and better maintenance of the existing infrastructure to really encourage a greater take-up of active travel. It was also felt that the current network was too piecemeal and that there needed to be a more coordinated network of walking and cycling routes to encourage greater participation in active travel. It can also be inferred from the responses that the public are in favour of the ongoing delivery of the projects identified in the CCMP and SUMP, given that the city centre was seen as a priority area for improvement by most respondents.

Whilst car use both as a car driver or a car passenger was the predominant means of transport within and around Aberdeen, there was an encouragingly high number of respondents who also walked and cycled, with a large number of respondents also using public transport. The main reasons for walking and cycling were for leisure or to keep fit, with a large number of respondents also stating that they walked or cycled to and from work. It should however be borne in mind that this consultation was conducted before the Covid-19 outbreak and early indications would suggest that the public's travel habits have changed considerably in terms of a shift to walking and cycling instead of using the private car and a large drop off in public transport use, especially bus travel. The impact of the Covid-19 outbreak will be discussed in more detail in a later chapter.

Pedestrianisation, segregation and better maintenance were suggested as the priorities for pedestrians with this being echoed for cyclists alongside more off-road paths. These priorities were reinforced in a number of questions asking for specific improvements that respondents would like to see being undertaken. Respondents would also like to see more secure cycle parking, better facilities for pedestrians and cyclists and more direct routes into the city centre.

Respondents were asked for specific locations for suggested walking and cycling improvements. The responses were fairly generic with the majority of respondents suggesting that most improvements should take place within the city centre. Given that the city centre is the main, employment, retail and leisure hub, then this is perhaps to be expected. Shops were also seen as an important location, with both small neighbourhood shops and large retail centres being suggested. Whilst park and ride/park and choose sites weren't seen as being a priority location, the bus and train station was considered to be a major location, suggesting that respondents would be willing to make multi-modal journeys by using public transport to get into the city centre and then cycling around the city centre. Again, it should be cautioned that these responses were received before the current Covid-19 outbreak and that it is likely that public transport use will take some time to recover from the current low levels of usage.

There was a good cross section of respondents with slightly more males than females responding, but with respondents being quite evenly spread across most age groups. Although the overwhelming majority of respondents were employed, there was a good response from the retired community.



The responses would appear to indicate a willingness to embrace the concept of active travel and would appear to indicate that respondents would be in favour of the current temporary measures being put in place to ensure social distancing can be maintained as the economy starts to reopen again following the lockdown imposed by the current Covid-19 outbreak.

The results were analysed and used to prepare a draft ATAP that went out to public consultation from 14 September 2020 to 25 October 2020. A total of 100 responses were received, with the majority of responses being from individuals rather than organisations. A summary of the consultation responses is included at Appendix 3. Overall, the consultation showed significant support for the vision, actions and priorities identified in the draft Plan.

In light of the current Covid-19 pandemic, respondents were also asked how important they felt it was to take the effects of the pandemic into account when finalising the Action Plan. 27% thought it was important or very important with a further 26% stating they felt neutral on this matter as can be seen in Figure 25

**Question 3: On a scale of 1 to 5 (where 1 is extremely important and 5 is not at all important), how important do you feel it is to reflect the current Covid-19 situation in the final Action Plan?**

*How important is it to reflect Covid-19 situation*

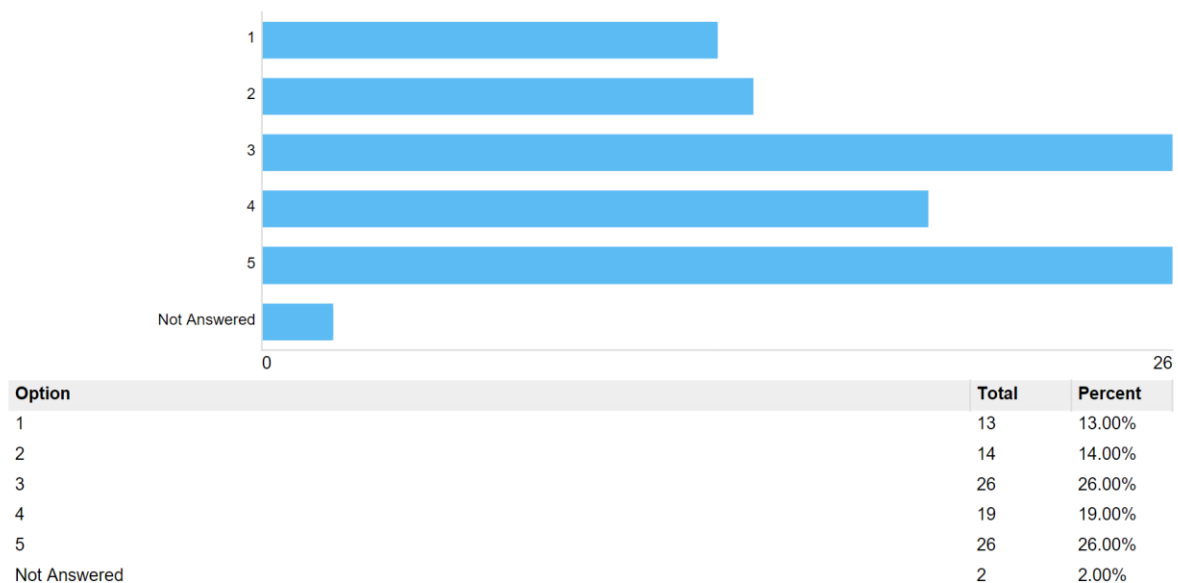
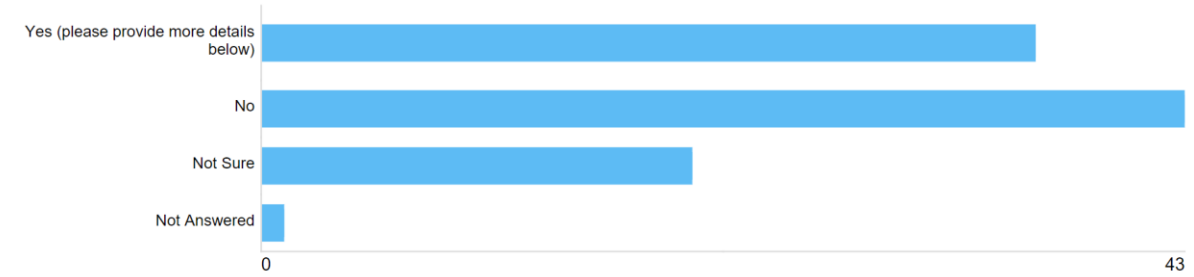


Figure 25 - How important is it to reflect Covid-19 in ATAP

There was an even split as to whether respondents felt that Covid-19 would change their travel behaviour with 36% stating it would and 43% stating it would have no effect, as can be seen in Figure 26.

**Question 4: Given the changes brought about by the Covid-19 pandemic, do you expect that these changes will permanently influence your future travel behaviour?**

**Will Covid-19 change travel behaviour**



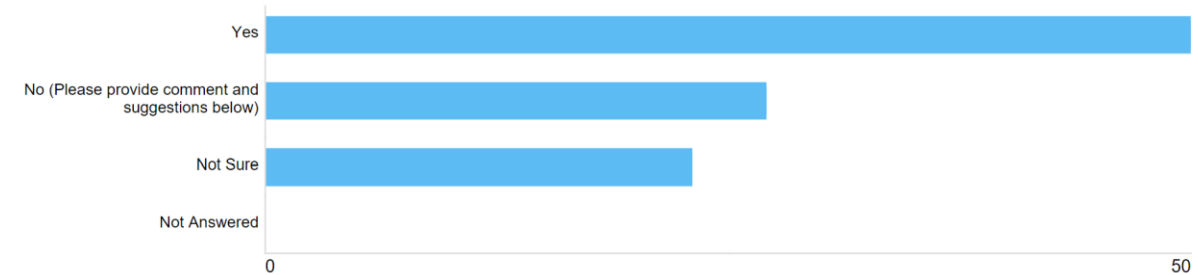
Option	Total	Percent
Yes (please provide more details below)	36	36.00%
No	43	43.00%
Not Sure	20	20.00%
Not Answered	1	1.00%

Figure 26 – Will Covid-19 change respondents travel behaviour?

Overall, there was a favourable response to the draft Action Plan with 50% of respondents stating they agreed with the objectives and 27% disagreeing, as can be seen in Figure 27.

**Question 5: Do you agree that the objectives derived from the current Local Transport Strategy (set out below) are the correct ones for the Active Travel Action Plan?**

**Reasons why**



Option	Total	Percent
Yes	50	50.00%
No (Please provide comment and suggestions below)	27	27.00%
Not Sure	23	23.00%
Not Answered	0	0.00%

Figure 27 – Do you agree with objectives of the ATAP?

41% agreed with the projects laid out in the Action Plan with 24% disagreeing, as can be seen in Figure 28.

**Question 6: Do you agree with the list of projects set out in the Action Plan?**

**List of projects**

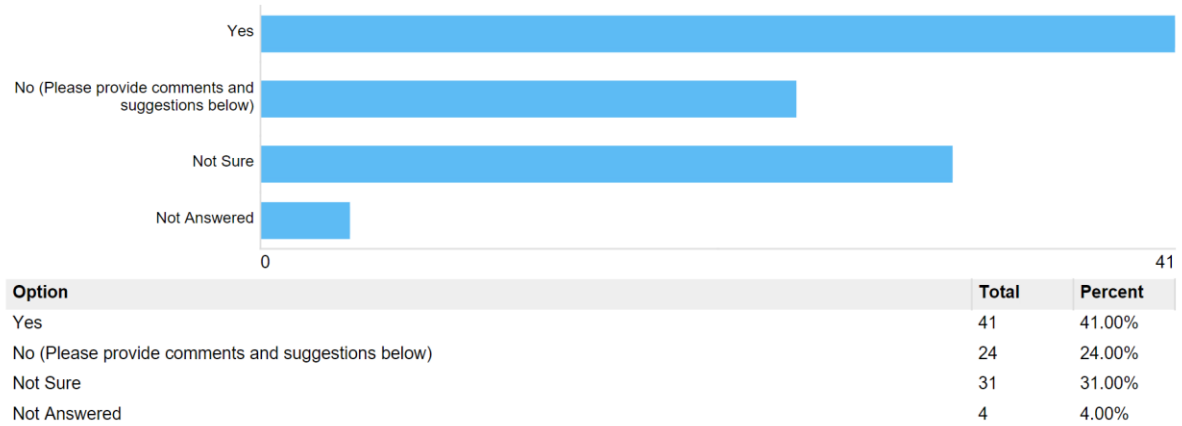


Figure 28 – Do you agree with list of projects?

65% agreed with the overall vision for the Action Plan, with only 22% disagreeing, as can be seen in Figure 29.

**Question 7: Do you agree with the overall vision for the Active Travel Action Plan?**

**Vision**

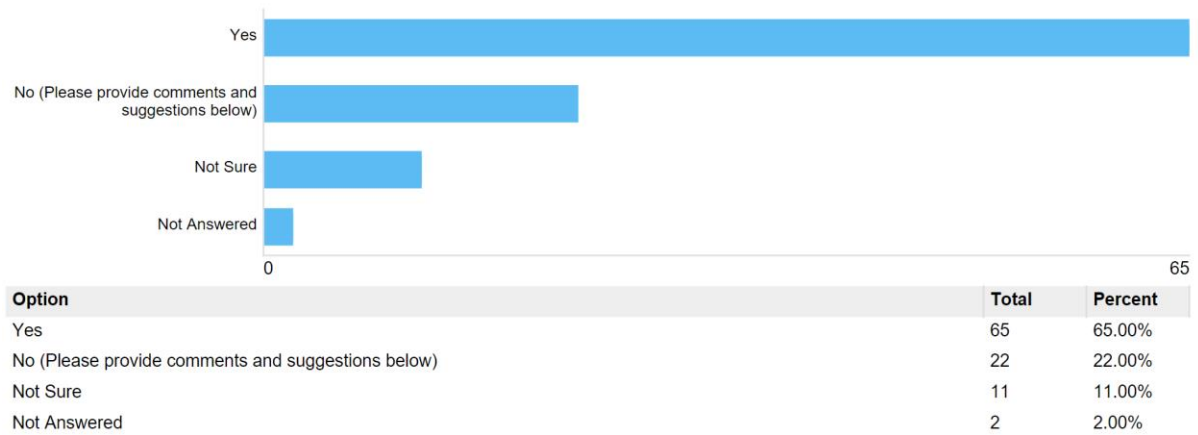


Figure 29 – Do you agree with the overall vision for ATAP?

Overall, 41% were content with the document overall, with 30% not being content as can be seen in Figure 30.

**Question 8: Having read the Active Travel Action Plan, are you content with the document overall?**

**Overall Satisfaction**

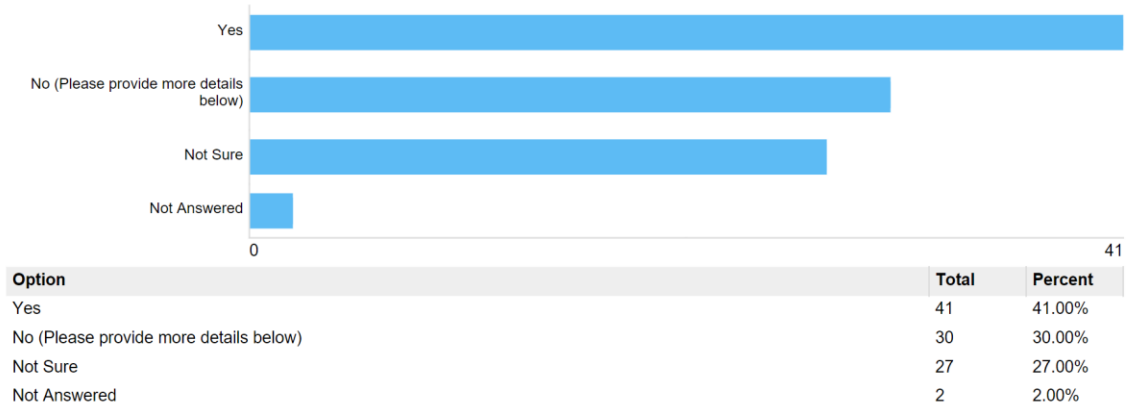


Figure 30 – Are you content with the ATAP overall?

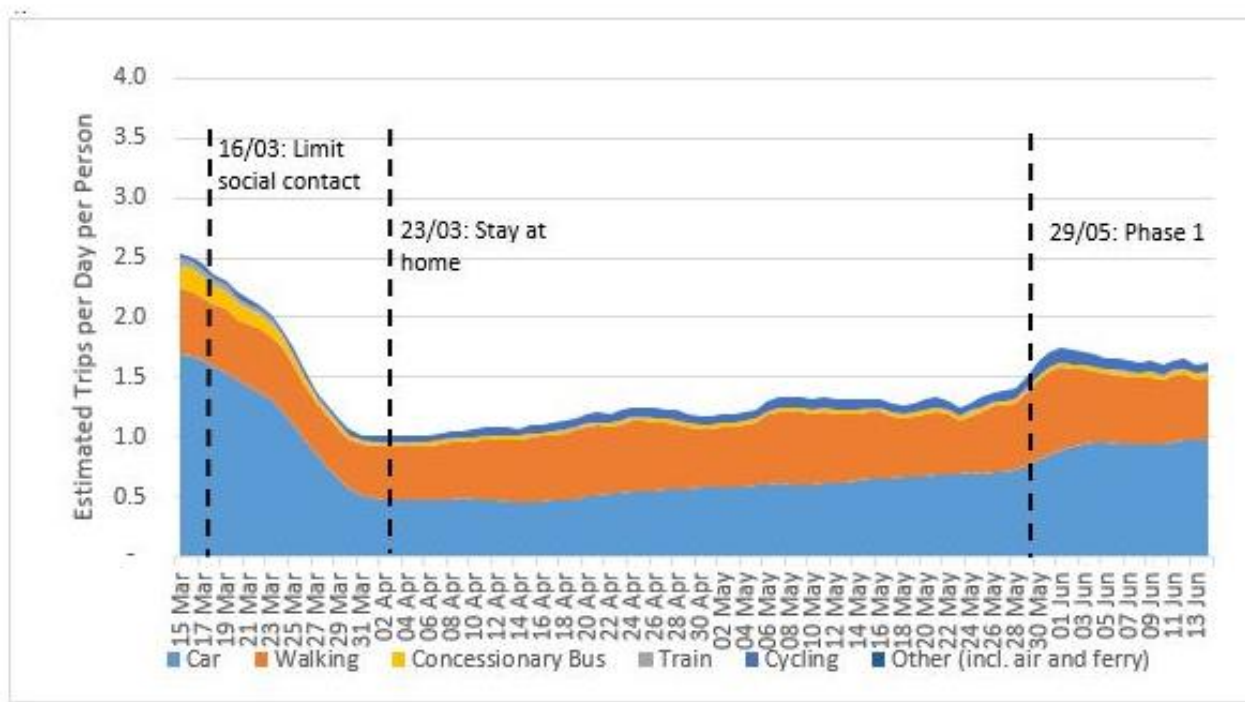
The results of the second consultation are therefore encouraging and demonstrate that there is public support for the aims and objectives of the proposed Active Travel Action Plan.

## Covid-19 Implications

In January 2020, reports circulated of a new strain of coronavirus called Covid-19 in China which was infecting people and causing severe respiratory problems leading to death. The virus soon spread and the World Health Organisation (WHO) declared a global pandemic in February. By March the virus had spread to the UK, and on the 23<sup>rd</sup> March 2020, the UK Government declared that the country would be placed in ‘lockdown’ with severe restrictions on peoples movements to try and tackle the spread of the virus. Shops, businesses and offices were forced to close and social distancing measures were introduced, with many people being furloughed or working from home with virtual work meetings becoming the norm.

As part of the lockdown all but essential travel was banned, with public transport shutting down completely and a significant decrease in car journeys. Figures show that demand for public transport fell by around 85 to 95% from normal levels and that the demand for travel overall fell from an average of 2.7 trips per person per day pre Covid-19 to 0.9 trips per person per day during lockdown. This is a significant fall in demand. The trends in transport use nationally from 15 March to mid- June are illustrated in Figure 31 below.

## Estimated Trips per person per day from 15 March to mid June



- [Source data](#)

Figure 31– Trends in daily trips per person from 15 March to mid-June 2020

Locally, data on transport trends since lockdown have been collected and the data collated into weekly reports. The latest data includes the period up to Sunday 09 August 2020.

The first graph illustrated in Figure 32 below shows the trend in traffic on local roads. The data is drawn from automatic traffic counters in the city. This shows that immediately following the introduction of lockdown, local road traffic fell to 34% of pre-lockdown figures, but as of Wednesday 05 August 2020, the figure had risen to 80% of pre-lockdown figures.

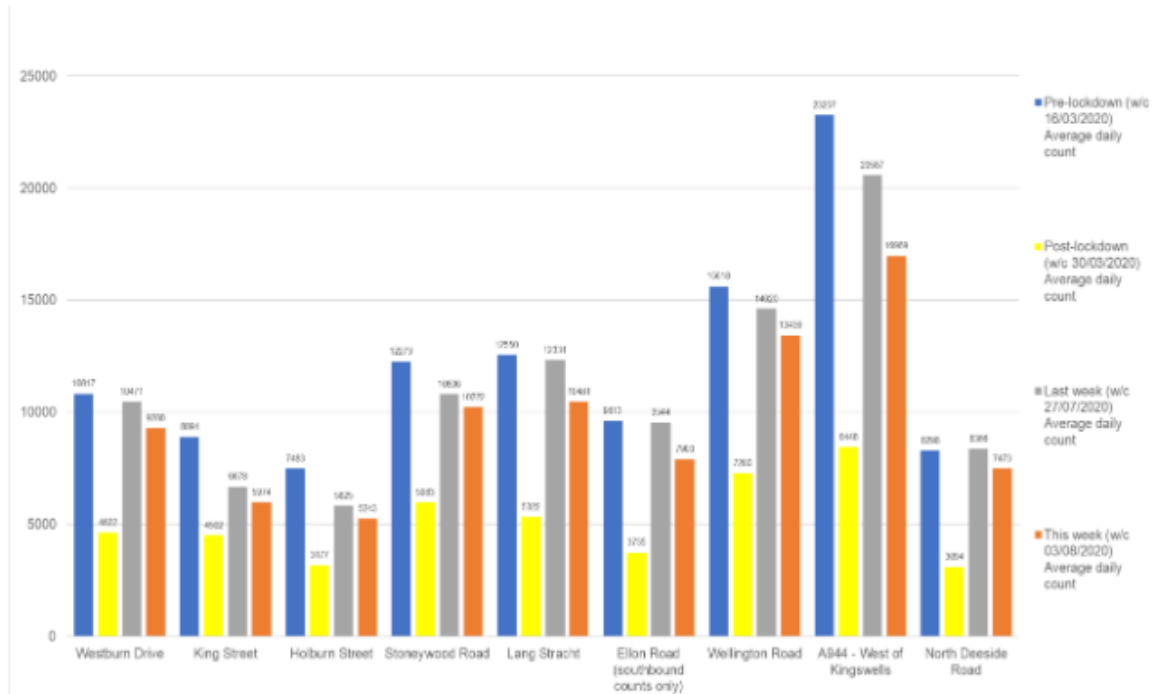


Figure 32 – Current level of local road traffic

Figure 33 below shows the current level of traffic on Trunk roads and former Trunk roads, with the data having been extracted from Transport Scotland’s automatic traffic counters. This shows that immediately following lockdown traffic levels fell to 46% of pre-lockdown levels with the current figure as of 07 June 2020 showing traffic on the Trunk road and former Trunk Road network at 76% of pre-lockdown levels.

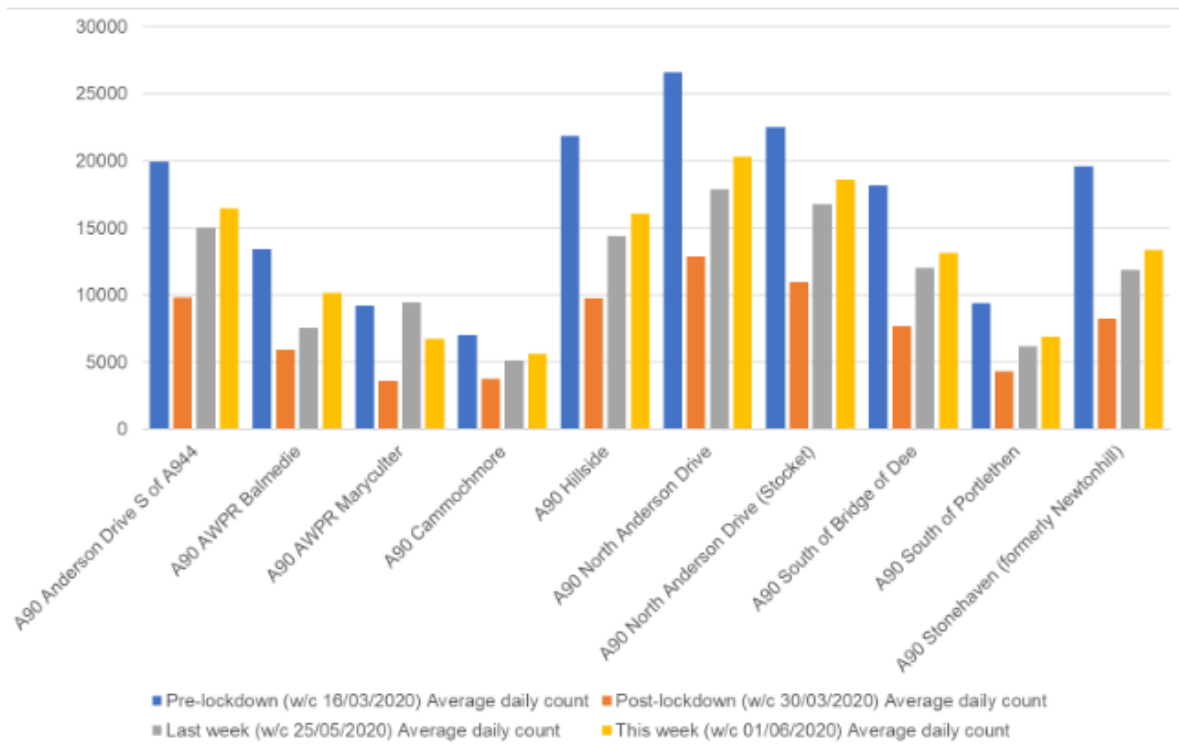
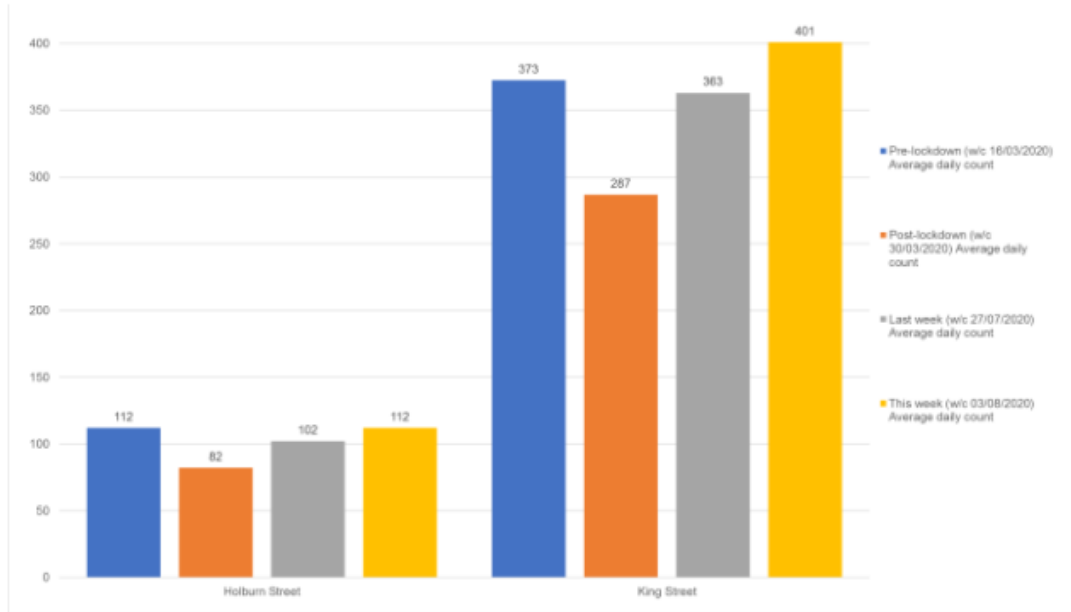


Figure 33 – Current level of traffic on Trunk roads and former Trunk roads

Bus travel has increased since lockdown as illustrated in Figure 34 below. This however is based on traffic counts from two key routes in the city, so it is a small sample which may not necessarily be representative of all bus travel within or to and from the city. Immediately following lockdown bus numbers dropped to 73% of pre lockdown levels on these routes. The current figure as of the 09 August 2020 is 106% of pre-lockdown levels on these two routes.



Average daily Bus flows in both directions from ACC Automatic Traffic Counters

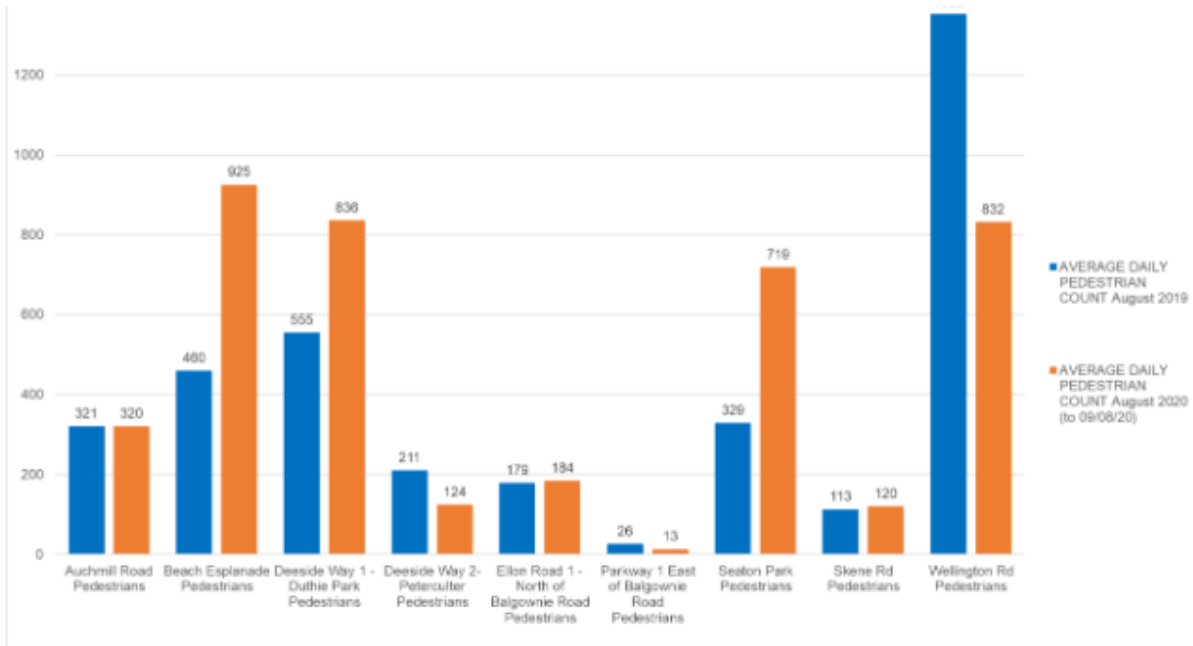


\* Source data for buses currently relates to two key corridors and may vary on other routes.

Figure 34 – Current level of daily bus travel

Pedestrian counts show that there has been an increase in walking as illustrated in Figure 35 below. A comparison with August 2019 figures shows that the average number of pedestrians at the sites monitored had risen to 115% of the levels recorded in 2019.



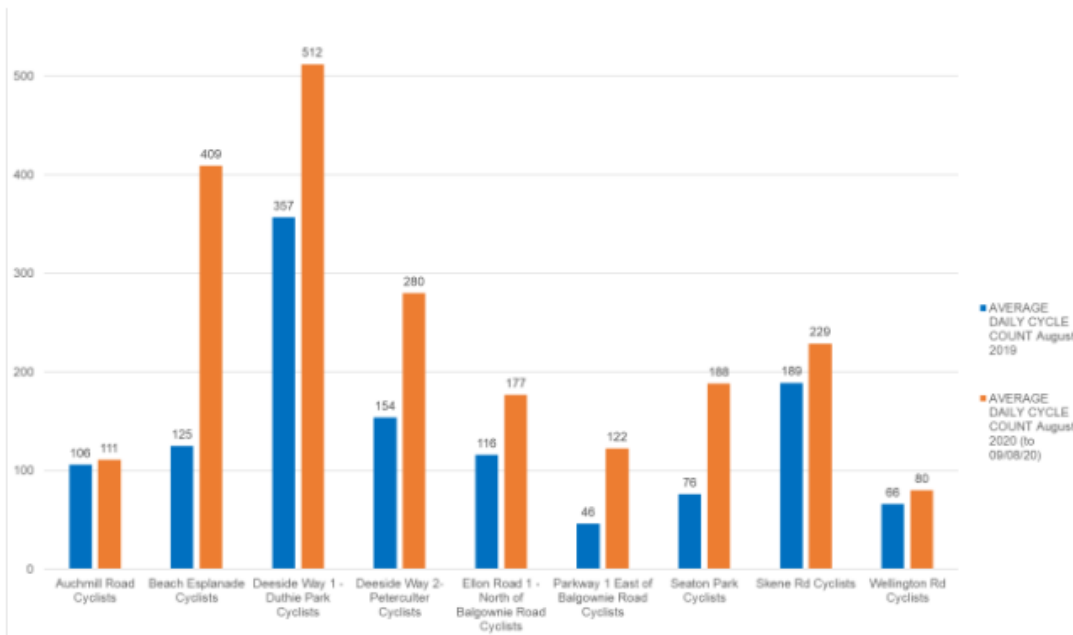


Average daily Pedestrian counts in both directions from ACC Active Travel Counters



Figure 35 – Current level of pedestrian activity

There has also been a significant increase in cycling as illustrated in Figure 36. A comparison with August 2019 figures shows the current daily number of cycle users, for all the sites monitored, has risen to 171% of the levels recorded in August 2019.

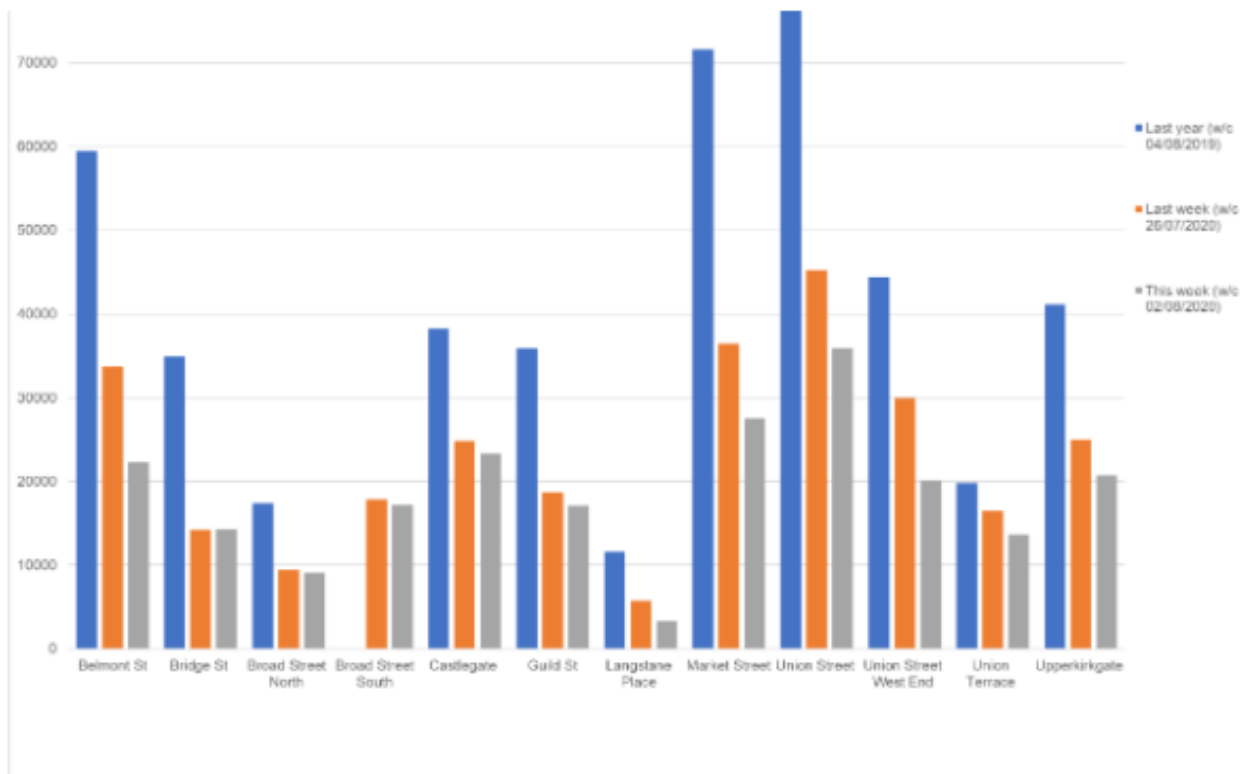


Average daily Cycle counts in both directions from ACC Active Travel Counters



Figure 36 – Current level of cycle activity

Footfall in Aberdeen city centre has fallen sharply as illustrated in Figure 37 below. As of week, ending 08 August 2020, footfall in Aberdeen city centre had fallen to 46% of the level for the same period in 2019.



Total weekly recorded footfall by location from Aberdeen Inspired Wi-Fi Tracking Nodes

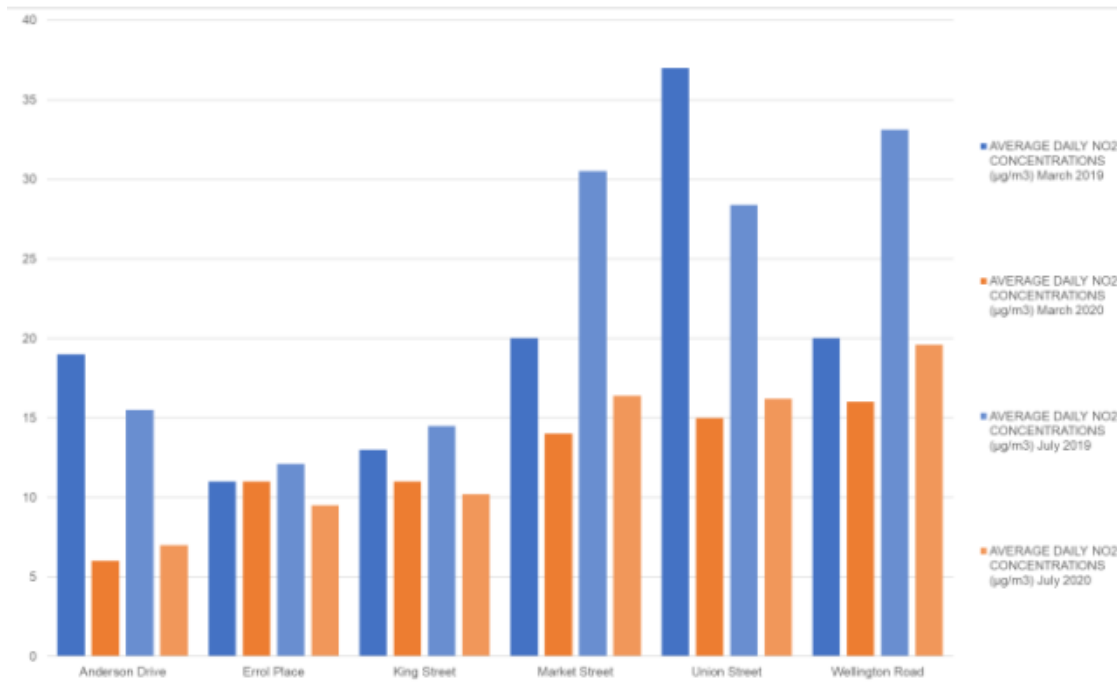


\* Source data uses alternative week numbering system to the other data sets summarised in this report, with Sunday at the start of the week. Alternative week numbering system is reflected here.

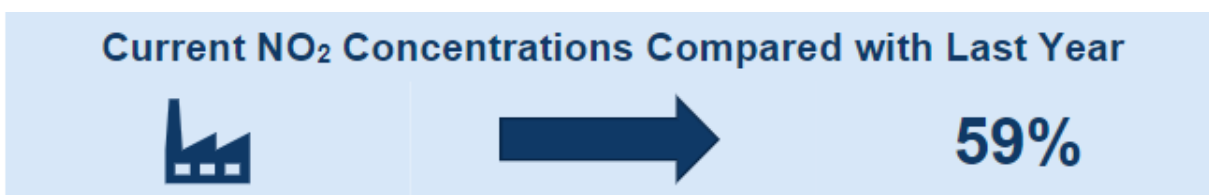
\*\* Broad Street South figures omitted from this calculation as 2019 figures are not available

Figure 37 – Current footfall figures in Aberdeen city centre

Air quality has improved with the most significant improvement being at Anderson Drive with NO2 levels of 46% compared to July 2019. Overall, current NO2 levels are 59% of the levels recorded in July 2019.



Average daily NO<sub>2</sub> Levels from Aberdeen City Council Air Quality Monitoring Stations



\* Source data has been provided for NO<sub>2</sub> levels as it is a local pollutant from vehicles and is therefore suitable to demonstrate the impact of lockdown. PM<sub>10</sub> levels have not been provided as they are influenced by wider sources and gives a less accurate picture of local impact.

Figure 38 – Current air quality levels in Aberdeen

The figures shown above help to illustrate the effects of Covid-19, the lockdown restrictions that were put in place and the recovery that has taken place as these restrictions have been eased. Car traffic decreased significantly when lockdown was introduced as travel restrictions were introduced and people were encouraged to work from home and only make short and essential trips using active travel, so it is therefore reasonable to assume that part of the rise in walking and cycling was a reaction to the lockdown and lack of travel opportunities. Given that the economy also shut down it is also unsurprising that footfall has dropped significantly. One of the benefits of the switch towards more sustainable travel modes during this pandemic has been the improvement in air quality that has arose, as less road traffic means that less pollution will be emitted into the atmosphere.

As health is a devolved matter, the Scottish Government is in charge of the Covid-19 response in Scotland. As the virus reached a peak and cases began to decline, then the Scottish Government on the 21<sup>st</sup> May introduced its [Route Map to Recovery](#), which introduced a 4 phase policy of easing the restrictions imposed by lockdown as illustrated in Figure 39 below.



## Covid-19 Route Map

This is an extract from the Scottish Government's Covid-19 route map published in May 2020. Please visit [gov.scot/coronavirus](http://gov.scot/coronavirus) to view in the context of the full route map for Scotland.

Lockdown	Phase 1	Phase 2	Phase 3	Phase 4
<p><b>Lockdown restrictions:</b></p> <p>Stay at home with essential travel only, staying in local area.</p> <p>Active travel including walking and cycling in local area for daily exercise.</p> <p>Public transport operating with limited service and capacity with physical distancing.</p> <p>Passengers recommended to wear face coverings, only to travel for essential purposes and to avoid busy routes/periods.</p>	<p>As with previous phase but with the following changes:</p> <p>Consistent with the reopening of workplaces set out in this phase, where home working is not possible businesses and organisations are encouraged to manage travel demand through staggered start times and flexible working patterns.</p> <p>Permitted to travel short distances for outdoor leisure and exercise but advice to stay within a short distance of your local community (broadly within 5 miles) and travel by walk, wheel and cycle where possible.</p> <p>International border health measures are introduced.</p>	<p>As with previous phase but with the following changes:</p> <p>Consistent with the reopening of workplaces set out in this phase, where home working is not possible businesses and organisations are encouraged to manage travel demand through staggered start times and flexible working patterns.</p> <p>People are permitted to drive locally for leisure purposes.</p> <p>Public transport operating increased services but capacity still significantly limited to allow for physical distancing. Travel at peak times discouraged as far as possible.</p> <p>May be geographical differences depending on circumstances.</p>	<p>As with previous phase but with the following changes:</p> <p>Can drive beyond local area for leisure and exercise purposes.</p> <p>Public transport operating full services but capacity still significantly limited to allow for physical distancing. Travel at peak times discouraged as far as possible.</p> <p>May be geographical differences depending on circumstances.</p>	<p>As with previous phase but with the following changes:</p> <p>Public transport operating full service.</p> <p>Physical distancing may remain in place.</p>

Source: Scottish Government

Above examples are illustrations, and are not intended to be comprehensive. Each phase description should be viewed as a general description rather than precise definitions of permitted activities. All decisions on phasing will be kept under review as the research evidence base on the impact of the virus and the effectiveness of different interventions builds.

Figure 39 – Scottish Government Route Map to Recovery

In order to help to ease the lockdown restrictions and encourage social distancing measures to allow for a gradual easing of travel restrictions the Scottish Government, through Transport Scotland (TS) introduced its [Transport Transition Plan](#) on 26 May. The plan has one guiding principle, as shown in Figure 40 below, and the following short, medium and long-term aims.

- Ease restrictions of everyday life and movement.
- Support economic recovery within the transport sector and broader economy.
- Develop the future of transport in Scotland.

There are also four main outcomes as detailed below.

- Inform passengers about when and how to safely access public transport.
- Support management of travel demand, reinforcing broader messages on physical distancing and discouraging unnecessary travel.
- Sustain behavioural changes, encouraging active travel options and staggering journeys to avoid peak times.
- Inform passengers and road users of busy areas and times to encourage alternative choices.

To operate a safe transport service, mitigating risks where possible for those using our transport network and for our transport operators.

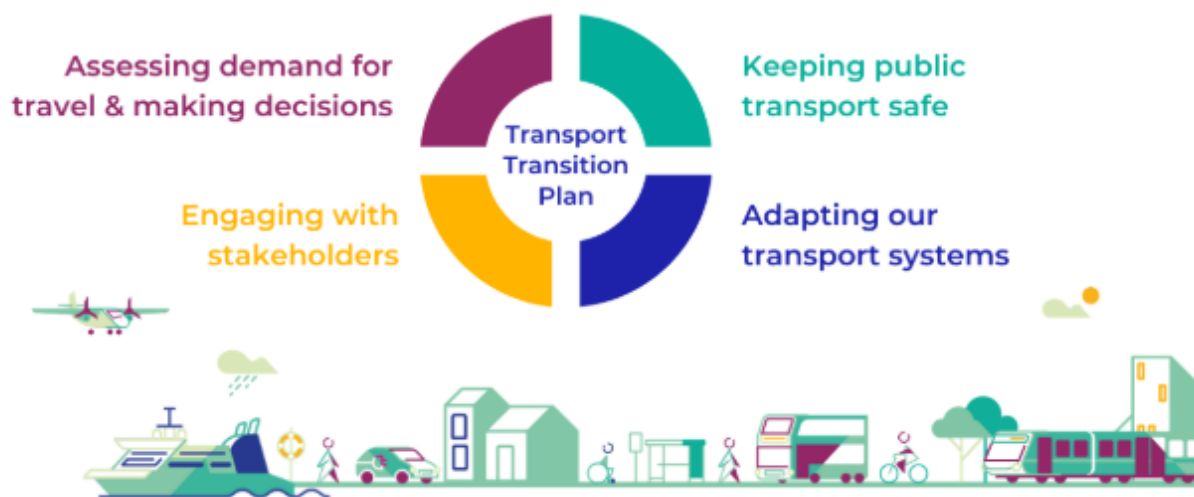


Figure 40 – Transport Transition Plan Guiding Principle

As of the beginning of August, Scotland is now in phase 3 of the route map. As can be seen in the route map, active travel has a large part to play in opening up society again and trying to aid the recovery. Walking and cycling in particular have been encouraged in an effort to encourage local trips and enforce social distancing rules, as part of the effort to contain the virus. As part of this, on the 28 April, the Scottish Government launched a £10 million [Spaces for People](#) fund which is administered by Sustrans. The fund is designed to enable local authorities and other statutory bodies, such as Regional Transport Partnerships to introduce temporary infrastructure programmes aimed at encouraging walking and cycling for essential trips and exercise during this pandemic and helping to facilitate social distancing, whilst allowing for the relaxation of some of the restrictions imposed by lockdown, thus helping to control the spread of the virus. The initial scheme was so successful and oversubscribed that on the 26<sup>th</sup> May the fund was increased by £20 million to £30 million.

The assessment criteria for the fund was as follows:

**1. Protecting public health**

- Provide temporary walking and cycling infrastructure that helps to protect public health.
- It will enable safe physical distancing for essential journeys and exercise for everyone, in particular where there are space constraints or user safety concerns.

**2. Essential journeys – Projects should focus on essential journeys including**

- To and from hospitals and health services.
- To shops, pharmacies and schools for key workers.
- For recommended exercise, for example, neighbourhoods and local parks.

### 3. Immediate delivery

- Projects should be delivered quickly and provide a visible improvement that has an immediate benefit.

Although Spaces for People is the main fund to help provide transport interventions to tackle the problems associated with Covid-19, there have also been other measures such as the [Big Bike Revival](#) programme from Cycling UK, who have provided £145,000 to bike shops across the UK to repair the bikes of key workers. The Energy Savings Trust has also provided loans for the purchase of e-bikes, e-cargo bikes and adaptive bikes to businesses and key workers to encourage active travel. Public Transport is also receiving assistance too, with the Scottish Government providing financial assistance to public transport operators and also providing a £10 million [Bus Priority Rapid Deployment Fund](#) to support the deployment of temporary bus priority infrastructure to help reduce congestion and ensure that key workers can make essential journeys.

Sustrans Scotland has also developed a [Way to Work website](#) to help to support employers and staff to safely return to work with a series of key messages about how to travel safely whilst maintaining social distancing and hygiene precautions. It can therefore be seen that nationally much has been done to try and encourage sustainable transport as society tries to recover from the pandemic, with active travel being seen as having a critical role to play in this process.

Locally, Aberdeen City Council submitted a successful bid to the [Spaces for People](#) fund for £1.76 million of funding for temporary infrastructure measures to be put in place in and around the city to provide more space for walking and cycling, whilst maintaining social distancing to allow for the reopening of shops and other businesses and the effort to aid the economic recovery. The grant is being used for measures including pedestrianisation; pavement widening; temporary cycle lanes and one-way walking systems. The city centre and specifically Union Street and nearby streets was the first area to see these temporary measures put in place as this area has the highest footfall in the city. Measures have included the following:

- Pedestrianisation of the section of Union Street from Bridge Street to Market Street
- Installation of a bus gate – which means service buses, taxis and cyclists only are allowed - on Union Street from just after the Adelphi to the Market Street junction
- Pedestrianisation of Upperkirkgate/Schoolhill from Flourmill Lane to Back Wynd
- Businesses can get deliveries from 6pm to 10am in the pedestrianised sections
- The blue badge parking bays have been moved from the Belmont Street area to the inset road beside RGC
- Rose Street - west lane is pedestrianised, allowing for safe physical distancing and queuing at retail and takeaway premises. Includes pavement extensions. North-bound only traffic lane has been installed, with left in only from Union Street and right turn only from Rose Street to Thistle Street (no progression north along the remainder of Rose Street). Loading lane/area to the east to be short stay (max 20 minutes) parking to allow pick-up/drop-off.
- Thistle Street is one way from Thistle Lane to Chapel Street. Loading area available for short stay (max 20 minutes) parking for pick-up/drop-off.
- Chapel Street - west lane is pedestrianised, allowing for safe physical distancing and queuing at retail and takeaway premises. South-bound only lane traffic lane has been installed, accessed by right in only from Thistle Street. Exit to Union Street controlled by signals. Loading lane/area to the east (former taxi rank) to be short stay (max 20 minutes) parking to allow pick-up/drop-off.

Traffic has been re-routed in the city centre to facilitate these temporary measures and they have been reviewed and revised following feedback from businesses and the public. Routes have been prioritised with the main priority routes into and around the city receiving priority. Other areas that have had works carried out include Torry, Rosemount and George Street with works being planned for Peterculter, Cults and North Deeside Road. A cycle lane at Aberdeen beach is also currently being installed.

As these measures were implemented as part of the response to Covid-19, there was a necessity to implement the measures quickly. As such the Council was not able to carry out the usual extensive consultation exercises. However, in order to ensure that the public can have their say on these measures a [questionnaire-based consultation](#) exercise has been launched on how the measures are working and if further measures are needed. The feedback provided will help with reviewing and revising the measures to ensure that everyone can travel safely within and around the city.

Although the consultation is currently ongoing until the end of September, monitoring of the responses has been taking place on a weekly basis, with the latest summary report being for the end of July. The results will be discussed below.

The first question asked how satisfied or dissatisfied respondents were with the temporary measures that have been put in place to enable social distancing. The results are illustrated below in Figure 41.



*Please expand upon your answer in the box below*

There were 76 responses to this part of the question.

Figure 41 – How satisfied are respondents with measures put in place to enable social distancing

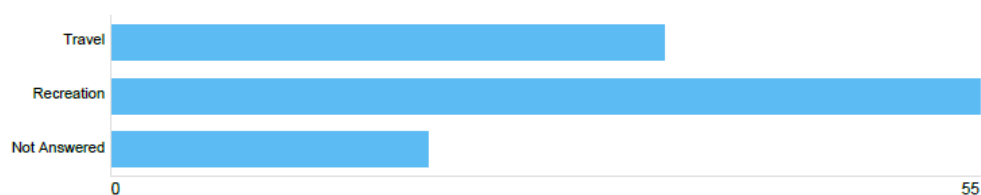
The results show that 67.39% (62 respondents) of respondents were either dissatisfied or very dissatisfied with only 17.39% (16) of respondents being satisfied or very satisfied. Whilst the results are disappointing, they are not unsurprising in the circumstances.

By necessity, the measures needed to be implemented quickly and therefore there was not the opportunity to carry out the usual extensive consultation that the Council would normally carry out. This coupled with the understandable anxiety of businesses and retailers about the effects of the pandemic and the effectiveness of the temporary measures, are likely to have contributed to this response.

Question 5 asked respondents about their pre Covid-19 travel habits with regards to different modes of travel. The results are illustrated in Figure 42 below.

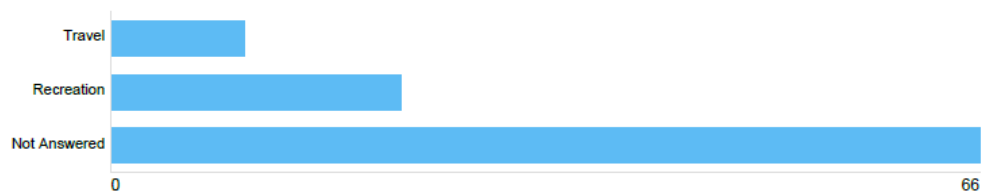
**Question 5: Prior to Covid-19, which of the following modes of transport did you use regularly for travel (for example to work or education) and for leisure / recreation? Please tick all that apply.**

*mode - Walking*



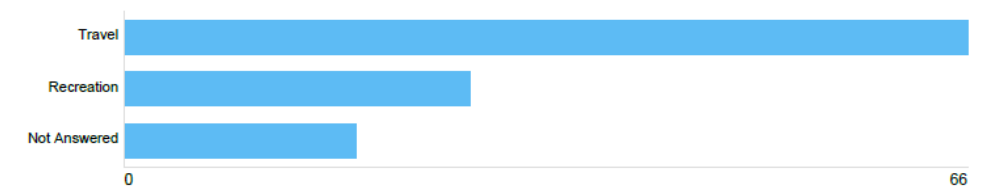
Option	Total	Percent
Travel	35	38.04%
Recreation	55	59.78%
Not Answered	20	21.74%

*mode - Cycling*



Option	Total	Percent
Travel	10	10.87%
Recreation	22	23.91%
Not Answered	66	71.74%

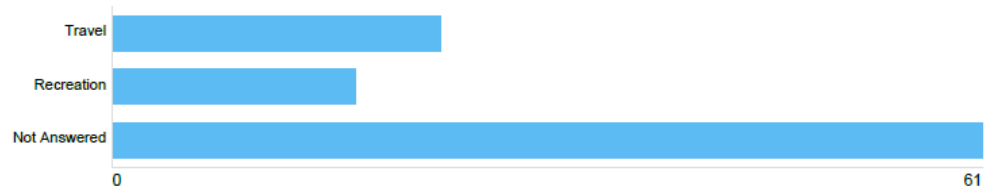
*mode - Driving a car or van*



Option	Total	Percent
Travel	66	71.74%
Recreation	27	29.35%
Not Answered	18	19.57%



**mode - Passenger in a car or van**



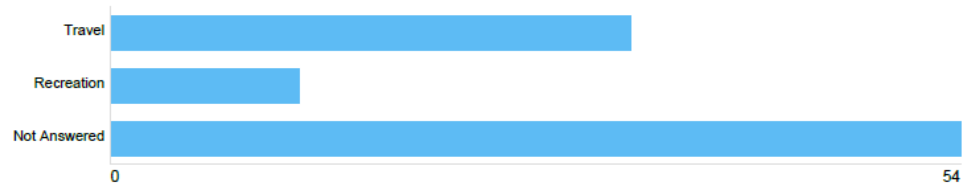
Option	Total	Percent
Travel	23	25.00%
Recreation	17	18.48%
Not Answered	61	66.30%

**mode - Motorcycling**



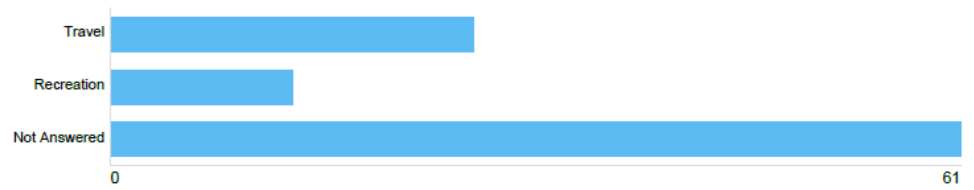
Option	Total	Percent
Travel	2	2.17%
Recreation	1	1.09%
Not Answered	90	97.83%

**mode - Bus**



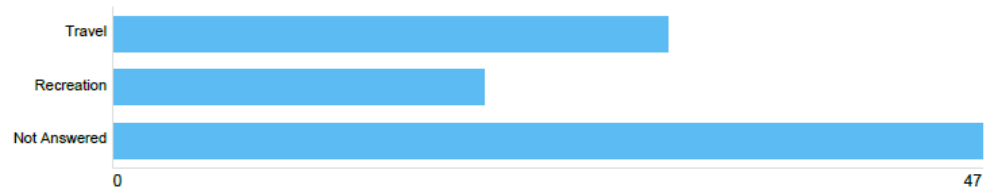
Option	Total	Percent
Travel	33	35.87%
Recreation	12	13.04%
Not Answered	54	58.70%

**mode - Train**



Option	Total	Percent
Travel	26	28.26%
Recreation	13	14.13%
Not Answered	61	66.30%

**mode - Taxi**



Option	Total	Percent
Travel	30	32.61%
Recreation	20	21.74%
Not Answered	47	51.09%

**mode - Other (please specify)**



Option	Total	Percent
Travel	3	3.26%
Recreation	1	1.09%
Not Answered	88	95.65%

**Please specify**

There were 4 responses to this part of the question.

Figure 42 – Pre Covid -19 travel habits by different modes of travel

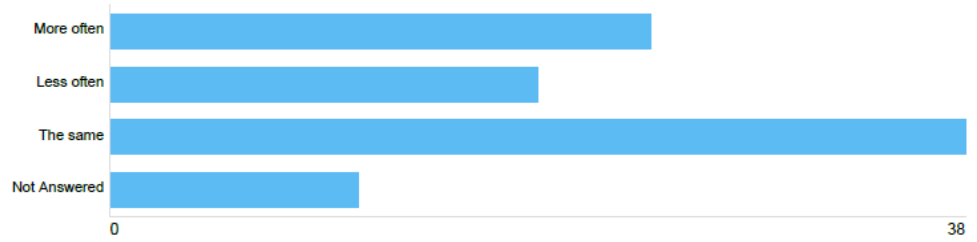
From the results above it can be seen that walking and cycling are the dominant modes of choice for recreation with 59.78% (55) and 23.91% (22) of respondents respectively using these modes. It is encouraging that 38.04% (35) of respondents walked for travel purposes, whilst 10.87% (10) of respondents cycled for travel purposes.

Driving a car or van was the predominant mode for travel with 71.74% (66) of respondents using this mode. Public transport was also used predominantly for travel purposes with 35.87% (33) of respondents travelling by bus and 28.26% (26) of respondents travelling by train respectively. Taxi use was also quite high with 32.61% (30) of respondents travelling by taxi. Motorcycling was used by a very small minority (2.17% or two respondents) of respondents. These responses are consistent with the responses obtained in the first round of consultation for this action plan, described elsewhere in this report.

Question 6 asked respondents whether Covid-19 had affected their choice of mode. The results are illustrated in Figure 43 below.

**Question 6: Would you say that Covid-19 has made you use the following modes of transport more often or less often?**

*Current travel - Walking for travel*



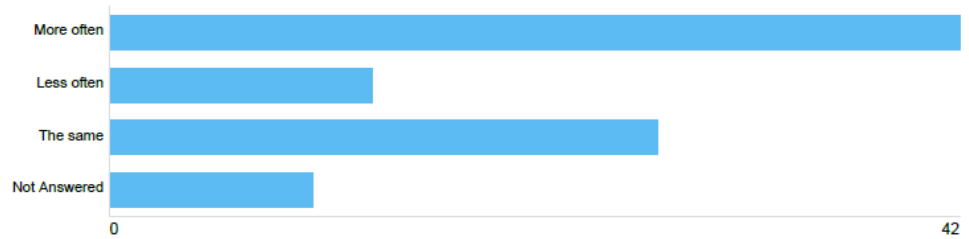
Option	Total	Percent
More often	24	26.09%
Less often	19	20.65%
The same	38	41.30%
Not Answered	11	11.96%

*Current travel - Cycling for travel*



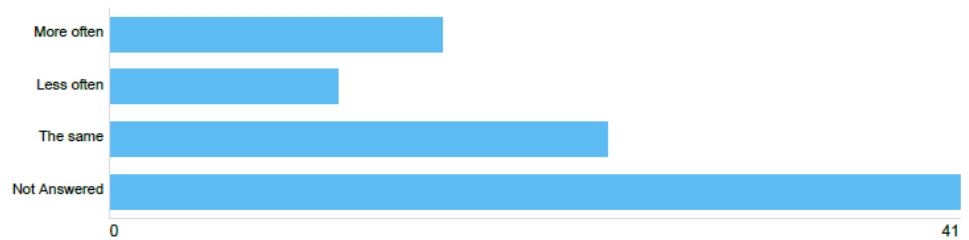
Option	Total	Percent
More often	11	11.96%
Less often	11	11.96%
The same	28	30.43%
Not Answered	42	45.65%

*Current travel - Walking for leisure / recreation*



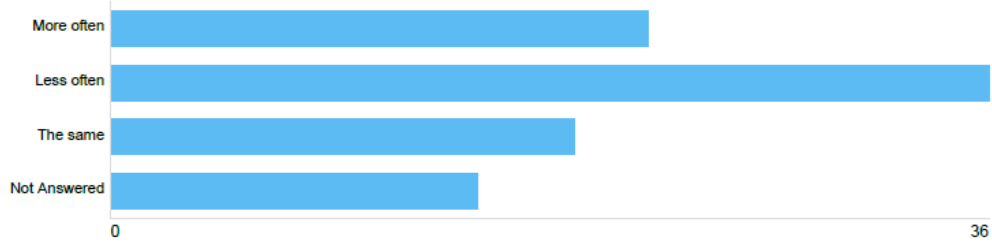
Option	Total	Percent
More often	42	45.65%
Less often	13	14.13%
The same	27	29.35%
Not Answered	10	10.87%

*Current travel - Cycling for leisure / recreation*



Option	Total	Percent
More often	16	17.39%
Less often	11	11.96%
The same	24	26.09%
Not Answered	41	44.57%

**Current travel - Car**



Option	Total	Percent
More often	22	23.91%
Less often	36	39.13%
The same	19	20.65%
Not Answered	15	16.30%

**Current travel - Motorcycle**



Option	Total	Percent
More often	1	1.09%
Less often	4	4.35%
The same	18	19.57%
Not Answered	69	75.00%

**Current travel - Bus**

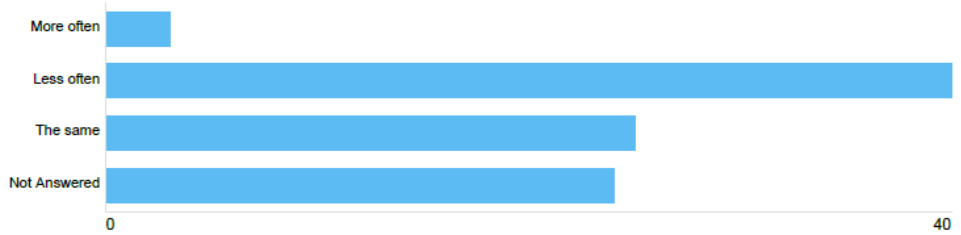




Figure 43 – How has Covid-19 affected respondents choice of mode

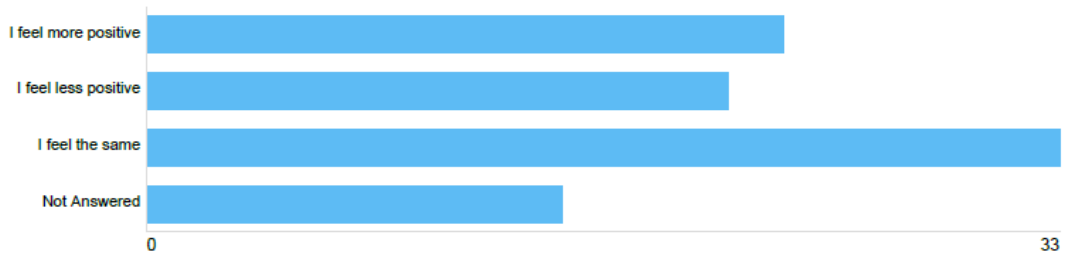
The results show that for walking and cycling, the majority of respondents have not changed their travel habits in respect of using these modes for travel purposes. There has however been a big increase in walking for leisure and recreation purposes with 45.65% (42) of respondents stating they are walking more often for leisure and recreation purposes. Cycling also saw an increase with 23.91% (22) of respondents stating they are cycling more often for leisure and recreation. Whilst these figures are encouraging, it should be noted that due to the pandemic gyms and leisure centres were closed along with many other sport and leisure facilities, so walking and cycling became the default activity for leisure and exercise. It will therefore be interesting to compare the current uptake in walking and cycling to the figures once the pandemic has been eliminated.

There has also been a drop in private car use for travel purposes, with 39.13% (36) respondents stating they are using their car less. Again, this is perhaps unsurprising given the restrictions on travelling and the current advice to work from home where possible. Public transport use has also dropped significantly with 43.48% (40) of respondents using the bus less and 35.87% (33) of respondents using the train less. However, given that the advice at the beginning of the pandemic was not to use public transport if possible and to avoid all but essential travel, coupled with the subsequent significant reduction in services, these figures are to be expected.

Question 7 asked respondents whether Covid-19 had changed their attitudes towards a number of activities. The results are shown in Figure 44 below.

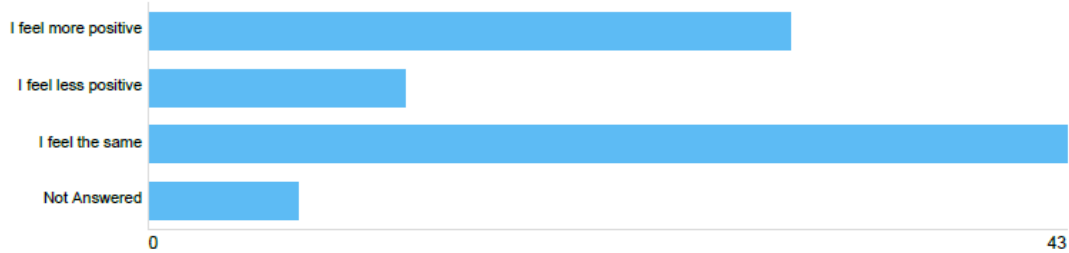
**Question 7: Would you say that any temporary changes in your habits as a result of Covid-19 have made you more positive or less positive about the following activities?**

**Mode positivity - Working from home**



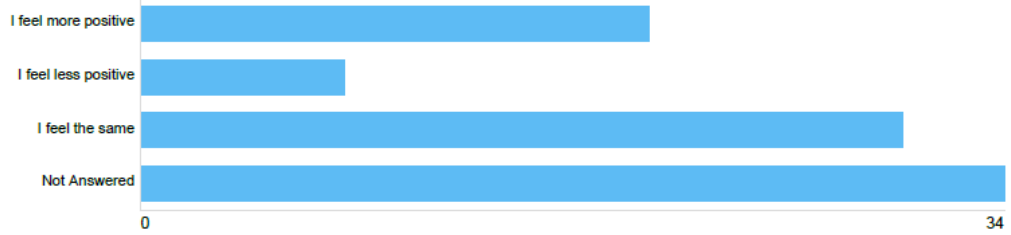
Option	Total	Percent
I feel more positive	23	25.00%
I feel less positive	21	22.83%
I feel the same	33	35.87%
Not Answered	15	16.30%

**Mode positivity - Walking**



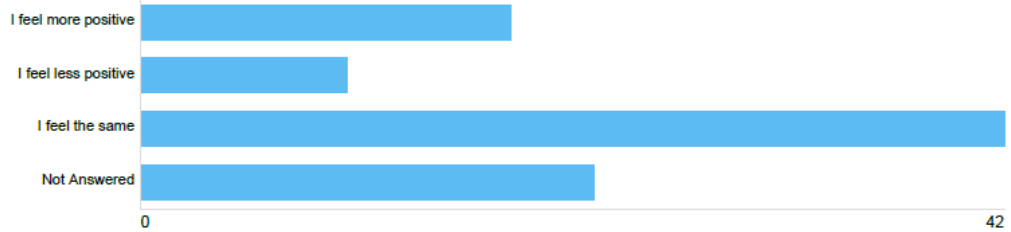
Option	Total	Percent
I feel more positive	30	32.61%
I feel less positive	12	13.04%
I feel the same	43	46.74%
Not Answered	7	7.61%

**Mode positivity - Cycling**



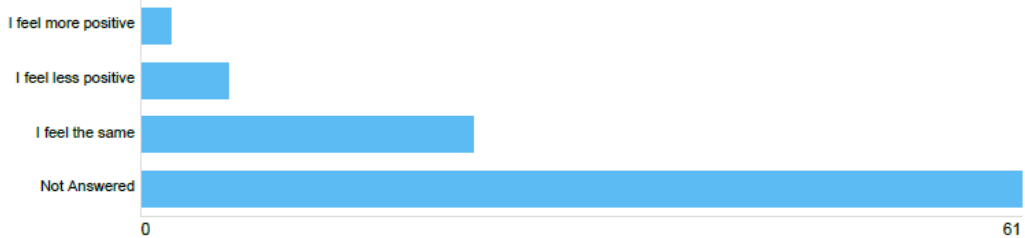
Option	Total	Percent
I feel more positive	20	21.74%
I feel less positive	8	8.70%
I feel the same	30	32.61%
Not Answered	34	36.96%

**Mode positivity - Travelling by car**



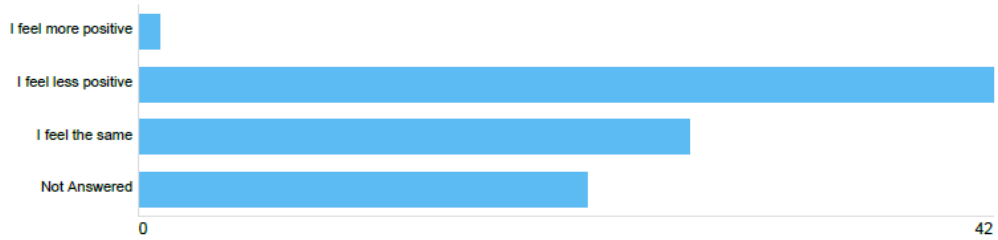
Option	Total	Percent
I feel more positive	18	19.57%
I feel less positive	10	10.87%
I feel the same	42	45.65%
Not Answered	22	23.91%

**Mode positivity - Motorcycling**



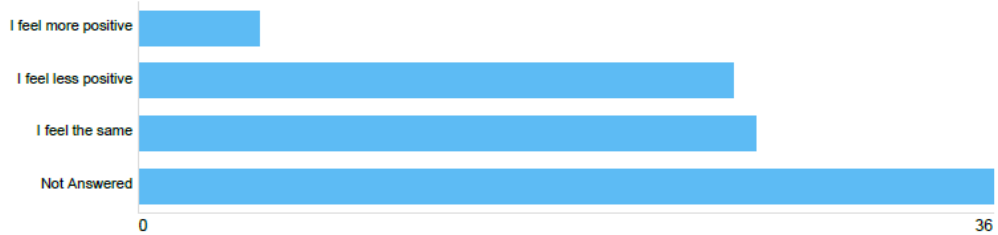
Option	Total	Percent
I feel more positive	2	2.17%
I feel less positive	6	6.52%
I feel the same	23	25.00%
Not Answered	61	66.30%

**Mode positivity - Travelling by bus**



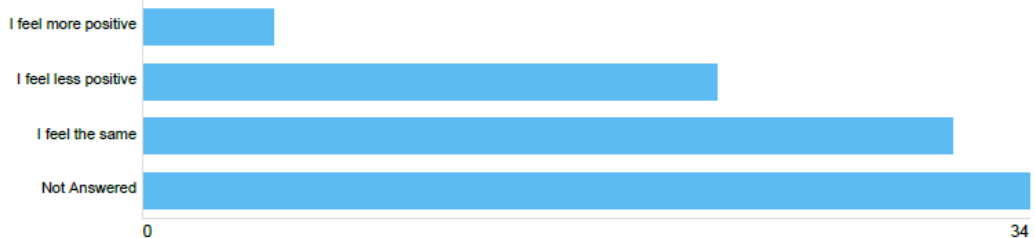
Option	Total	Percent
I feel more positive	1	1.09%
I feel less positive	42	45.65%
I feel the same	27	29.35%
Not Answered	22	23.91%

**Mode positivity - Travelling by train**



Option	Total	Percent
I feel more positive	5	5.43%
I feel less positive	25	27.17%
I feel the same	26	28.26%
Not Answered	36	39.13%

**Mode positivity - Travelling by taxi**



Option	Total	Percent
I feel more positive	5	5.43%
I feel less positive	22	23.91%
I feel the same	31	33.70%
Not Answered	34	36.96%

Figure 44 – Has Covid-19 changed respondents current travel habits

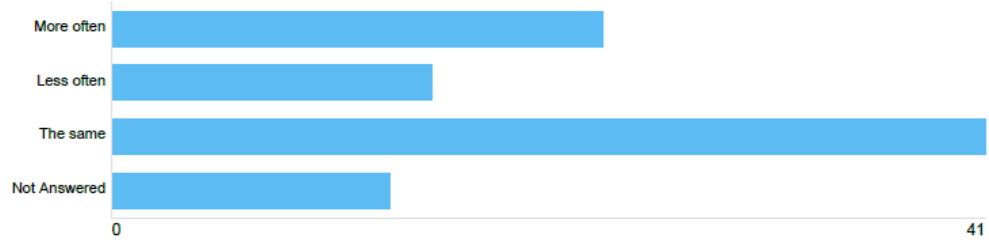
The results show that in all but one case (bus travel), Covid-19 has had no immediate impact on the majority of respondents attitudes to working from home or to travelling by various modes. In the case of bus travel, 45.65 % (42) respondents stated that they felt less positive about travelling by bus due to Covid-19.

Question 8 asked respondents about their future travel habits post Covid-19. The results are shown in Figure 45 below.



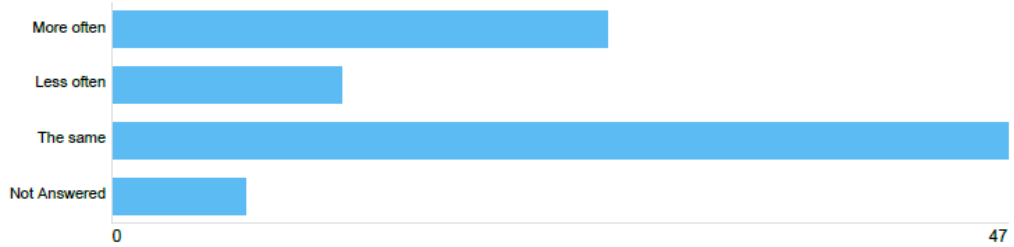
**Question 8: Once all restrictions have been lifted after Covid-19, and thinking about all journeys you make, do you think there will be changes to how much you do the following, in comparison to before Covid-19?**

*Future mode - Working from home*



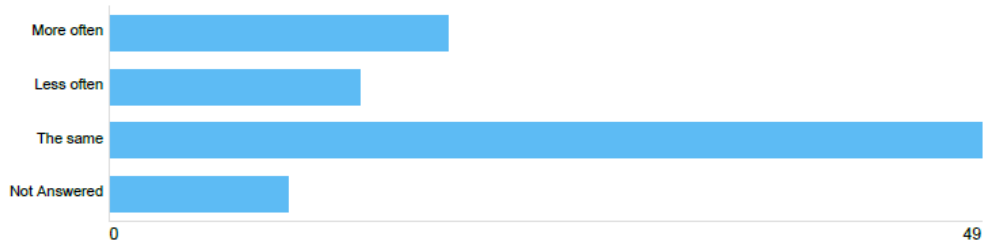
Option	Total	Percent
More often	23	25.00%
Less often	15	16.30%
The same	41	44.57%
Not Answered	13	14.13%

*Future mode - Home shopping*



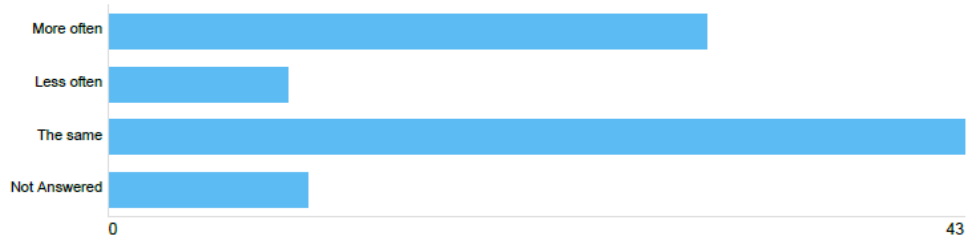
Option	Total	Percent
More often	26	28.26%
Less often	12	13.04%
The same	47	51.09%
Not Answered	7	7.61%

*Future mode - Walking for travel*



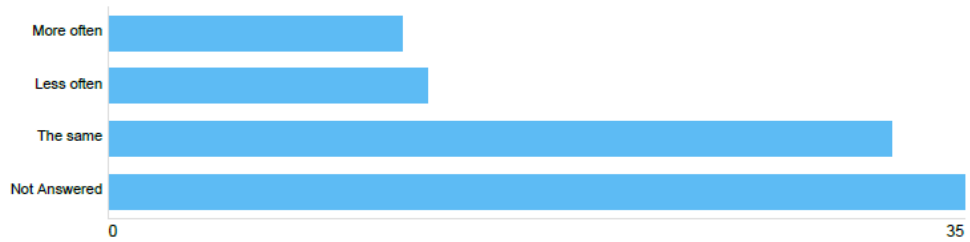
Option	Total	Percent
More often	19	20.65%
Less often	14	15.22%
The same	49	53.26%
Not Answered	10	10.87%

**Future mode - Walking for leisure / recreation**



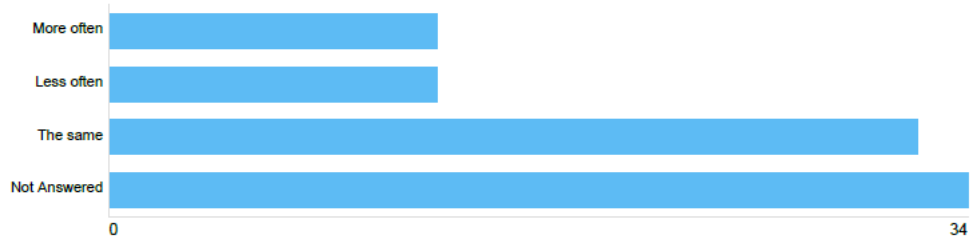
Option	Total	Percent
More often	30	32.61%
Less often	9	9.78%
The same	43	46.74%
Not Answered	10	10.87%

**Future mode - Cycling for travel**



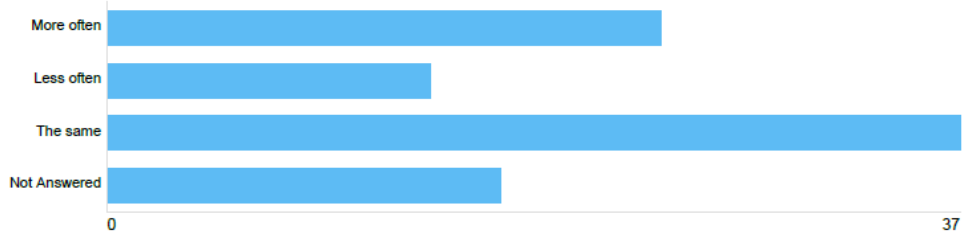
Option	Total	Percent
More often	12	13.04%
Less often	13	14.13%
The same	32	34.78%
Not Answered	35	38.04%

**Future mode - Cycling for leisure / recreation**



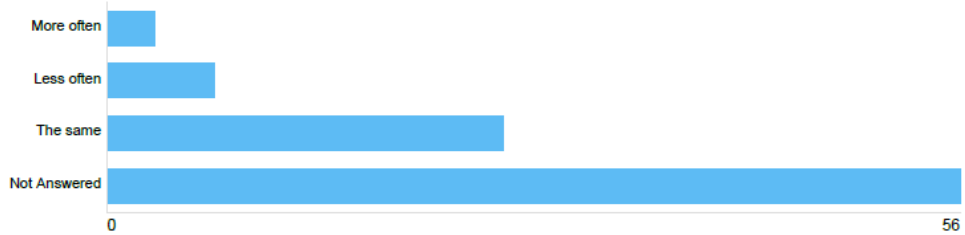
Option	Total	Percent
More often	13	14.13%
Less often	13	14.13%
The same	32	34.78%
Not Answered	34	36.96%

**Future mode - Driving**



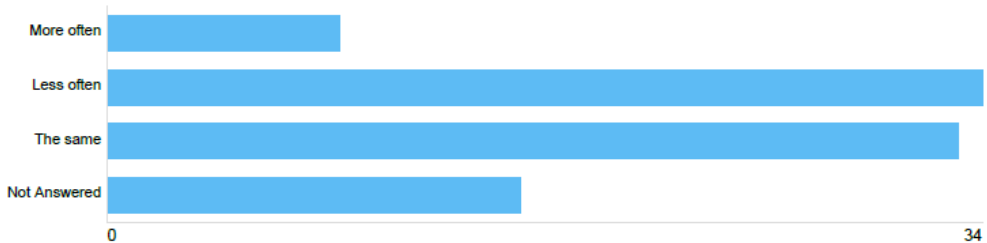
Option	Total	Percent
More often	24	26.09%
Less often	14	15.22%
The same	37	40.22%
Not Answered	17	18.48%

**Future mode - Motorcycling**



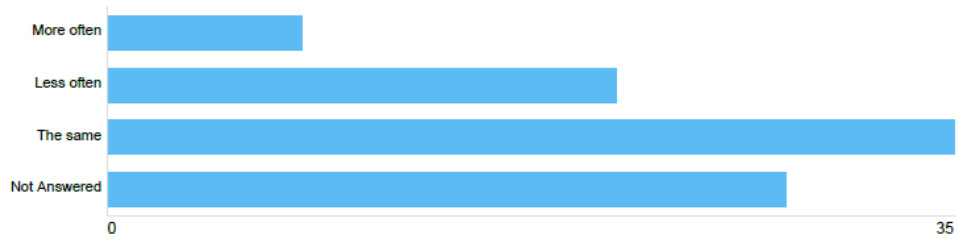
Option	Total	Percent
More often	3	3.26%
Less often	7	7.61%
The same	26	28.26%
Not Answered	56	60.87%

**Future mode - Travelling by bus**



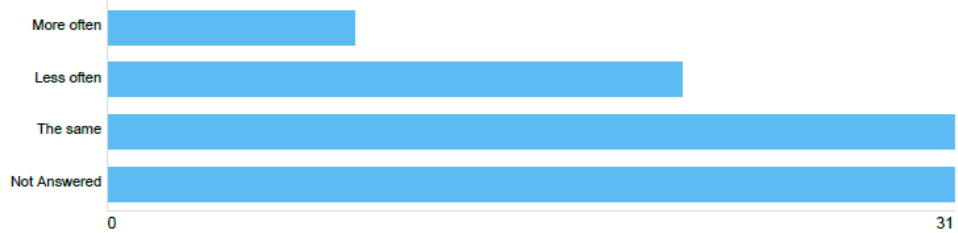
Option	Total	Percent
More often	9	9.78%
Less often	34	36.96%
The same	33	35.87%
Not Answered	16	17.39%

**Future mode - Travelling by train**



Option	Total	Percent
More often	8	8.70%
Less often	21	22.83%
The same	35	38.04%
Not Answered	28	30.43%

**Future mode - Travelling by taxi**



Option	Total	Percent
More often	9	9.78%
Less often	21	22.83%
The same	31	33.70%
Not Answered	31	33.70%

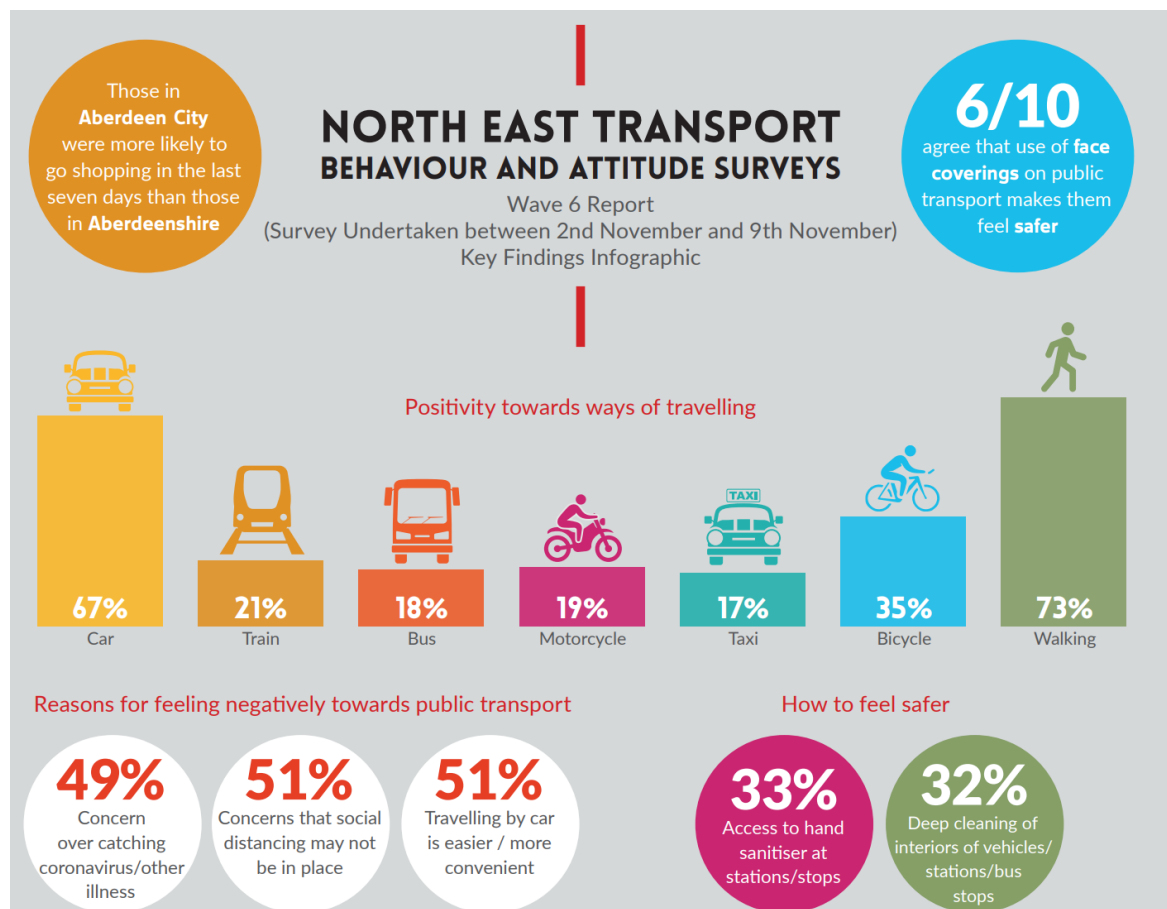
Figure 45 – Will Covid-19 change respondents future travel habits

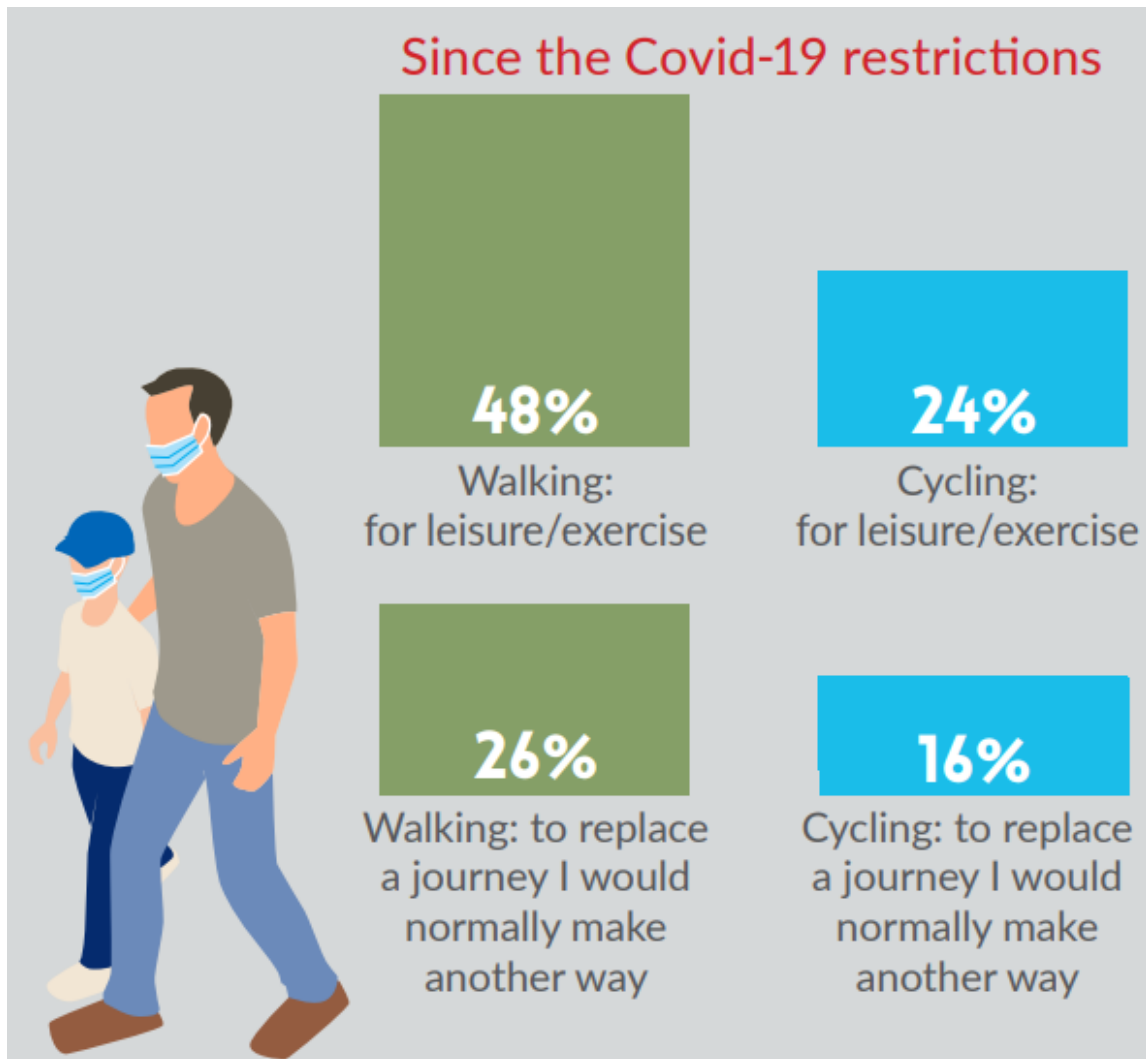
The results show that in most cases the majority of respondents stated that Covid-19 would have no impact on their future travel habits. There are however encouraging signs for a change in the uptake of active travel with 32.61% (30) of respondents stating they would walk more for leisure and recreation purposes and 14.13% (13) of respondents stating that they would cycle more for leisure and recreation purposes.

Public transport would seem to be the mode that potentially could suffer most with 36.96% (34) of respondents stating they would use the bus less and 22.83% (21) respondents stating they would use the train less. Car use is predicted to show a rise with 26.09% (24) of respondents stating that they would use their car more. This rise in car use could be as a consequence of the proposed fall in public transport use, with respondents switching travel modes.

There is also likely to be a rise in home working and a subsequent rise in home shopping with 25% (23) of respondents stating they would expect to work from home more often in future and 28.26% (26) of respondents stating that they are likely to indulge in more home shopping in future. There is therefore an opportunity to encourage more sustainable delivery methods by encouraging the use of e cargo bikes for local deliveries.

Nestrans has also been carrying out a series of monthly travel surveys since May 2020 to monitor changes in travel behaviour due to the current Covid-19 health pandemic. The latest survey was carried out between the 2<sup>nd</sup> and 9<sup>th</sup> of November. The full report can be found [here](#) with an infographic summarising the main points of the report found [here](#). The infographics below show the main travel behaviour trends. It can be seen that there is good positivity towards walking, cycling and use of the car, with attitudes towards public transport being very negative. This is perhaps unsurprising given that the message being given out by both the UK and Scottish Governments in the early stages of this pandemic was to avoid travel by public transport and the subsequent reduction in services. It can also be seen that walking and cycling has increased, both for leisure and exercise, and also as a substitute for other journeys. This may be as a consequence of less journeys by public transport being undertaken.





Whilst restrictions were eased over the summer and autumn of 2020, the impact of winter, easing of restrictions to enable Christmas to be celebrated and the discovery of new and more transmissible variants of the virus, all led to a full lockdown on the Scottish mainland being reintroduced from Boxing Day. It was originally intended that this current lockdown would last until the end of January 2021, but it has recently been announced that the lockdown will be extended until at least the middle of February 2021.

There is some cause for optimism, with three vaccines having been approved for use, and a mass vaccination programme having been introduced. Currently, care home residents, frontline NHS staff and the over 80's are being prioritised, with the over 70's and the clinically vulnerable next in line to receive the first dose of the vaccines. It is anticipated that these priority groups will have received their first dose of the vaccines by the end of March, which would potentially allow for an easing of the current restrictions at the beginning of March. However, it is likely that this further lockdown will have a further significant effect on travel behaviours.

In conclusion, it can be seen that Covid-19 has had a significant impact on people's travel, leisure and working habits, both nationally and locally. Indeed, the recent reintroduction (5 August 2020) of local lockdown restrictions following an outbreak linked to several establishments in the city is a reminder that the pandemic is still very much ongoing and that restrictions on movement may continue for some time.

However, there is optimism that the figures show that there is the opportunity to encourage the greater use of active travel as restrictions are eased as the pandemic starts to subside. This will not only aid the economic recovery but will allow for the health benefits of active travel to be realised, together with the chance to create a more sustainable future with the city centre becoming a destination in its own right and better air quality within the city.

This action plan and the measures contained within it will help to aid the recovery from the Covid-19 pandemic in the short term but are also designed to provide the opportunity for long-term sustainable growth within the city by encouraging and promoting active travel options.

As the NHS and Public Health Scotland tackle the Covid-19 public health emergency, there is an immediate need for Aberdeen City Council as the local Roads and Traffic Authority to support social distancing requirements which will enable people to move safely around the city, whilst mitigating the consequences to the transport network.

Covid-19 has killed over 2,000 people in Scotland with Scottish Government and NHS guidance on fighting the pandemic placing social distancing as one of the most important and effective ways of combating the spread of the virus and avoiding a second wave. ACC is committed to supporting the NHS and the NHS's Public Health service in this regard and helping our citizens to socially distance where possible.

With the gradual easing of lockdown, a number of activities have recently resumed and this is set to increase over the summer months and into autumn, as more people return to work, children return to school and students return to the universities. The resumption of activity, and its associated transport requirements is occurring in a context where 2m social distancing remains the default in Scotland. This has and will continue to have significant implications on transport services and the transport network.

The message from both the Westminster and Scottish Governments is that people should aim to walk and cycle as much as possible for short journeys, both to protect road space and public transport capacity for those making essential, short journeys, and in recognition that these are the best methods of ensuring social distancing whilst travelling. While this message has been promoted for a number of years now for personal health and environmental benefits, it is now even more urgent in order to protect the transport network.

During lockdown, a significant increase in walking and cycling levels was observed both nationally and locally, including on key commuter corridors in Aberdeen. In April 2020, for example, cycling levels had increased by 7% on Wellington Road, 11% on Dyce Drive and 107% on Ellon Road (compared to April 2019) as normal travel habits were interrupted. Clearly many people are willing and able to adjust their travel behaviour in response to disruption and the level of increase in cycling observed on Aberdeen's limited number of substantially traffic-free routes demonstrates the attractiveness of these types of facilities to users, while also suggesting a latent demand for similar types of facilities in other areas of the city.

A key driver for this was undoubtedly Government advice to avoid non-essential public transport trips. Whilst the Scottish Government has since announced that public transport is one of the sectors and settings considered appropriate for an exception to the 2m rule it is likely that many people who previously used public transport will not be attracted back soon, either due to fear of catching the virus or in aversion to mandatory face coverings. Furthermore, there are concerns from the bus industry itself about what will happen once Government support runs out in August given the financial hardships the industry continues to face. In a worst-case scenario, should support run

out and fare revenue does not recover, the region could see further reductions and or removals of bus services. The impact of all this is likely to be therefore a number of people temporarily or permanently displaced from bus services, unwilling or unable to use services they previously used.

Should a large proportion of these choose to drive for more of their journeys instead, this will increase pressure on the transport network at a time when the Council is looking to lock in the benefits of the Aberdeen Western Peripheral Route (AWPR), potentially undermining the traffic reduction and journey time benefits the new road has brought to the region. There is a risk that traffic slowly returns to pre-AWPR levels, with resulting congestion and air quality impacts. This will be a particular problem in peak periods as people continue to return to work and the school term starts again. With questions remaining over school transport provision, encouraging more children and their families to walk and cycle to school rather than by car, will be important if we are to avoid heavy car use to and from school, with implications on pupil safety and the amenity of those residents living in proximity to schools. We must also bear in mind that a sizeable proportion of Aberdeen's population (approximately one-third of residents) does not have the luxury of regular access to a private vehicle. Encouraging and enabling more walking and cycling is therefore key to keeping our workforce and other citizens moving and ensuring space on the road network is reserved for those most in need.

Improved active travel routes could also therefore have positive impacts on the health and wellbeing of school pupils and the workforce in the longer term if such positive behaviour can be sustained.

The Council, however, has a duty to ensure that the people that we are encouraging to cycle can do so safely, and there are currently few high-quality routes in the city. To address this, we are looking to deliver a series of continuous, high-quality temporary active travel corridors linking key origins and destinations which will allow people (including children and novice cyclists) to cycle safely and in accordance with physical distancing guidelines.

Aside from potentially encouraging an unsustainable 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. Not providing adequate infrastructure could also encourage people to cycle on footways, resulting in conflicts with pedestrians, especially the vulnerable, and inappropriate distancing.

These active travel interventions will also support the success of the city centre temporary interventions in that they will encourage travel to and from the area by non-car modes of transport. The City Centre Masterplan transport measures, which the temporary measures are comparable to, require a 20% reduction in vehicular traffic alongside enabling infrastructure, therefore a similar level of modal shift may be required in the short term to allow the temporary measures to work successfully.

Corridors have been identified for treatment based on current and potential demand, including an in-depth analysis of the origins and destinations of short trips (< 5 miles) in Aberdeen which could in many cases be undertaken by active travel.

The active travel interventions will accord with, and support delivery of, a number of local policies and plans, such as the Local Outcome Improvement Plan (which sets a target of 38% of people walking and 5% of people cycling as main mode of travel by 2026), Local Transport Strategy and the revised Roads Hierarchy.



## **Active Travel Action Plan 2021-2026 - List of Projects**

The Active Travel Action Plan must align with national, regional and local strategies and policies as noted in the policy context chapter earlier. However, it is also important that the feedback and comments provided during the consultation process are also taken into consideration and are represented in the list of projects that will be taken forward during the lifetime of the action plan. A number of other sources of information and feedback have also been drawn upon to develop the list of projects within this Action Plan, namely an [Origin-Destination study](#) looking at the most common movements to, from and within Aberdeen for work and education, and comments received in response to our Spaces for People engagement activities. A number of actions from the last Plan have also been carried forward.

We know that the city centre remains a key priority for active travel improvements, and we have already set out detailed plans for addressing this area in our [City Centre Masterplan](#) and [Sustainable Urban Mobility Plan](#). This Action Plan does not therefore set out new projects for the city centre area, although progress on delivering these will be communicated in future progress reports and updates.

Likewise, the key radial corridors to and from the city centre remain priorities for active travel improvements. The 2019 Roads Hierarchy review identified the following network of priority and secondary corridors, recommending that improvements be made to these to support safe and efficient travel by all modes, including active travel:

Priority radial routes:

- AWPR / Blackdog junction to King Street / Mounthooly Way junction (A92/A956 north).
- AWPR / Parkhill junction to Inverurie Road junction (A947).
- AWPR / Craibstone junction to Mounthooly Roundabout (A96).
- AWPR / Kingswells South junction to Mounthooly Roundabout (A944).
- A944 / Skene Road junction to Woolmanhill Roundabout (previously B9119, now A9119).
- AWPR / Deeside junction to Holburn Street (A93).
- AWPR / Charleston junction to Leggart Terrace (A92 South).
- AWPR / Charleston junction to North Esplanade West (A956 Wellington Road); and
- Berryden Corridor

Secondary orbital route:

- Parkway / Ellon Road to Bridge of Dee via Anderson Drive (A92).

Secondary radial routes:

- Mounthooly Way to King Street (A96 West North Street).
- King Street / Mounthooly Way to North Esplanade West / Palmerston Place (A956).
- Woolmanhill Roundabout to North Esplanade West (B983).
- Craibstone Roundabout to Dyce Drive (B984 Airport Road).
- Great Southern Road to Coast Road (B985 West Tullos Road and Hareness Road).
- Parkway / Gordon Brae junction to Tillydrone Avenue / St. Machar Drive junction (B988 Diamond Bridge).
- Mounthooly Roundabout to King Street (B990 Mounthooly Way).
- Great Northern Road to King Street (B991 St Machar Drive).
- AWPR to Murcar Roundabout (B999).

- Scotstown Road to Ellon Road junction, with alignment changing from Balgownie Road to North Donside Road (B997); and
- AWPR to Holburn Street (B9077 South Deeside Road and Great Southern Road).

As part of the delivery of the revised hierarchy, these corridors will be subject to improvement strategies on a prioritised basis. Currently underway are:

- A944/A9119 Westhill to Aberdeen multimodal corridor study - Preliminary Appraisal complete.
- A956 Wellington Road multimodal corridor study – Detailed Appraisal due for completion summer 2021.
- External Transport Connections to Aberdeen South Harbour study (which considers the B985 Hareness Road) - Detailed Appraisal now complete;
- Ellon Park and Ride to Garthdee corridor study (which includes the A92/A956 north) - due for completion in summer 2021; and
- A96 Inverurie to Aberdeen corridor study – due for completion late 2021.

It is likely that delivery of some of the active travel elements of these studies will commence during the life of the Action Plan, and further priority and secondary corridor strategies brought forward.

It is therefore the role of the Action Plan to complement these existing plans and consider what else may be required beyond the city centre and main transport corridors to ensure a coherent and holistic active travel network can be developed throughout the city.

The projects that are listed in this action plan are all projects which are anticipated to be completed or to have been substantially completed within the five-year timeframe of the plan. It must also consider current and ongoing work from the current plan, together with future projects and should be updated as projects progress throughout the period of the plan.

It is also important that projects align with the objectives set out in the current Local Transport Strategy (LTS), which is due to be refreshed in 2021. Whilst the updated LTS may well have different priorities and emphasis on certain areas, it is likely that the core objectives will not differ significantly from the current objectives as set out in Table seven below.

THEME	OBJECTIVE
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.
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.
Trunk Road Network	Support improvements to the trunk road network for the benefit of passengers and freight travelling to, from and within Aberdeen.
Road Carriageway and Footway Maintenance	To improve the condition of the road, footway and cycle networks.
Winter Maintenance	To ensure the safe movement of traffic on carriageways, footpaths, cycle paths and

	pedestrian precincts to minimise delays caused by adverse winter weather.
Traffic Management and Road Safety	To work towards a road network where all users are safe from the risk of being killed or seriously injured, and the injury rate is much reduced.
Enforcement	To ensure the Council manages and enforces the road network to ensure safety and effectiveness for the benefit of all users.
Land Use Planning	To promote and enable development that reduces the need to travel, minimises reliance on the private car and facilitates and encourages walking and cycling for everyday trips.
Travel Information and Awareness	To engage with members of the public, employers and schools on travel behaviour change campaigns, events and promotions and to provide the information that citizens and visitors need to let them undertake 'smarter' journeys in the City.
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.
Climate Change Mitigation and Adaptation	To contribute to Aberdeen's carbon emissions targets and develop climate resilient infrastructure.
Biodiversity and the Green Space Network	Improve accessibility to open spaces and contribute towards the development of the green space network through implementation of core paths and appropriate mitigation as part of transport scheme delivery.
Public Realm and the Sustainable Urban Mobility Plan (SUMP)	To improve the public realm by ensuring walkability and consequent traffic circulation (to enhance environment, aesthetic quality and air quality of the City) for the benefit of shoppers, visitors and residents.

Table 7 – Current LTS Objectives

It can be seen that active travel will have a role to play in meeting all of the objectives above and therefore this action plan will play a central role in fulfilling both these objectives and any revised objectives in the forthcoming update of the LTS.

There are currently a number of major projects that are ongoing, which have multiple elements to them as well as other more discrete projects and other routine projects. The major projects are listed in Table 8 below.

The lists below are divided into infrastructure projects, behaviour change projects and complimentary measures.

## Infrastructure Projects

Project	Lead	Timescale	Current Status
Spaces for People	Transport Strategy and Programmes (TSAP)	2020-2021	Ongoing programme of temporary active travel infrastructure measures to help facilitate social distancing in response to Covid pandemic. Will be monitored and reviewed as the situation with the pandemic evolves.
Union Terrace Gardens redevelopment	Economic Development (ED)	2021	Work is ongoing to redevelop this area including installation of active travel infrastructure.
Continue to ensure active travel infrastructure is upgraded or introduced in all new developments	TSAP/Development Management (DM)	Ongoing	Ongoing
Continue winter maintenance regime	Roads Maintenance	Ongoing	Ongoing
Annual programme of footway and cycleway maintenance	Roads Maintenance	Ongoing	Ongoing
Craigshaw Drive segregated cycle route	Roads Projects	2021	Construction programmed 2021
Marywell to Aberdeen cycle route	Roads Projects	2021-2022	Design programmed 2021, construction 2022
Bridge of Don to City Centre cycle route(s) study	TSAP	2021-2026	Five options have been identified from the appraisal report as priority routes to be taken forward for further analysis. These are detailed below
Golf Road/Park Road Active Travel Improvements	TSAP	2021+	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.
Industrial Estate to city centre via Esplanade Active Travel Improvements	TSAP	2021+	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.
King Street Active Travel Improvements	TSAP	2021+	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.

Whitestripes to city centre Active Travel Improvements	TSAP	2021+	An alternative route option would use St Machar Road between Tillydrone Road and Great Northern Road where it would follow the Berryden Corridor Improvement Project south to Ashgrove Road. This would be in lieu of routeing along Bedford Road and Powis Terrace.
Haudagain to city centre Active Travel Improvements	TSAP	2021+	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.
Outcomes from North Dee, South Dee, and Dyce travel planning work	TSAP	2021-2026	Footway widening Howe Moss Drive; new cycle path routes at Wellheads Drive to A947, also at Sclattie Allotments; toucan crossing A947; dropped kerbs and tactile paving at 37 locations across Dyce. North Dee – Some infrastructure improvements identified split into long and short term Short terms includes dropped kerbs and long term includes

			<p>speed limit changes, more active travel provision. No programme but acknowledges this may be delivered through the SUMP,</p> <p>South Dee – Longer term recommendations includes speed limit changes, more active travel provision. No programme but acknowledges some items may be delivered through the Wellington Road/ ASH projects</p>
Bridge of Dee West	TSAP	2021-2026	Phased delivery identified, first phase design 2021, construction 2022
Continued expansion of River Don path network	Think this is Core Paths leading	2021-2026	
Bridge of Dee Study – ped/cycle bridge	TSAP	2021-2026	
Anderson Drive/Lang Stracht/Westburn Drive crossing improvement	Roads Projects	2021-2022	Construction programmed 2022
King Street / St. Machar Drive roundabout removal	Traffic Management	2021+	Currently considering designs for replacement of roundabout with a signalised junction. Active travel options being considered include advanced stop lines and two stage right turns, cycle bypasses with toucan crossing and a 'Dutch style' junction. The current end date for

			this stage of the project is Mid-March.
Torry to City Centre active travel improvements	TSAP	2021-2026	This corridor was identified through the Origin and Destination (O&D) survey and will be prioritised in line with the criteria set out in the O&D survey. Feasibility and appraisal work will commence during the life of the plan.
Mastrick to ARI and Tillydrone active travel improvements	TSAP	2021-2026	Identified as a major health corridor as part of Origin and Destination survey. Will require feasibility and appraisal work.
Holburn Street corridor	TSAP	2021-2026	Included within the Ellon to Garthdee multimodal corridor study, due to be reported in July 2021.
King Street corridor	TSAP	2021-2026	Identified as a major route especially between Mounthooly and the River Don and between Seaton and Powis. Included within the Ellon to Garthdee multimodal corridor study, due to be reported in July 2021.
Bedford Road-St Machar Drive corridor	TSAP	2021-2026	Identified as busiest movement in the city in Origin and Destination survey. Will require feasibility and appraisal work.
Midstocket Road	TSAP	2021-2026	Identified as a major route in Origin and Destination survey.



			Will require feasibility and appraisal work.
College Street	TSAP	2021-2026	Active travel improvements form part of Phase 1 of the South College Street Junction Improvements, due to be operational from summer 2022.
Queens Road (A9119)	TSAP	2021-2026	Identified as a major route in Origin and Destination survey. Forms part of A944/A9119 corridor study, Preliminary Appraisal of which is now complete.
Traffic calming / 20mph zones roll out	Traffic Management and Road Safety (TM&RS)	Ongoing	
Cross City Connections	TSAP	Ongoing	A large number of potential active travel schemes were identified through the Cross City Connections study. These schemes are currently subject to further work to identify those that provide significant benefits and are suitable for development in the short term. A delivery programme of the schemes identified will be developed as part of this process.
A92 Murcar North	TSAP	2021	Construction of shared use path programmed for summer 2021
A92 parkway	TSAP	2022	Construction of shared used path programmed early 2022
Airport Road to Dyce Drive	TSAP	2022	Construction of shared use path

			programmed early 2022
Wayfinding	TSAP	2021	Review completed and new signage being installed. 16 Wayfinding totems now installed with a further 2 manufactured but awaiting installation at Aberdeen South Harbour and Aberdeen Rail Station. Delayed due to other works in both locations but should be delivered in the life of the plan
Cycle Signage Audit and Action Plan	TSAP	2021+	Undertake cycle signage audit and develop and deliver action plan to improve cycle signage provision throughout the city
Improve and increase cycle Parking	TSAP	Ongoing	Ongoing programme of improvements to cycle parking provision throughout the city

### **Behaviour Change Projects**

<b>Project</b>	<b>Lead</b>	<b>Timescale</b>	<b>Current Status</b>
Bike Hire Scheme	TSAP	2020-2021	Tenders invited to run scheme on a commercial basis
I Bike Scheme	TSAP	Ongoing	Ongoing, subject to continued funding
Smarter Choices, Smarter Places (SCSP)	TSAP	Ongoing	Continue with SCSP projects subject to funding stream continuing.
School Travel Plan Guidance	TSAP	2021-22	Update guidance to reflect current

			national policies and guidance
Promotion of Getabout brand	Getabout partnership	Ongoing	Continue to work with partners to promote Getabout brand and promote active travel.
Bike Life	Sustrans	2021-2022	TSAP data collection exercise underway
Aberdeen Cycle Map	TSAP	Annually	Updated annually to show changes to routes and available as hard copy and online
Go Abz Discover – Walking trail maps via Go Abz App	TSAP/ Communications Team	2021	Design
Travel Information Leaflets for North and South Dee	NESTRANS/ TSAP	2021	Produced and awaiting distribution when people return to workplaces
Origin and Destination workshop – Information dissemination for stakeholders	TSAP	2021	To be booked for 2021

### **Complementary Measures**

<b>Project</b>	<b>Lead</b>	<b>Timescale</b>	<b>Current Status</b>
Refresh of Regional Transport Strategy (RTS)	Nestrans	2021	Refresh has been completed and work will now progress to deliver the strategy.
Refresh of Local Transport Strategy (LTS)	TSAP	2021-22	The LTS will be reviewed and updated to reflect current national, regional and local policies and strategies.
Prepare supplementary Guidance on accessibility for new developments for new Local Development Plan (LDP)	TSAP	2021	New supplementary guidance to be produced to take into account new national and regional policies and aims and objectives of new ATAP

Low Emission Zone (LEZ)	TSAP	2018-2022+	The Council is working towards the delivery of a LEZ in Aberdeen, an area where the most polluting vehicles will be restricted from entering. This will support aspirations of the CCMP and the SUMP in terms of developing a more pleasant city centre environment for walking and cycling. Detailed traffic modelling and public and stakeholder engagement on options is taking place in 2020, with a view to identifying a preferred option in 2021.
Renewal of hydrogen bus fleet	Economic Development (ED)	Ongoing	New low carbon hydrogen buses on key city route to improve air quality and encourage more sustainable and active transport journeys
Develop and deliver Electric Vehicle (EV) Framework	TSAP	2021+	Develop and implement an EV Framework which will help to encourage sustainable transport journeys and help to improve air quality within the city, thus creating a greater sense of place.
Develop Car Parking Framework	TSAP	2021+	As part of the LTS review, develop and deliver a Car Parking Framework that allows for short journeys particularly

			within the city centre to be made by active travel, whilst still providing an appropriate level of parking provision within the city.
A Road Safety Plan for Aberdeen City 2019-2022	TM&RS	2019-2022	Ongoing
Undertake Active Travel Network Review	TSAP	2021+	Undertake a thorough active travel network review and gap analysis as part of the review of the Local Transport Strategy, incorporating the findings of the Bike Life project, and ensure this is reflected in future iterations of the ATAP.
Aberdeen Car Club expansion	TSAP	2021+	Continue to implement more vehicles as Developer Contributions become available and in line with car club demand. Car club users are proven to also use active travel more often so its promotion and expansion can assist with active travel uptake
Bus Lane Enforcement	TSAP/ Roads Operations	Ongoing	Enforcement continues to encourage less misuse of bus lanes (which cyclists can also use) and monies generated can help fund transport schemes including active travel

## Conclusion

The Scottish Government signalled its continued commitment to Active Travel with the publication of the upgraded National Transport Strategy in February 2020. This is coupled with the commitment towards a net zero emissions target for greenhouse gases by 2045 as laid out in the Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 which enshrines the commitment in law. This will necessitate a move away from the unrestrained use of fossil fuels and private cars for all journeys towards more sustainable forms of transport.

Regionally, the forthcoming Regional Transport Strategy, Nestrans 2040 will also place an emphasis on Active Travel and the forthcoming review of the Local Transport Strategy in 2021, is also expected to place a greater emphasis on sustainable travel. It could therefore be argued that the business case for Active Travel, which has already been proven, will be strengthened by this renewed focus on Active Travel as a key component of creating a vibrant and sustainable economy and making Aberdeen a place where people want to work, live and play.

The current Active Travel Action Plan (2017-2021) is nearing the end of its cycle and the time is therefore right to refresh the plan to ensure that it aligns more with current policies and strategies. Much progress has been made on the current plan and major projects such as the revised Roads Hierarchy, City Centre Masterplan and the Sustainable Urban Mobility Plan have been completed or have been substantially progressed during this period. However, perhaps one of the major achievements has been the completion of the Aberdeen Western Peripheral Route which has altered traffic flows and patterns in and around the city and enabled the opportunity to allow for a major rethink of the city's transport network to better facilitate and encourage active travel.

A consultation exercise was carried out in the form of an online questionnaire which ran from 10 January 2020 to 14 February 2020 and received 408 responses. The main perceptions were that Aberdeen is only moderately pedestrian friendly, whereas it was rated as not being cycle friendly, which is disappointing given the investment in active travel that has been made within the city as part of the current Active Travel Action Plan, but clearly demonstrates that a step change in active travel provision is required as we move into the next iteration of the Action Plan.

It was suggested that the current measures that have been implemented were a step in the right direction, but that there needed to be more pedestrianisation, segregated paths, more off-road cycling routes and better maintenance of the existing infrastructure to really encourage a greater take-up of active travel. It was also felt that the current network was too piecemeal and that there needed to be a more coordinated network of walking and cycling routes to encourage greater participation in active travel. It can also be inferred from the responses that the public are in favour of the ongoing delivery of the projects identified in the CCMP and SUMP, given that the city centre was seen as a priority area for improvement by most respondents

Covid-19 has also had a major impact on travel behaviour with the lockdown restrictions necessitating the widescale adoption of working from home and a rise in walking and cycling as all but essential travel was banned and social distancing measures were put in place.

The draft Active Travel Action Plan therefore has to take account of the progress made with the current plan but must also take into account the new policy context and the undoubted impact that Covid-19 has had on travel behaviour and is likely to have into the future. It also has to incorporate the wishes of all stakeholders, be they internal or external, so that the public and other stakeholders alike can feel a sense of ownership of the plan. This is reflected in the draft list of projects that have been drawn up within the plan.

Ultimately, the new Active Travel Action Plan (2021-2026), must take forward the considerable work already undertaken to encourage and facilitate active travel with even more ambitious projects if the vision for Aberdeen contained in the current Local Outcome Improvement Plan of making Aberdeen a place where its citizens can prosper is to be fully realised.

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## **Active Travel Action Plan List of Projects**

The Active Travel Action Plan must align with national, regional, and local strategies and policies as noted in the policy context chapter earlier. However, it is also important that the feedback and comments provided during the consultation process are also taken into consideration and are represented in the list of projects that will be taken forward during the lifetime of the action plan. A number of other sources of information and feedback have also been drawn upon to develop the list of projects within this Action Plan, namely an [Origin-Destination study](#) looking at the most common movements to, from and within Aberdeen for work and education, and comments received in response to our Spaces for People engagement activities. A number of actions from the last Plan have also been carried forward.

We know that the city centre remains a key priority for active travel improvements, and we have already set out detailed plans for addressing this area in our [City Centre Masterplan](#) and [Sustainable Urban Mobility Plan](#). This Action Plan does not therefore set out new projects for the city centre area, although progress on delivering these will be communicated in future progress reports and updates.

Likewise, the key radial corridors to and from the city centre remain priorities for active travel improvements. The 2019 Roads Hierarchy review identified the following network of priority and secondary corridors, recommending that improvements be made to these to support safe and efficient travel by all modes, including active travel:

Priority radial routes:

- AWPR / Blackdog junction to King Street / Mounthooly Way junction (A92/A956 north).
- AWPR / Parkhill junction to Inverurie Road junction (A947).
- AWPR / Craibstone junction to Mounthooly Roundabout (A96).
- AWPR / Kingswells South junction to Mounthooly Roundabout (A944).
- A944 / Skene Road junction to Woolmanhill Roundabout (previously B9119, now A9119).
- AWPR / Deeside junction to Holburn Street (A93).
- AWPR / Charleston junction to Leggart Terrace (A92 South).
- AWPR / Charleston junction to North Esplanade West (A956 Wellington Road); and
- Berryden Corridor

Secondary orbital route:

- Parkway / Ellon Road to Bridge of Dee via Anderson Drive (A92).

Secondary radial routes:

- Mounthooly Way to King Street (A96 West North Street).
- King Street / Mounthooly Way to North Esplanade West / Palmerston Place (A956).
- Woolmanhill Roundabout to North Esplanade West (B983).
- Craibstone Roundabout to Dyce Drive (B984 Airport Road).
- Great Southern Road to Coast Road (B985 West Tullos Road and Hareness Road).
- Parkway / Gordon Brae junction to Tillydrone Avenue / St. Machar Drive junction (B988 Diamond Bridge).
- Mounthooly Roundabout to King Street (B990 Mounthooly Way).
- Great Northern Road to King Street (B991 St Machar Drive).
- AWPR to Murcar Roundabout (B999).

- Scotstown Road to Ellon Road junction, with alignment changing from Balgownie Road to North Donside Road (B997); and
- AWPR to Holburn Street (B9077 South Deeside Road and Great Southern Road).

As part of the delivery of the revised hierarchy, these corridors will be subject to improvement strategies on a prioritised basis. Currently underway are:

- A944/A9119 Westhill to Aberdeen multimodal corridor study - Preliminary Appraisal complete.
- A956 Wellington Road multimodal corridor study – Detailed Appraisal due for completion summer 2021.
- External Transport Connections to Aberdeen South Harbour study (which considers the B985 Hareness Road) - Detailed Appraisal now complete;
- Ellon Park and Ride to Garthdee corridor study (which includes the A92/A956 north) - due for completion in summer 2021; and
- A96 Inverurie to Aberdeen corridor study – due for completion late 2021.

It is likely that delivery of some of the active travel elements of these studies will commence during the life of the Action Plan, and further priority and secondary corridor strategies brought forward.

It is therefore the role of the Action Plan to complement these existing plans and consider what else may be required beyond the city centre and main transport corridors to ensure a coherent and holistic active travel network can be developed throughout the city.

The lists below are divided into infrastructure projects, behaviour change projects and complimentary measures.

### **Infrastructure Projects**

<b>Project</b>	<b>Lead</b>	<b>Timescale</b>	<b>Current Status</b>
Spaces for People	Transport Strategy and Programmes (TSAP)	2020-2021	Ongoing programme of temporary active travel infrastructure measures to help facilitate social distancing in response to Covid pandemic. Will be monitored and reviewed as the situation with the pandemic evolves.
Union Terrace Gardens redevelopment	Economic Development (ED)	2021	Work is ongoing to redevelop this area including installation of active travel infrastructure.
Continue to ensure active travel infrastructure is upgraded or	TSAP/Development Management (DM)	Ongoing	Ongoing

introduced in all new developments			
Continue winter maintenance regime	Roads Maintenance	Ongoing	Ongoing
Annual programme of footway and cycleway maintenance	Roads Maintenance	Ongoing	Ongoing
Craigshaw Drive segregated cycle route	Roads Projects	2021	Construction programmed 2021
Marywell to Aberdeen cycle route	Roads Projects	2021-2022	Design programmed 2021, construction 2022
Bridge of Don to City Centre cycle route(s) study	TSAP	2021-2026	Five options have been identified from the appraisal report as priority routes to be taken forward for further analysis. These are detailed below
Golf Road/Park Road Active Travel Improvements	TSAP	2021+	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.
Industrial Estate to city centre via Esplanade Active Travel Improvements	TSAP	2021+	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.
King Street Active Travel Improvements	TSAP	2021+	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.
Whitestripes to city centre Active Travel Improvements	TSAP	2021+	An alternative route option would use St Machar Road between Tillydrone Road and Great Northern Road where it would follow the Berryden Corridor Improvement Project south to Ashgrove Road. This would be in lieu of routeing along Bedford Road and Powis Terrace.
Haudagain to city centre Active Travel Improvements	TSAP	2021+	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.
Outcomes from North Dee, South Dee, and Dyce travel planning work	TSAP	2021-2026	<p>Footway widening Howe Moss Drive; new cycle path routes at Wellheads Drive to A947, also at Sclattie Allotments; toucan crossing A947; dropped kerbs and tactile paving at 37 locations across Dyce.</p> <p>North Dee – Some infrastructure improvements identified split into long and short term Short terms includes dropped kerbs and long term includes speed limit changes, more active travel provision. No programme but acknowledges this may be delivered through the SUMP,</p> <p>South Dee – Longer term recommendations includes speed limit changes, more active travel provision. No programme but acknowledges some items may be delivered through the Wellington Road/ ASH projects</p>
Bridge of Dee West	TSAP	2021-2026	Phased delivery identified, first phase

			design 2021, construction 2022
Continued expansion of River Don path network	Think this is Core Paths leading	2021-2026	
Bridge of Dee Study – ped/cycle bridge	TSAP	2021-2026	
Anderson Drive/Lang Stracht/Westburn Drive crossing improvement	Roads Projects	2021-2022	Construction programmed 2022
King Street / St. Machar Drive roundabout removal	Traffic Management	2021+	Currently considering designs for replacement of roundabout with a signalised junction. Active travel options being considered include advanced stop lines and two stage right turns, cycle bypasses with toucan crossing and a 'Dutch style' junction. The current end date for this stage of the project is Mid-March.
Torry to City Centre active travel improvements	TSAP	2021-2026	This corridor was identified through the Origin and Destination (O&D) survey and will be prioritised in line with the criteria set out in the O&D survey. Feasibility and appraisal work will commence during the life of the plan.
Mastrick to ARI and Tillydrone active travel improvements	TSAP	2021-2026	Identified as a major health corridor as part of Origin and Destination survey. Will require feasibility and appraisal work.
Holburn Street corridor	TSAP	2021-2026	

			Included within the Ellon to Garthdee multimodal corridor study, due to be reported in July 2021.
King Street corridor	TSAP	2021-2026	Identified as a major route especially between Mounthooly and the River Don and between Seaton and Powis. Included within the Ellon to Garthdee multimodal corridor study, due to be reported in July 2021.
Bedford Road-St Machar Drive corridor	TSAP	2021-2026	Identified as busiest movement in the city in Origin and Destination survey. Will require feasibility and appraisal work.
Midsocket Road	TSAP	2021-2026	Identified as a major route in Origin and Destination survey. Will require feasibility and appraisal work.
College Street	TSAP	2021-2026	Active travel improvements form part of Phase 1 of the South College Street Junction Improvements, due to be operational from summer 2022.
Queens Road (A9119)	TSAP	2021-2026	Identified as a major route in Origin and Destination survey. Forms part of A944/A9119 corridor study, Preliminary Appraisal of which is now complete.
Traffic calming / 20mph zones roll out	Traffic Management and Road Safety (TM&RS)	Ongoing	

Cross City Connections	TSAP	Ongoing	A large number of potential active travel schemes were identified through the Cross City Connections study. These schemes are currently subject to further work to identify those that provide significant benefits and are suitable for development in the short term. A delivery programme of the schemes identified will be developed as part of this process.
A92 Murcar North	TSAP	2021	Construction of shared use path programmed for summer 2021
A92 parkway	TSAP	2022	Construction of shared used path programmed early 2022
Airport Road to Dyce Drive	TSAP	2022	Construction of shared use path programmed early 2022
Wayfinding	TSAP	2021	Review completed and new signage being installed. 16 Wayfinding totems now installed with a further 2 manufactured but awaiting installation at Aberdeen South Harbour and Aberdeen Rail Station. Delayed due to other works in both locations but should be delivered in the life of the plan
Cycle Signage Audit and Action Plan	TSAP	2021+	Undertake cycle signage audit and develop and deliver



			action plan to improve cycle signage provision throughout the city
Improve and increase cycle Parking	TSAP	Ongoing	Ongoing programme of improvements to cycle parking provision throughout the city

### **Behaviour Change Projects**

<b>Project</b>	<b>Lead</b>	<b>Timescale</b>	<b>Current Status</b>
Bike Hire Scheme	TSAP	2020-2021	Tenders invited to run scheme on a commercial basis
I Bike Scheme	TSAP	Ongoing	Ongoing, subject to continued funding
Smarter Choices, Smarter Places (SCSP)	TSAP	Ongoing	Continue with SCSP projects subject to funding stream continuing.
School Travel Plan Guidance	TSAP	2021-22	Update guidance to reflect current national policies and guidance
Promotion of Getabout brand	Getabout partnership	Ongoing	Continue to work with partners to promote Getabout brand and promote active travel.
Bike Life	Sustrans	2021-2022	TSAP data collection exercise underway
Aberdeen Cycle Map	TSAP	Annually	Updated annually to show changes to routes and available as hard copy and online
Go Abz Discover – Walking trail maps via Go Abz App	TSAP/ Communications Team	2021	Design
Travel Information Leaflets for North and South Dee	NESTRANS/ TSAP	2021	Produced and awaiting distribution when people return to workplaces
Origin and Destination workshop –	TSAP	2021	To be booked for 2021

Information dissemination for stakeholders			
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### **Complementary Measures**

<b>Project</b>	<b>Lead</b>	<b>Timescale</b>	<b>Current Status</b>
Refresh of Regional Transport Strategy (RTS)	Nestrans	2021	Refresh has been completed and work will now progress to deliver the strategy.
Refresh of Local Transport Strategy (LTS)	TSAP	2021-22	The LTS will be reviewed and updated to reflect current national, regional, and local policies and strategies.
Prepare supplementary Guidance on accessibility for new developments for new Local Development Plan (LDP)	TSAP	2021	New supplementary guidance to be produced to take into account new national and regional policies and aims and objectives of new ATAP
Low Emission Zone (LEZ)	TSAP	2018-2022+	The Council is working towards the delivery of a LEZ in Aberdeen, an area where the most polluting vehicles will be restricted from entering. This will support aspirations of the CCMP and the SUMP in terms of developing a more pleasant city centre environment for walking and cycling. Detailed traffic modelling and public and stakeholder engagement on options is taking place in 2020, with a view to

			identifying a preferred option in 2021.
Renewal of hydrogen bus fleet	Economic Development (ED)	Ongoing	New low carbon hydrogen buses on key city route to improve air quality and encourage more sustainable and active transport journeys
Develop and deliver Electric Vehicle (EV) Framework	TSAP	2021+	Develop and implement an EV Framework which will help to encourage sustainable transport journeys and help to improve air quality within the city, thus creating a greater sense of place.
Develop Car Parking Framework	TSAP	2021+	As part of the LTS review, develop and deliver a Car Parking Framework that allows for short journeys particularly within the city centre to be made by active travel, whilst still providing an appropriate level of parking provision within the city.
A Road Safety Plan for Aberdeen City 2019-2022	TM&RS	2019-2022	Ongoing
Undertake Active Travel Network Review	TSAP	2021+	Undertake a thorough active travel network review and gap analysis as part of the review of the Local Transport Strategy, incorporating the findings of the Bike Life project, and ensure this is reflected in future

			iterations of the ATAP.
Aberdeen Car Club expansion	TSAP	2021+	Continue to implement more vehicles as Developer Contributions become available and in line with car club demand. Car club users are proven to also use active travel more often so its promotion and expansion can assist with active travel uptake
Bus Lane Enforcement	TSAP/ Roads Operations	Ongoing	Enforcement continues to encourage less misuse of bus lanes (which cyclists can also use) and monies generated can help fund transport schemes including active travel

## ABERDEEN CITY COUNCIL

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<b>COMMITTEE</b>	City Growth and Resources
<b>DATE</b>	3 February 2021
<b>EXEMPT</b>	No
<b>CONFIDENTIAL</b>	No
<b>REPORT TITLE</b>	Bus Partnership Fund Bid
<b>REPORT NUMBER</b>	COM/21/021
<b>DIRECTOR</b>	Steve Whyte
<b>CHIEF OFFICER</b>	Gale Beattie
<b>REPORT AUTHOR</b>	Joanna Murray
<b>TERMS OF REFERENCE</b>	3.3

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### 1. PURPOSE OF REPORT

- 1.1 To seek Committee approval for the submission of a bid to the Scottish Government's Bus Partnership Fund (BPF) of up to £200 million on behalf of the North East Bus Alliance, of which the Council is a partner.

### 2. RECOMMENDATION(S)

That the Committee:-

- 2.1 Instruct the Chief Officer – Strategic Place Planning with the approval of the Convener of City Growth and Resources to submit a bid in line with Appendix 1 on behalf of the North East Bus Alliance, of which Aberdeen City Council is a partner;
- 2.2 Note, that if successful, the funding will enable a step change in public transport, which will help support the Council's ambitious Net Zero Carbon plans for Aberdeen;
- 2.3 Note that, if successful, Aberdeen City Council will be the lead and Accountable Officer for the North East Bus Alliance Fund; and
- 2.4 Instruct the Chief Officer – Strategic Place Planning, to report back to this Committee on the success or otherwise of this bid, on any additional resource requirements to deliver a successful bid and, in consultation with the Chief Officer Governance and Chief Officer Finance, with recommendations for appropriate governance arrangements should the bid be successful, at its meeting on 10 August 2021.

### 3. BACKGROUND

- 3.1 On the 9<sup>th</sup> November 2020, the Scottish Government announced the launch of a long term £500 million programme of investment in ambitious bus priority infrastructure, supporting *local authorities, in partnership with bus operators, to tackle the negative impact of congestion on bus services so that journeys are quicker and more reliable – encouraging more people to travel by bus*. The full article can be found [here](#). This fund, called the Bus Partnership Fund, which is part of the Scottish Government's response to the climate emergency, is also expected to leverage other bus service improvements to tackle the climate emergency, reduce private car use and increase bus patronage.
- 3.2 Whilst there is currently a short term suppressed demand for public transport due to the on-going Covid-19 Public Health Pandemic, the medium to longer term need to enable and encourage people to travel sustainably remains a key Local Transport Strategy objective which supports the Council's Net Zero Carbon objectives, the Council's plans for a Low Emissions Zone in the City Centre, and community planning partner objectives facilitating access to education, jobs, services and leisure for everyone, recognising that around a third of Aberdeen households do not have access to a private car.
- 3.3 The Outline Business Cases (OBCs) for the Aberdeen to Westhill Corridor Low Delivery and Medium/ High Delivery Packages will identify the preferred options/ details through further examination and engagement, and can commence as soon as funding becomes available. It is likely that funding will be available in 2021/22 to develop the OBCs but not in sufficient time to report the outcomes to this Committee in Summer 2021 as previously instructed. Should the BPF be successful, a programme of development and delivery, including the Outline Business Cases for the Aberdeen to Westhill Corridor, will be reported back to this Committee as soon as they are available.
- 3.4 The above-named committee report (at 3.3 above) recognised that the delivery of approved outcomes would require significant investment and that a successful bid to the BPF would be a key route to securing the necessary funding. The Aberdeen to Westhill Corridor is one of a number of priority corridors being appraised to establish the infrastructure needs of those travelling actively and sustainably, and other economically important traffic; the others being actively explored are the Ellon to City Centre to Garthdee Corridor and the A96 Inverurie to Aberdeen City Centre.
- 3.5 One of the key criteria for bids to the BPF is that the application must be a partnership one. The north east of Scotland already has a well-established partnership in the North East Bus Alliance (The Quality Partnership Agreement was refreshed and re-signed in 2018 when the Bus Alliance was established), and details can be found [here](#). Direct partners of the Alliance are Aberdeen City Council, Aberdeenshire Council, Nestrans, Stagecoach, First Aberdeen and Bains Coaches and the Bus Alliance Board includes a Passenger Representative and independent Chair who serve in an advisory role. The North East Bus Alliance would be the 'partnership' through which a bid would be submitted.

3.6 The eligibility criteria for the Bus Partnership Fund are as follows:

- Applications must be from partnerships working towards Bus Service Improvement Partnership (BSIP) status, as defined by the Transport (Scotland) Act 2019. *This would be the North East Bus Alliance, and with the current Quality Partnership, is an excellent basis on which to create a BSIP.*
- There must be a lead local authority, as Accountable Officer for the funding. *This would be Aberdeen City Council as the likelihood is that the majority of measures would be on roads within Aberdeen City Council local authority area.*
- The infrastructure projects will be owned by local roads authorities, in recognition of their statutory role in maintaining the local road infrastructure. Transport Scotland will therefore not mandate design requirements but will expect local authorities to follow good practice guidance, such as the National Roads Development Guide. *This would predominantly be Aberdeen City Council and also Aberdeenshire Council.*
- In accordance with the Place Principle, which was adopted by the Scottish Government in 2019, bidding partnerships are asked to take a collaborative, place-based approach to the proposed developments. *Place Principles are applied by Aberdeen City Council and partners and are evident in strategic documents including but not restricted to the Local Outcome Improvement Plan.*
- All partners will require to sign the application to indicate their commitment; both to the partnership and the proposed developments. *The proposal should be signed by the Chair (Lead Councillor) and CEO of the local authority leading the proposal – Aberdeen City Council is the lead authority. Partners (including Regional Transport Partnerships and bus operators, as appropriate) may indicate their support to the proposal through appended letters of intent or additional signatures on the application form.*
- In applying, partnerships accept that initial funding awards and any future tranches of funding awarded will be subject to evaluation by Transport Scotland.

3.7 The Call for Proposals can be found [here](#).

3.8 Details of the BPF bid are included at Appendix 1, which is intended to be appended to the bid along with other supporting documentation as necessary. A short summary of the bid content is as follows:

- Development of an Aberdeen Rapid Transit vision, strategic, outline and full business cases, delivery framework options and prioritised pipeline of projects.
- Continuation of strategic, outline and full business cases then delivery of approved measures along the Bus Alliance priority corridors:
  - Westhill to Aberdeen (*strategic outline case complete; outline/ full business cases to be undertaken*)
  - Ellon to Garthdee (*strategic outline case underway*)

- A96 Inverurie to Aberdeen (*strategic outline case underway*)
  - Stonehaven to Aberdeen (*scope to be determined following consideration of the Wellington Road Multi Modal Corridor Study by this Committee in summer 2021*)
  - Phased delivery of the Aberdeen Rapid Transit network complementing and building on the four priority corridors mentioned above.
- 3.9 The Bus Partnership Fund guidance states that applications must be from partnerships working towards Bus Service Improvement Partnership Agreements (BSIPs) and Appendix 1 articulates the Bus Alliance's commitment to developing such agreements and the range of measures that might be included, for example bus priority, kerbside bus stop infrastructure and information improvements, and bus operator commitments such as minimum service levels and vehicle standards. This commitment demonstrates the holistic approach being taken by the Bus Alliance on the development of this bid and the desire to seek transformational change across all elements of the journey.
- 3.10 As required, this is a partnership bid and evidence of continued partnership working throughout the life of the project will be expected. Aberdeenshire Council and Nestrans will also be spending some of the funding on specific elements of the bid. The proposed bid exceeds current delegations to Chief Officers. Due to these complexities, it is therefore recommended that governance arrangements, possibly similar to that in place for the City Region Deal, are developed if this bid is successful, complementing current Committee terms of reference. This will support the external partnership arrangements that will need to be in place to successfully deliver the project as well as the Council's role as Accounting Officer.

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

- 4.1 Successful Bus Partnership Fund applications will not require match funding and the funding will cover appraisal, project management, design and delivery and monitoring and evaluation. Therefore if additional resources are required to support the delivery of a successful bid, be that consultancy support and/ or the creation of Temporary or Full Time Equivalent posts, this may be eligible for full funding within the bid.
- 4.2 It is expected that bids will be holistic, including measures which integrate bus with active travel and other forms of transport to provide an end-to-end solution which will reduce private car use. Whilst the BPF will not cover these non-bus measures, there are other funding opportunities to support the delivery of such measures for example Nestrans, and Sustrans 'Places for Everyone' Fund. It is also expected that successful bids will demonstrate the commitment of all partners, with higher scoring awarded to bids reflecting partner investment. Examples could include local authority investment in the City Centre through the City Centre Masterplan and Sustainable Urban Mobility Plan, continued investment in supported transport services, and bus operator investment in bus services, to name but a few.



- 4.3 Whilst the bid will be for the whole project development and delivery over a number of years, the fund will be allocated on an annual basis. The indicative budget across Scotland for 2021/22 is £35m.
- 4.4 The high level estimate for the North East Bus Alliance bid is £150 million to £200 million.
- 4.5 A KPMG report ([Trends In Scottish Bus Patronage, November 2017](#)), estimates that every £1 invested in local bus services generates up to £8 in wider social, economic and environmental benefits.
- 4.6 Aberdeen City Council will be designated the lead authority and Accounting Officer for a successful bid.

## 5. LEGAL IMPLICATIONS

- 5.1 There are no legal implications as a result of this report. However, should the bid be successful, grant conditions will be applied to the award which the Council and partners must comply with in order to reclaim eligible expenditure.
- 5.2 Subject to the final detail of proposals, there will be Traffic Regulation Orders, and there may be land acquisition and planning requirements.

## 6. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
<b>Strategic Risk</b>	<p>Delivery of 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 public transport improvements where there is evidence of their effectiveness</p>	M	Take forward the recommendations of the report for further business case and design work, subject to the success of the bid.

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
	could undermine the Council's ability to realise these aspirations.		
<b>Compliance</b>	A successful bid will come with grant conditions that must be adhered to to secure payment of eligible spend. Certain actions, such as the progression of TROs, may be subject to statutory objection.	M	Compliance with statutory process and grant conditions.
<b>Operational</b>	There may be risks around the business cases and procurement of public transport measures proposed but these are not fully defined at this stage.	L	Compliance with the Scheme of Governance, any new governance arrangements and procurement legislation.
<b>Financial</b>	Continuing poor provision of public transport measures could see increasing societal costs arising from ill health and pollution.  Care needs to be taken that public transport measures ultimately recommended for implementation support the economic vitality of the city region.	M	Take forward the recommendations of the report for further business case and design work, subject to the success of the bid.
<b>Reputational</b>	Failure to implement adequate public transport measures when there is evidence of the health and travel benefits of doing so could result in	H	Take forward the recommendations of the report for further business case and design work, subject to the success of the bid.

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
	<p>reputational damage should ACC not take sufficient action to improve conditions for the health and wellbeing of our citizens and visitors.</p> <p>Failure to seek to take advantage of significant available external funding to help meet the Council's (and partners) strategic objectives undermines the Council's commitments to improving the lives of those who live, work and visit Aberdeen.</p>		
<b>Environment / Climate</b>	<p>If measures to support public and active travel 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 public travel measures will impact on travel options for residents and businesses within Aberdeen and immediate surrounding areas.</p> <p>ACC's net zero vision and strategic</p>	M	Take forward the recommendations of the report for further business case and design work, subject to the success of the bid.

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
	infrastructure plan – energy transition: transport emissions are a significant contributor so increasing sustainable travel will be necessary to achieving this sector’s required reduction		

## 7. OUTCOMES

<b><u>COUNCIL DELIVERY PLAN</u></b>	
	<b>Impact of Report</b>
<b>Aberdeen City Council Policy Statement</b>	Facilitating and encouraging an increase in public transport usage through the public transport proposals within this report supports the delivery of Economy Policy Statement 4: Increase the city centre footfall through delivery of the City Centre Masterplan, including the redesigned Union Terrace Gardens, and Place Policy Statement 3: Refresh the local transport strategy, ensuring it includes the results of the city centre parking review; promotes cycle and pedestrian routes; and considers support for public transport.
<b>Aberdeen City Local Outcome Improvement Plan</b>	
Prosperous Economy Stretch Outcomes	Facilitating and encouraging an increase in public transport usage through the public transport proposals within this report supports the delivery of Stretch Outcome 11: <i>Healthy life expectancy (time lived in good health) is five years longer by 2026</i> and 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. 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 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</i>

	<i>longer by 2026. 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.</i>
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.
<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 and Net Zero Action Plans, 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, Air Quality and Net Zero Carbon Strategies, which have in turn informed those of Nestrans and Aberdeen City Council.

## 8. IMPACT ASSESSMENTS

Assessment	Outcome
<b>Impact Assessment</b>	These will be undertaken at each business case stage for each project. The STAG process appraises impacts across a range of categories (Economy, Environment, Accessibility and Social Inclusion, Safety and Integration).
<b>Data Protection Impact Assessment</b>	Not required

## 9. BACKGROUND PAPERS

City Growth and Resources Committee 28 October 2020: Aberdeen to Westhill Transport Corridor Study (COM/20/174)

## 10. APPENDICES

Appendix 1 – Bid Submission Detail

## 11. REPORT AUTHOR CONTACT DETAILS

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# APPENDIX 1

## North East Bus Alliance Bus Partnership Fund Bid

### Background

#### The Bus Partnership Fund

As part of its response to the climate emergency, the Scottish Government committed to providing a long-term investment of over £500m to deliver targeted bus priority measures on local and trunk roads. This is intended to reduce the negative impacts of congestion on bus services and address the decline in bus patronage. The investment takes the form of the Bus Partnership Fund, together with the roll-out of infrastructure for the trunk road network.

The Bus Partnership Fund will complement the powers in the Transport (Scotland) Act 2019, enabling local authorities to better work in partnership with bus operators, to develop and deliver **ambitious schemes that incorporate bus priority measures**. The Fund will focus on the evidence of how bus services will be improved by addressing congestion, but the **partnership approach** is also expected to leverage other bus service improvements to help tackle the climate emergency, reduce private car use and increase bus patronage.

The following application criteria have been developed to meet the aims of the Fund, while complying with state aid regulations and guidance on financial governance:

- Applications must be from partnerships working towards Bus Service Improvement Partnership (BSIP) status, as defined by the Transport (Scotland) Act 2019.
- There must be a lead local authority, as Accountable Officer for the funding.
- The infrastructure projects will be owned by local roads authorities, in recognition of their statutory role in maintaining the local road infrastructure. Transport Scotland will therefore not mandate design requirements but will expect local authorities to follow good practice guidance, such as the National Roads Development Guide.
- In accordance with the Place Principle, which was adopted by the Scottish Government in 2019, bidding partnerships are asked to take a collaborative, place-based approach to the proposed developments.
- All partners should sign the application to indicate their commitment; both to the partnership and the proposed developments.
- In applying, partnerships accept that initial funding awards and any future tranches of funding awarded will be subject to evaluation by Transport Scotland.

## The North East Bus Alliance

The North East of Scotland already has an existing Quality Partnership for Buses, the North East Bus Alliance, identified by Transport Scotland as an example of best practice in integrated, partnership-based approaches in Scotland.

The North East Bus Alliance Quality Partnership Agreement, signed by Nestrans, Aberdeen City Council, Aberdeenshire Council, Stagecoach, First and Bains Coaches sets the following objectives<sup>1</sup>:

1. Arrest decline in bus patronage in the North East of Scotland by 2022;
2. Achieve year-on-year growth in bus patronage to 2025.

It also sets a number of sub-objectives:

- a) To increase the mode split proportion of people travelling by bus across the region;
- b) To improve the operational performance of bus services;
- c) To improve customer satisfaction with the overall level of service across the region;
- d) To reduce emissions per bus passenger journey, contributing to improved local air quality and reducing carbon emissions.
- e) To improve access to public transport for all, reducing the equalities gap across the region by reducing barriers including cost and physical access.

The mechanisms by which the above objectives and targets can be achieved will include:

- reducing journey times and their variability;
- improving journey speeds;
- improving service frequencies;
- providing a punctual and reliable service as well as quality infrastructure and information to encourage mode shift and improve accessibility;
- by improving the fuel efficiency and emissions profile of the bus fleet, utilising greener technologies;
- by reducing lost mileage; and
- re-investing the savings made through more reliable bus operation back into enhanced bus services.

In order to deliver on these objectives, the Bus Alliance has agreed a prioritised list of corridors as its focus for delivering improvements to bus service provision, with the potential for each to be supported by a form of statutory agreement e.g. Bus Service Improvement Partnership Agreement, under the overarching Partnership.

These priority corridors are linked to the existing Park & Ride sites in order to maximise the opportunities that these provide. The Alliance has, to date, agreed to undertake corridor studies for the following key corridors:

1. Westhill to Aberdeen along Queens Road and the Lang Stracht;
2. Ellon to Garthdee via King Street and Holburn Street;
3. A96 Inverurie to Aberdeen, linking to the Park & Ride at Craibstone;

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<sup>1</sup> The Alliance has recognised that there is a need to review these objectives in a Post-Covid environment and has started discussions on appropriate additional or revised objectives and targets.



4. Stonehaven to Aberdeen, linking to the Newtonhill Park & Choose and a potential future Park & Ride facility at Portlethen.

For each corridor the Alliance partners will develop a prioritised programme of bus priority and associated infrastructure measures to develop a pipeline of bus improvement projects to deliver journey time and reliability benefits for bus passengers in the north east.

These corridor studies will identify the bus priority infrastructure on which a future Aberdeen Rapid Transit network will be based. Studies are already underway for corridors 1 and 2 listed above with corridor 3 awarded in December 2020.

### Nestrans 2040 and ambitions for Aberdeen Rapid Transit

The Draft Regional Transport Strategy pillars reflect and are in line with the pillars of the National Transport Strategy and are centred around Equality, Prosperity, Climate and Wellbeing.

Nestrans' Draft Regional Transport Strategy (RTS), published for consultation in August 2020, also sets out 6 key priorities for transport in the region to 2040:

- Improved journey efficiencies to enhance connectivity;
- Reduced carbon emissions to support net-zero;
- Accessibility for all;
- No exceedances of World Health Organisation safe levels of emissions;
- Zero fatalities on the road network; and
- A step change in public transport and active travel enabling a 50:50 mode split between car driver and sustainable modes.

A key element of the Draft RTS designed to help achieve these priorities, is the ambition to develop a high quality, high frequency mass transit network across the City, anchored by Park & Ride facilities on each corridor to achieve the following outcomes:

- RT(a) A public transport option that provides a step change in mass transit provision in the north east.
- RT(b) A public transport solution which can offer journey times that are competitive to the car.
- RT(c) Providing mass transit which can support the economic aspirations, social requirements and environmental improvements necessary for a successful City Region.
- RT(d) A public transport network with options (rail, ART and bus) that meets the needs of travel to work, education, health and leisure and supports the tourism industry.

The draft strategy sets out that, in order to be successful, Aberdeen Rapid Transit (ART) needs to be a high capacity tram-like solution that can achieve the performance and benefits of more expensive modes, whilst being achievable and deliverable. ART vehicles need to be high capacity, low emission and should enable speedy boarding and alighting to ensure an efficient and effective transport option which can be provided on a high frequency with express services to compete with car journey times.

High profile branding and promotion as a stand-alone addition to the public transport offering in the region, but fully integrated in terms of ticketing and complementary routes and timetables will be key

to its success. Off-vehicle ticketing and attractive online and season tickets should ensure dwell times at halts and interchanges are kept to a minimum

Work to inform the development of the Draft RTS has highlighted that:

- the north east of Scotland needs a game-changer public transport offering to alter attitudes about public transport/car dependence;
- Trams and heavy rail development are unlikely to be affordable or meet acceptable Benefit: Cost ratios;
- Decision-makers (and public perception) are not convinced by the need to reallocate roadspace to benefit conventional bus operations.

It is therefore felt, at this stage that a rapid transit system provides the most appropriate solution for the north east, leaving open the potential to convert to light rail options in the future. There is a recognised need to develop this concept further, however work to date has identified that bus rapid transit operations in locations such as Belfast and Cambridge represent examples of good practice and demonstrate what can be achieved as well as lessons that can be learned for the development of ART in the north east.

The Belfast Glider: <https://www.youtube.com/watch?v=74Xt6pPwsxY>.



The ART proposals are intended to dovetail with aspirations for the City Centre, including implementation of a Low Emission Zone and a pedestrian priority core, which will include public transport priority access to key areas, including Union Street and Broad Street.

## Proposed Bid to the Bus Partnership Fund

**Overall aim:** to deliver significant bus priority on key radial corridors into Aberdeen and develop and deliver a Rapid Transit Scheme that provides a step change improvement in public transport provision, that builds on and complements the bus priority delivered on these corridors.

It is proposed that the bid is split into three key elements:

1. Appraisal and business case development for Aberdeen Rapid Transit, moving from the overarching vision through strategic, outline and full business case to delivery, including developing plans for significant bus priority along key radial corridors.
2. Delivery of significant bus priority and associated measures on each of the Bus Alliance priority radial corridors into Aberdeen, linking to Park and Ride sites and based on the recommendations and findings of the multi-modal corridor studies;
3. Delivery of Aberdeen Rapid Transit (phased approach corridor by corridor) building on and complementing the significant bus priority outlined in 2 above but bringing in improvements to aspects such as vehicles, ticketing, branding and information provision to create a distinct Aberdeen Rapid Transit system.

These three points are discussed in more detail on the following pages.

## 1. Appraisal and Business Case Development of Aberdeen Rapid Transit (ART)

Although the principle for ART has been established within the Draft RTS, and there has been much support and interest expressed for it during consultation, there is still much work to do in terms of the development of proposals and in obtaining commitment beyond the high level principle to explore it further. Although focused on Aberdeen, it will also extend into Aberdeenshire and is perceived as a regional intervention with strategic benefit across the north east of Scotland.

The Strategic Transport Appraisal, which was funded by the City Region Deal and used to underpin the development of the Regional Transport Strategy has undertaken some initial appraisal of the options for Rapid Transit in the north east. Further information on this can be found [here](#).

The key elements of the bid in the early stages will focus on Appraisal and Business Case development. This is in line with guidance from Transport Scotland who have stated that, due to the aspirational nature of the fund, they anticipate the first years of funding to be allocated to such tasks.

**Table 1** Element 1 key actions

	Key actions	Supporting information
i	<p>Development of the ART Vision and concept development.</p> <p>This will include production of a Vision document, setting out in a clear, well presented and informed way, the overall vision for an Aberdeen Rapid Transit network. This should include presentation of good practice examples from elsewhere, setting out how this could fit within a north east context.</p>	<p>Consultancy work to be carried out between December 2020 and April 2021 to support the development of the BPF Bid.</p> <p><i>This element will be funded by Nestrans and used to support the development of the bid to the Bus Partnership Fund.</i></p>
ii	<p>Strategic advice on the process for further development of the Rapid Transit proposals.</p>	<p>Consultancy support to include advice on:</p> <ul style="list-style-type: none"> <li>• Delivery framework options;</li> <li>• Regulatory considerations and other consents;</li> <li>• Financial / commercial aspects;</li> <li>• Route options and associated infrastructure; and</li> <li>• Operational issues.</li> </ul> <p><i>This element will be funded by Nestrans and used to support the development of the bid to the Bus Partnership Fund</i></p>
iii	<p>Strategic, Outline (including option appraisal) and Full Business Case development (including detailed design)</p>	
iv	<p>Development of a prioritised pipeline of projects that can be delivered in a phased approach.</p>	

## 2. Bus priority and supporting measures on the Bus Alliance Priority Corridors

### Corridor 1: Westhill to Aberdeen along the A944 and A9119

A Multi-modal corridor study, undertaken by Stantec and following STAG principles (Scottish Transport Appraisal Guidance), was completed in October 2020. The full report as well as the decision of the City Growth and Resources Committee can be found [here](#). It will also be considered by Aberdeenshire Council's Garioch Area Committee in February 2021. The study report is effectively the Strategic Outline Case for this corridor.

The recommendations of this report splits actions into low, medium/ high Delivery and gold delivery packages of bus and active travel measures. The table below presents the bus elements from this corridor study that are proposed and included within the bid. These measures form part of a multi-modal package of measures including improvements to cycling and walking infrastructure along the corridor.

**Table 2 Corridor 1 Westhill-Aberdeen**

	Measure	Details / Key steps to implementation
<b>Low Delivery Package</b>		
i	A range of measures to be delivered in the short term identified in the Low Delivery package of the corridor study and previous measures identified through discussions on the Bus Priority Rapid Deployment Fund.	<ul style="list-style-type: none"> <li>Outline/ full business case development and approval (includes option appraisal and detailed design)</li> <li>Delivery (including updates, procurement and construction)</li> </ul>
<b>Medium / High Delivery Package</b>		
ii	Continuous bus priority from Westhill to Aberdeen via the A944	Bus priority to include consideration of bus lanes, bus gates, priority signalling, bus advance areas and, in line with the National Transport Strategy and Draft Regional Transport Strategy, options considered in the following order to maximise use of existing assets, minimise costs and reduce risks: <ol style="list-style-type: none"> <li>Measures that can be achieved through re-allocation of existing roadspace;</li> <li>Measures that require widening of the existing carriageway;</li> <li>Measures that require additional land take.</li> </ol> Key steps to implementation: <ul style="list-style-type: none"> <li>Outline/ full business case development and approval (includes option appraisal and detailed design)</li> <li>Delivery (including updates, procurement and construction)</li> </ul>
iii	Continuous bus priority from Westhill to Aberdeen via the A9119	
iv	Reconfigure roundabout junctions to signalised junctions, complete with bus and cycle pre-signals.	
v	Bus stop upgrade programme and stop rationalisation	
vi	Bus prioritisation / pre-signals at all signalised junctions on the corridors	
vii	Re-allocate all lay-by bus stops to on-street bus stops.	
viii	Castle Street to Union terrace, bus, cycle and walk only	
<b>High / Gold Delivery Package</b> – included within the proposals for ART		

## Future corridors

As mentioned above, the Bus Alliance has, within its Quality Partnership Agreement, identified four priority corridors for action. We would expect similar outputs from the other corridor studies as they progress through strategic, outline and full business case development and then to feasibility and design. The Ellon to Garthdee and A96 Inverurie to Aberdeen Corridor studies are currently at the Strategic Outline Case stage.

**Table 3** Future corridors

Measure	Details
<b>Corridor 2</b> Ellon to Garthdee via King Street and Holburn Street	Strategic Outline Case underway: Multi-modal corridor study currently being undertaken by consultants Aecom.
<b>Corridor 3</b> Inverurie to Aberdeen along the A96 connecting to the Airport and TECA	Strategic Outline Case underway: Multi-modal corridor study awarded in December 2020.
<b>Corridor 4</b> Stonehaven to Aberdeen via Wellington Road and Bridge of Dee and including a new park and ride site at Portlethen.	This corridor is partly covered by the ongoing Wellington Road Study; part of the Ellon to Garthdee corridor study above (which takes in Holburn Street); as well as any work to look at the Bridge of Dee. Will need consideration of the corridor as a whole but the approach may be different from other corridors above to reflect the previous work.

## 3. Delivery of Aberdeen Rapid Transit

This will likely take the form of a phased and prioritised approach, building on and complementing the bus priority already delivered on the priority corridors above.

The final detail and design of an ART scheme will be dependent on the outcomes of Element 1 'appraisal and business case development' above.

### Estimated value of the proposals

The Strategic Transport Appraisal estimated the costs of developing and delivering a Bus Rapid Transit scheme on the following key corridors, connecting existing and planned park and ride sites, as being in the order of:

- Craibstone to City Centre: £40 - £45million;
- Portlethen to City Centre: £40 - £45million;
- Westhill to City Centre: £32 - £38million;
- and the Bridge of Don to City Centre: £32 - £38million.

We estimate therefore, at this stage, the cost of delivering the proposals above to be circa £150-£200m.

## Other key considerations and complementary workstreams

### Development of Bus Service Improvement Partnership agreements (BSIPs) -

The Bus Partnership Fund guidance states that applications must be from partnerships working towards Bus Service Improvement Partnership (BSIP) status. The Quality Partnership Agreement already sets out the Bus Alliance’s intention to develop BSIP agreements for each of the priority corridors setting out the facilities to be provided by the authorities and the standards to be met from operators using these facilities. Although this will not form part of the bid itself, as Transport Scotland have been clear that the funding is for bus priority and associated infrastructure measures, development of a BSIP agreement will be required alongside work on the priority corridors. It is anticipated that a BSIP agreement could include the following:

**Table 4 Potential measures for inclusion in a Bus Service Improvement Partnership Agreement**

Local Authorities / Nestrans	Bus Operators
Improvements to bus priority measures and additional bus priority (e.g. bus lanes, bus gates, bus only turning restrictions, traffic signal priority and sequencing, urban traffic control), to be identified through corridor studies.	Commitment to run a minimum frequency on corridors (with consideration of exclusions for special services like registered school services). Co-ordinated timetables to ensure optimum provision through the day
Improvements to bus stop infrastructure (e.g. bus shelters, bus boarders, build outs, raised kerbs, dropped kerbs).	Service stability (e.g. a limited number of timetable changes per year)
Improvements to passenger safety and security (e.g. CCTV, bus shelter lighting)	Minimum vehicle standards (e.g. maximum age, accessibility, emissions, noise).
Enhanced monitoring of service performance (e.g. journey times, reliability and punctuality)	Enhanced monitoring of service performance (e.g. journey times, reliability and punctuality)
Enhanced customer engagement (e.g. commitment to monitoring bus passenger satisfaction and Area Bus Forums)	Enhanced customer engagement (e.g. commitment to consult with passengers/communities on service changes and participate in Area Bus Forums).
Enforcement (e.g. additional bus stop clearways, parking, waiting & loading restrictions, and bus priority enforcement).	Potential to link fares rises to parking charges
Improvements to passenger information (e.g., at-stop information, real time disruption information and branding materials)	Customer service and staff training (e.g. disability awareness training)
Continued development of smart and integrated ticket products	Continued development of smart and integrated ticket products
Pursue an increase in personal travel planning with and by employers / households on the corridor.	Enhanced and targeted marketing and promotion

### Governance arrangements

The fund guidance states that although it must be a partnership bid and it is being developed in partnership by the North East Bus Alliance, there must be a lead local authority to act as Accountable

Officer for the funding. Going forward, there will need to be specific consideration given to the administration, management and decision-making processes of the project should the bid be successful.

### **Consultation, engagement and communication**

Robust and meaningful consultation and engagement throughout the development and delivery of these schemes will be key. Consultation and engagement is already taking place as an integral part of the multi-modal studies but an extensive and detailed communications plan will be required from the outset if the bid is successful.

### **Carbon reduction**

There is significant opportunity to support the north east's ambition to move to net-zero carbon emissions through adoption of low emission / zero emission vehicles, both for a future Aberdeen Rapid Transit system but also through Bus Service Improvement Partnership agreements which can set minimum vehicle standards for vehicles allowed to use the new infrastructure provided.

### **Placemaking**

The measures contained within this proposed bid complement the overarching aims of the City Centre Masterplan, seeking to remove traffic from the city centre, improve air quality and make it a more attractive place to work, live and visit. The proposals provide an opportunity to enhance the sense of place within the city centre in particular, through complementary streetscaping and public amenity measures.

### **Active travel improvements**

The active travel elements of the multi-modal corridor studies will be delivered through separate funding streams but effective delivery of measures will need to be aligned and co-ordinated to achieve a step-change improvement for public transport and active travel users.



## ABERDEEN CITY COUNCIL

<b>COMMITTEE</b>	City Growth and Resources
<b>DATE</b>	3 February 2021
<b>EXEMPT</b>	No
<b>CONFIDENTIAL</b>	No
<b>REPORT TITLE</b>	Draft Local Flood Risk Management Plans Cycle 2
<b>REPORT NUMBER</b>	OPE/21/022
<b>DIRECTOR</b>	Rob Polkinghorne
<b>CHIEF OFFICER</b>	Mark Reilly
<b>REPORT AUTHOR</b>	Claire Royce
<b>TERMS OF REFERENCE</b>	3.2 and 3.3

### 1. PURPOSE OF REPORT

- 1.1 To inform the Committee of the consultation proposals for the draft Flood Risk Management Strategies and Plans.

### 2. RECOMMENDATION(S)

That the Committee:-

- 2.1 note the delays to SEPA's consultation on the Flood Risk Management Strategies due to COVID-19;
- 2.2 instruct the Chief Officer – Operations and Protective Services to publish the Aberdeen Draft Local Flood Risk Management Plan for consultation;
- 2.3 delegate authority to the Chief Officer – Operations and Protective Services to respond to SEPA's consultation by the end of June 2021 or later as directed by SEPA; and
- 2.4 instruct the Chief Officer – Operations and Protective Services to bring a report on the final Flood Risk Management Strategies and Plans to this Committee at the first possible meeting following the end of the consultation.

### 3. BACKGROUND

- 3.1 The Flood Risk Management (Scotland) Act 2009 (the Act) requires SEPA, working in partnership with Responsible Authorities, including Local Authorities, Forestry Commission Scotland and National Parks Authority to deliver Flood Risk Management Strategies and Plans.
- 3.2 Under the Act, Scotland has been split into 14 Local Plan Districts (LPDs) and each of these LPDs has a Lead Local Authority. SEPA is responsible for publishing strategies nationally and each LPD has a designated Lead Local Authority that is responsible for publishing the Local Flood Risk Management Plan for that district.

- 3.3 Aberdeen City Council is part of the partnership for the North East Local Plan District (NELPD) which is led and is published by Aberdeenshire Council on behalf of a partnership comprising three local authorities: Aberdeenshire Council, Aberdeen City Council and The Moray Council together with SEPA and the following Responsible Authorities: Scottish Water; SEPA; Forestry Commission Scotland; and Cairngorms National Park Authority
- 3.4 Since 2016 Aberdeen City Council has been implementing the Actions identified in the Local Flood Risk Management Plans for Cycle 1 (2016 – 2022).
- 3.5 During the implementation phase for Cycle 1 the Strategies and Plans for Cycle 2 are developed for publication in December 2021 and June 2022 respectively however these dates may be put back as a result of SEPA's postponement of the consultation. The development process is:
1. Define the problem – mapping and assessment.
  2. Set Objectives – Avoid, Protect, Prepare
  3. Identify Measures – Selecting and screening.
  4. Evaluate Options – Assess costs and benefits
  5. Priorities Measures – Agreement with funding bodies
- 3.6 Stage 1 of this process, Mapping and Assessment, which identified Potentially Vulnerable Areas (PVAs) was concluded in July 2018.
- 3.7 SEPA has now completed Stage 2, Setting Objectives and Stage 3 Identifying Measures.
- 3.8 In Stage 2 flooding hotspots in each PVA have been identified and these are called Objective Target Areas (OTAs). Specific Objectives are set for each OTA, based on the principle of Prepare, Reduce, Avoid and Improve Understanding. The Objectives must be considered in relation to the national principles to manage flood risk, which are provided below:
1. Take a long term, risk-based approach to flood risk management decisions and one that considers the impacts of and adaptability to climate change
  2. Deliver coordinated and integrated flood risk management by engaging with communities and working in partnership, sharing data, expertise, services and resources
  3. Consider whole catchments and coastlines and work with natural processes and the environment to deliver multiple outcomes
- Appendix A** (draft included) details the Objectives set for each OTA in Aberdeen City.
- 3.9 For each OTA Objectives and Actions to address flood risk must be identified. The Actions for Aberdeen City can be found in the spreadsheet in **Appendix A**.
- 3.10 The OTAs, Objectives and Actions will be included in the Draft Flood Risk Management Strategies that SEPA is required to consult on. SEPA has completed the work to identify the OTAs but due to the impact of COVID 19, the work to identify Objectives and Actions has been delayed. Under the Act, SEPA was required to publish the Draft Strategies on 21 December 2020 for public consultation. SEPA achieved this by having

a two-stage consultation. The consultation published in December contained details of OTAs only and the second stage will be published in March with details of the Objectives and Actions. Letters confirming this decision are included in **Appendix B**

- 3.11 Subject to agreement of Recommendation 2.3 by this Committee, Aberdeen City Council's Flooding and Coastal Engineering team would respond to this consultation on behalf of Aberdeen City Council
- 3.12 Under the Act, Aberdeen City Council is required to publish the Local Flood Risk Management Plan for Aberdeen City and support Aberdeenshire Council in the publication of the Plan for the North East Local Plan District. These Plans must demonstrate how the Actions identified in the Strategies will be delivered
- 3.13 **Appendix A** identifies potential Actions for Aberdeen City Council and a description of how they should be delivered. As stated in paragraph 3.10, this information was not sufficiently complete to include in the consultation in December. This is because not all the Actions for all Local Plan Districts have been identified
- 3.14 Under the Act, each Lead Local Authority must consult on the Local Flood Risk Management Plans before 22 June 2021. All Lead Local Authorities in Scotland have agreed to publish the Local Flood Risk Management Plans on 21 March 2021, to coincide with the SEPA's second consultation. In agreement with the Scottish Government, SEPA has put these dates back by at least three months.
- 3.15 On completion of the consultation on 21 June 2021, all representations will be considered and any modifications required to the Strategies and Plans will be made before the publication of the Final Strategies and Plans on 22 December 2021 and 22 June 2022 respectively. New dates will be confirmed by SEPA once the revised consultation period has been agreed.

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

- 4.1 Unless budgetary provision already exists, the finalised Plans will require to be considered for funding through the Council's normal financial planning processes. Publication of the plans does not require Aberdeen City Council to make any financial commitments. Including "potential action" in the implementation plans does not commit ACC to implementation if, for any reason, that action proves to be unworkable; one such reason could be that funding could not be secured. **Appendix B** contains a copy of a letter from the Scottish Government answering the concerns that have been raised about listing potential actions in the draft implementation plan in the light of future funding uncertainties.

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

- 5.1 Aberdeen City Council has to comply with the statutory requirement under the Flood Risk Management (Scotland) Act 2009. The statutory deadlines for the consultation are set out above.

## 6. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
<b>Strategic Risk</b>	ACC fails to provide climate change resilience	L	Publication of the plans will contribute to development of climate change adaptation
<b>Compliance</b>	ACC fails to meet deadlines for Statutory Consultation	L	Approval of this report will ensure that ACC meets the requirements and reduce the risk of SEPA missing the deadlines.
<b>Operational</b>	ACC staff unable to respond to the consultation	L	ACC staff are sufficiently qualified to respond.
<b>Financial</b>	ACC commits to financial outlay during consultation	L	A letter has been received assuring us that the consultation does not put any financial obligations on ACC.
<b>Reputational</b>	ACC fails to meet deadlines for Statutory Consultation	L	Approval of this report will ensure that ACC meets the requirements.
<b>Environment / Climate</b>	ACC fails to provide climate change resilience	L	Publication of the plans will contribute to development of climate change adaptation

## 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 Place Policy Statements 6 – Increase the business community’s resilience awareness and 7 – Development of locality plans across the city in conjunction with communities.</p> <p>The proposals also support LOIP 14.2 – Developing a bottom up approach to community resilience to encourage greater ownership and independent action towards preventing and mitigating impact of climate change by improving resilience to flooding and ensuring the safety of the environment.</p>
<b>Aberdeen City Local Outcome Improvement Plan</b>	
Prosperous Economy Stretch Outcomes	This report considers that these flood risk management measures will be required to ensure economic activity within the City and protect local businesses and residents.

Prosperous People Stretch Outcomes	Implementation of these plans and strategies will assist in continuing the prosperity of the citizens and ensure a high quality of life for all people in Aberdeen.
Prosperous Place Stretch Outcomes	We are committed to ensuring that Aberdeen is a welcoming place to invest, live and visit, operating to the highest standards. The reduced costs in flooding damages resulting from implementation of the strategies will contribute to the prosperity of the City.
<b>Regional and City Strategies</b>	The proposals within this report support the Strategic Development Plan and City Region Deal plan by developing resilience to flooding and protecting local businesses and residents.
<b>UK and Scottish Legislative and Policy Programmes</b>	The report informs the Committee of SEPA's consultation proposals for the draft Flood Risk Management Strategies and plans which include publication of the Aberdeen Draft Local Flood Risk Management plan for consultation on 21 March 2021. This fulfils requirements placed upon the Council by the Flood Risk Management (Scotland) Act 2009. Postponement of the consultation has been agreed between SEPA and the Scottish Government. The Scottish Government will issue a new Direction to Local Authorities amending the date by which the consultation has to be published.

## 8. IMPACT ASSESSMENTS

Assessment	Outcome
<b>Impact Assessment</b>	This report has no direct implications in relation to Equalities and Human Rights Impact Assessment.
<b>Data Protection Impact Assessment</b>	Not required

## 9. BACKGROUND PAPERS

None

## 10. APPENDICES

Appendix A: Draft ACC Actions

Appendix B1: Ministerial Direction letter to CEOs November 2020

Appendix B2: Ministerial Direction – LRMPs – November 2020

Appendix B3: Implementation Plans funding letter – December 2020

## 11. REPORT AUTHOR CONTACT DETAILS

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OTA information	OTA prioritisation			FRM Strategy information				Local FRM Plan information			
OTA	AAD	Social Score (combines % of community at risk and social flood disadvantage index)	OTA Prioritisation Notes	Proposed Action	General Description (action)	FRM Cycle	Lead	Coordination	Local Detail		Cycle 2 Year (Start)
Aberdeen_Central	£9,739,371	5	ICS not included in flood maps Seawall issue	Flood scheme or works design		Cycle 2	Scottish Water and Aberdeen City	Aberdeen City Council	Aberdeen City Council and Scottish Water are working together towards identifying flood risk mitigation measures for the Merchant Quarter.		on going
Aberdeen_Central	£9,739,371	5	ICS not included in flood maps Seawall issue	Flood scheme or works implementation		Cycle 2	Scottish Water and Aberdeen City	Aberdeen City Council	Aberdeen City Council and Scottish Water to work on construction of schemes for Merchant Quarter. As built drawings should be made available to SEPA, for consideration in the Scottish Flood Defence Asset Database, flood map updates and flood warning scheme updates		not started
Aberdeen_Central	£9,739,371	5	ICS not included in flood maps Seawall issue	Flood warning maintenance		Cycle 2	SEPA		Maintain the River Dee and the North East Coastal flood warning schemes. The model supporting the Riverside Drive flood warning area needs to be recalibrated.		ongoing
Aberdeen_Central	£9,739,371	5	ICS not included in flood maps Seawall issue	Maintain defences		Cycle 2	Aberdeen City Council		Maintain the Fraser Road, Maidencraig and Stronsay Park flood protection schemes and the Dee flood gates. The existing coastal defences should be maintained.		ongoing
Aberdeen_Central	£9,739,371	5	ICS not included in flood maps Seawall issue	Shoreline Management Plan		Cycle 2	Aberdeen City Council		Aberdeen City Council commissioned a preliminary study to undertake a strategic overview of the coastal protection being undertaken by the Council along the frontage of Aberdeen between Footdee and Blackdog. The aim was to improve understanding of how the shoreline may develop in the future and identify any management needs. A detailed Flood study may be required. In line with recommendations of the flood study, a Shoreline management plan should be developed for Aberdeen City. There may be opportunities to develop this with Aberdeenshire Council as part of a wider east coast plan. The impacts of climate change on coastal flood risk should be considered. Coastal erosion should also be considered. Linkages with the North East Grampian Marine plan should be considered. The need for an adaptation plan should be identified.		ongoing
Aberdeen_Central	£9,739,371	5	ICS not included in flood maps Seawall issue	SWMP		Cycle 2	Aberdeen City Council	Scottish Water	Finalise and implement the Surface water management plans for Aberdeen Central. This includes the Denburn Valley, Millside and Culls, Garthdee to Ferryhill, and Part of Northfield to Seaton SWMP areas. A Surface Water Management Plan should focus on areas to be at high risk of surface water flooding. This should incorporate the results of the integrated catchment study and sewer assessment. The impacts of climate change on flood risk should be considered. Opportunities to disconnect surface water drainage from the sewerage system should be identified.		ongoing
Aberdeen_Central	£9,739,371	5	ICS not included in flood maps Seawall issue	Flood study		Cycle 2	Aberdeen City Council	SEPA	A flood study is commissioned to understand flood risk in the valley of Denburn. The study is being progressed.		on going
Bridge of Don	£1,678,548	6	ICS not included in flood maps	Shoreline Management Plan		Cycle 2	Aberdeen City Council		Aberdeen City Council commissioned a preliminary study to undertake a strategic overview of the coastal protection being undertaken by the Council along the frontage of Aberdeen between Footdee and Blackdog. The aim was to improve understanding of how the shoreline may develop in the future and identify any management needs. A detailed Flood study may be required. In line with recommendations of the flood study, a Shoreline management plan should be developed for Aberdeen City. There may be opportunities to develop this with Aberdeenshire Council as part of a wider east coast plan. The impacts of climate change on coastal flood risk should be considered. Coastal erosion should also be considered. Linkages with the North East Grampian Marine plan should be considered. The need for an adaptation plan should be identified.		ongoing
Bridge of Don	£1,678,548	6	ICS not included in flood maps	Maintain defences		Cycle 2	Aberdeen City Council		Maintain the Glashieburn Flood Prevention Scheme. Consideration should be given to review the performance of the scheme, given that new climate change data and hydraulic data has been developed since the scheme was built in the late 2000s.		ongoing
Bridge of Don	£1,678,548	6	ICS not included in flood maps	Flood warning maintenance		Cycle 2	SEPA		Maintain the River Don and North East coastal flood warning schemes.		ongoing
Bridge of Don	£1,678,548	6	ICS not included in flood maps	Flood study		Cycle 2	Scottish Water and Aberdeen City	SEPA	A flood study should be carried out for the River Don from Dyce to the sea. This should build on the work done by SEPA and Aberdeenshire Council. Aberdeen City Council and SEPA should work on this jointly to build an agreed hydrology for the River Don and to review the need for a Don flood warning scheme. Interactions with surface water and coastal flooding should be considered. Jesmond drive Flood study is going forward as part of the ICM optioneering in conjunction with Scottish Water. Jesmond Drive Flood study includes Glashieburn and Silver burn. Identified flood risk and actions will advise further investigations for work to be undertaken to address surface water flood risk.		on going
Bridge of Don	£1,678,548	6	ICS not included in flood maps	SWMP		Cycle 2	Aberdeen City Council	Scottish Water	Finalise and implement the Surface water management plan for Bridge of Don. This also includes Bucksburn and Northfield to Seaton SWMP areas. A Surface Water Management Plan should focus on areas to be at high risk of surface water flooding. This should incorporate the results of the integrated catchment study and sewer assessment. The impacts of climate change on flood risk should be considered. Opportunities to disconnect surface water drainage from the sewerage system should be identified.		ongoing
Bridge of Don	£1,678,548	6	ICS not included in flood maps	Flood scheme or works design		Cycle 2	Scottish Water and Aberdeen City	Aberdeen City Council	Jesmond Flood study in conjunction with Scottish Water is underway. Identified flood risk and actions will advise further investigations for detailed design to be undertaken to address surface water flood risk.		on going
Bridge of Don	£1,678,548	6	ICS not included in flood maps	Flood scheme or works implementation		Cycle 2	Scottish Water and Aberdeen City	Aberdeen City Council	Following Jesmond Drive Flood study and detailed design in conjunction with Scottish Water, an appropriate scheme may be developed to address surface water flood risk.		not started
Dyce	£469,091	5	ICS not included in flood maps	SWMP		Cycle 2	Aberdeen City Council	Scottish Water	Finalise and implement the Dyce surface water management plan. A Surface Water Management Plan should focus on areas to be at high risk of surface water flooding. This should incorporate the results of the integrated catchment study and sewer assessment. The impacts of climate change on flood risk should be considered. Opportunities to disconnect surface water drainage from the sewerage system should be identified.		on going
Dyce	£469,091	5	ICS not included in flood maps	Flood warning maintenance		Cycle 2	SEPA	Aberdeen City Council	Investigate the feasibility of extending the River Don flood warning scheme to cover Dyce.		ongoing
Dyce	£469,091	5	ICS not included in flood maps	Flood study		Cycle 2	Aberdeen City Council	Linked to Bridge of Don OTA Linked to flood warning Linked to SWMP	A flood study should be carried out for the River Don from Dyce to the sea. This should build on the work done by SEPA and Aberdeenshire Council. Aberdeen City Council and SEPA should work on this jointly to build an agreed hydrology for the River Don and to review the need for a Don flood warning scheme. Interactions with surface water and coastal flooding should be considered. A flood study should be carried out for Green burn and Far burn. The flood studies will look at the flood risk from small watercourses and surface water in this area and define type of solutions that may be applicable these areas to prevent or reduce the flood risk. The need for studies may be identified by preparation of the surface water management plans.		not started
Peterculter	£352,243	2	ICS not included in flood maps	Monitoring and survey (data collection)		Cycle 2	Aberdeen City Council	Linked to community flood warning	Based on the results of the Peterculter flood study, a monitoring scheme is being developed. This includes the installation of river and rain gauges to improve understanding of the catchment dynamics. An App is being developed which will allow local residents to engage with the monitoring.		ongoing
Peterculter	£352,243	2	ICS not included in flood maps	Community Flood warning		Cycle 2	Aberdeen City Council	Community Council Linked to monitoring	Implement and maintain a community flood warning scheme for the Culter Burn. A flood warning scheme is being progressed.		ongoing
Peterculter	£352,243	2	ICS not included in flood maps	SWMP		Cycle 2	Aberdeen City Council	Scottish Water	Finalise and implement the Peterculter surface water management plan. A Surface Water Management Plan should focus on areas to be at high risk of surface water flooding. This should incorporate the outputs of the integrated catchment study and sewer assessment. The impacts of climate change on future flood risk should be considered. Opportunities to disconnect surface water drainage from the sewerage system should be identified.		ongoing
Nigg Bay	£59,287	5	ICS not included in flood maps	SWMP		Cycle 2	Aberdeen City Council	Scottish Water	Finalise and implement the Torry and Cove surface water management plan, which covers Nigg Bay. A Surface Water Management Plan should focus on areas to be at high risk of surface water flooding. This should incorporate the outputs of the integrated catchment study and sewer assessment. The impacts of climate change on future flood risk should be considered. Opportunities to disconnect surface water drainage from the sewerage system should be identified.		on going
Cove Bay	£41,146	1	ICS not included in flood maps	SWMP		Cycle 2	Aberdeen City Council	Scottish Water	Finalise and implement the Torry and Cove surface water management plan. A Surface Water Management Plan should focus on areas to be at high risk of surface water flooding. This should incorporate the results of the integrated catchment study and sewer assessment. The impacts of climate change on flood risk should be considered. Opportunities to disconnect surface water drainage from the sewerage system should be identified.		on going
Kingswells (north)	£8,351	1	ICS not included in flood maps	SWMP		Cycle 2	Aberdeen City Council	Scottish Water	Finalise and implement the Kingswells surface water management plan. A Surface Water Management Plan should focus on areas to be at high risk of surface water flooding. This should incorporate the results of the integrated catchment study and sewer assessment. The impacts of climate change on flood risk should be considered. Opportunities to disconnect surface water drainage from the sewerage system should be identified.		on going

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T: 0131 244 9287  
E: Gerry.Smith@gov.scot

## FAO the Chief Executive

30 November 2020

Dear sir/madam,

### Flood Risk Management (Scotland) Act 2009

The Scottish Government has issued a Direction under section 35(1) of the Flood Risk Management (Scotland) Act 2009 (the FRM Act), which comes into force today. A copy is attached for your information. The Direction extends the deadline by which lead local authorities must publish a draft of the supplementary part of a local flood risk management plan to 31 March 2021.

Due to the way in which Section 35 of the FRM Act is worded, the Direction only relates to the supplementary part of a local flood risk management plan. However, the Scottish Government supports the proposal that lead local authorities should consult on both the supplementary and implementation parts of the local flood risk management plan at the same time. I understand that this approach was agreed via the Lead Local Authority Forum, and is essential if we are to align and co-ordinate the consultation on the local flood risk management plans with SEPA's consultation on the draft flood risk management strategies.

Closely aligning and co-ordinating these consultation requirements is an excellent example of the collaborative partnership based approach being taken to managing flooding by the responsible authorities in Scotland, and will help achieve an open, transparent and accessible consultation process.

Yours faithfully



Gerry Smith  
Head of Flood Risk Management Team

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DIRECTION

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**FLOOD RISK MANAGEMENT (SCOTLAND) ACT 2009**

**The Local Flood Risk Management Plans: Publicity and  
Consultation Direction 2020**

The Scottish Ministers give the following Direction to local authorities in exercise of the powers conferred by section 35(1) of the Flood Risk Management (Scotland) Act 2009.

**Citation and commencement**

1. This Direction may be cited as the Local Flood Risk Management Plans: Publicity and Consultation Direction 2020 and comes into force on 30 November 2020.

**Interpretation**

2. A term defined in the Flood Risk Management (Scotland) Act 2009 has the same meaning in this Direction as it does for the purposes of the Act.

**Date of publication of the supplementary part of the local flood risk management plan**

3. The lead authority must publish a draft of the supplementary part of the updated local flood risk management plan by 31 March 2021.



Keith Connal

A member of the staff of the Scottish Ministers

Edinburgh  
30 November 2020

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E: Gerry.Smith@gov.scot

## Local Authority Flooding Contacts

8 December 2020

Dear Colleague

### **Flood Risk Management (Scotland) Act 2009**

As you know, we are beginning to reach some of the significant deadlines in implementation of the Flood Risk Management (Scotland) Act 2009. In particular, SEPA is required to publish the draft Flood Risk Management Strategies by 22 December 2020, and local authorities now have until 31 March 2021 to publish a draft of the local flood risk management plan.

I understand that concerns have been raised about listing potential actions in the draft implementation plan, particularly in the light of future funding uncertainties. The principle of producing flood risk management plans is supposed to ensure a long-term, informed planning process that sets out the direction of travel for a 6 year period. Including “potential actions” in the implementation plan does not commit a local authority to implementation if, for any reason, that proves to be unworkable – one such reason could be that funding could not be secured. However, it does allow the public to see that local authorities recognise that there are flooding issues that require addressing in specific areas. This is likely to be an important assurance to the public during the consultation exercise.

The adoption of consistent principles, approaches and methods at each stage of the flood risk management planning process is essential to ensure a nationally comparable approach, which will inform management and investment decisions.

Finally, I should like to thank everyone involved in getting the flood risk management planning process to this stage during a very difficult year. I hope all those involved in flood risk management have a well deserved break over Christmas, and that the weather is kind to us.

Yours sincerely



Gerry Smith  
Head of Flood Risk Management Team

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## ABERDEEN CITY COUNCIL

<b>COMMITTEE</b>	City Growth and Resources
<b>DATE</b>	3 February 2021
<b>EXEMPT</b>	No
<b>CONFIDENTIAL</b>	No
<b>REPORT TITLE</b>	Invest Aberdeen Update
<b>REPORT NUMBER</b>	COM/21/030
<b>DIRECTOR</b>	N/A
<b>CHIEF OFFICER</b>	Richard Sweetnam
<b>REPORT AUTHOR</b>	Lynn Mutch
<b>TERMS OF REFERENCE</b>	3.3

### 1. PURPOSE OF REPORT

- 1.1 To provide an update to Committee on Invest Aberdeen delivery from June 2019 to December 2020 and to agree its forward priorities.

### 2. RECOMMENDATION(S)

That the Committee:-

- 2.1 Notes the update in Invest Aberdeen in the period since June 2019; and
- 2.2 Instructs the Chief Officer - City Growth to work with Aberdeenshire Council and regional partners to support investment promotion opportunities in relation to section 3.6 - 3.12 of this report.

### 3. BACKGROUND

- 3.1 Following a report to Council in March 2017, Invest Aberdeen was formally established as a partnership between Aberdeen City Council and Aberdeenshire Council in April 2018. An update on its progress was provided to the City Growth and Resources Committee in June 2019.
- 3.2 The Council's staffing commitment to the team is summarised in the table below:

Role	Aberdeen City Council	Aberdeenshire Council
Team Leader		1 fte (vacant)
Project Officer	1 fte	
Project Support Officer	1 fte (vacant)	
Marketing, website, social media		1 fte
<b>Total</b>	<b>2 ftes</b>	<b>2 ftes</b>

- 3.3 The Team was originally managed by the Council's Business and Skills Manager but that post is currently vacant. In the last 12 months therefore the team has been supported by officers in response to specific investor enquiries. Activity by Invest Aberdeen is reported to the two councils through the respective Chief Officer/ Head of Service who in turn reports to the appropriate Committees.

### **PROGRESS 2019-2020**

- 3.4 Given the impact of Covid-19, the subsequent lockdowns, and the delivery of specific responses to business, the annual report to Committee was not provided at its June 2020 meeting. Further, much of the 'normal' activity for Invest Aberdeen from March 2020 was cancelled as a direct result of Covid-19 restrictions.
- 3.5 Despite this, the following outputs have been achieved in the time since the previous update to Committee. In general, the approach to any enquiry or response by the team draws in and relies on wider collaboration with partners and stakeholders. For example, we have been working with a key sector enquiry that has relied on support at various points from both universities, Opportunity North East (ONE), Skills Development Scotland, services in both Councils as well as local landowners and companies that could form partnerships with the investor.
- 79 enquiries, with 19 of these remaining live at the time of writing this report. These investments cover all of the Regional Economic Strategy (RES) priority sectors. There are two leads being assisted that if they 'land' would result in a significant commitment to the city region. It is worth noting that the lead in times for investment can be 12+ months and, the last reporting period has been distorted by covid-19 with investors putting plans on hold.
  - The team will continue to work closely with these contacts. However Covid-19 has also seen a pause on the recruitment of vacant posts in both Councils, while officers have also been deployed on supporting the distribution of business grants in both Councils.
  - 41 leads have been generated by the team, to introduce 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 networks and introductions or speculative approaches. For example an introductory meeting with an institutional investor to promote investment opportunities was conducted based on an introduction requested by the team via a third party contact. This number also includes speculative contact made by the team to potential investors based on shared leads from other stakeholders or via news sources;
  - Event Attendance - All Energy in Glasgow, OTC in Houston, Subsea Expo, Offshore Europe, HyER – Zero Emission Mobility in Brussels, Sustainable Investment for Net Zero in Edinburgh raising the profile of the support available from Invest Aberdeen services, providing key sector updates and promoting investment opportunities in the city region. A number of online speaking opportunities and investor pitches were also undertaken, including at The Canadian Council for Public-Private Partnerships Conference, Infra



- Academy Webinar Series, Hydrogen - UK Developments in Hydrogen and the Scottish Cities Alliance Green Investment webinar;
- Stakeholder engagement with UK Government and Scottish Government and their agencies - Scottish Enterprise, Scottish Development International (SDI), the Department for International Trade (DIT); Skills Development Scotland and local, regional and international stakeholders and industry groups;
  - Following on from the previous Committee update, setting up an advisory Project Board that meets quarterly to advise on the collaboration around the Invest Aberdeen business plan and sharing industry, and stakeholder feedback. The group includes representation from DIT, SDI, Opportunity North East (ONE), Aberdeen & Grampian Chamber of Commerce (AGCC), the two universities and industry leads in property, developer and finance;
  - Hosted 21 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 and eight virtual tours of regional opportunities to potential national and international investors during the Pandemic;
  - Delivery of Invest Aberdeen website that provides a resource hub for potential investors and for local stakeholder organisations. Since April 2019, the website has had 16,655 users from 119 countries. It hosts details a number of key investment projects good news stories and case studies as well being a central information point for Covid-19 business support updates;
  - Invest Aberdeen footage launched at Offshore Europe 2019 and continues to be used by local, national, and international partners and stakeholders and third party agencies to promote the city region;
  - Support to planning and management of the weeklong World Energy Cities Partnership AGM which was held alongside Offshore Europe 2019. This included a full roster of WECP events, networking, and tours of the region for overseas visitors.
  - 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 of events designed to promote the City as a centre of excellence for hydrogen projects and energy transition and comprised 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.
  - 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. Invest Aberdeen projects were also added to the Scottish Government Green Investment Portfolio, the Scottish Cities Alliance Scotland Investment Prospectus;
  - A new, more user friendly, online Customer Relationship Management (CRM) system to track business contacts and investment enquiries will be in use by the close of January 2021. This will ease the sharing of information and opportunities across other Council activities and teams;
  - Invest Aberdeen proposed to partner with the Scottish Government, Scottish Enterprise/ SDI alongside Invest Glasgow, and Invest in Edinburgh to attend MIPIM 2020 as lead partner to the Scottish Government Pavilion under the "Scotland is Now" branding. However the event was cancelled

- due to Covid-19. Worked on a number of webinars with SDI and Scottish Cities Alliance in place of MIPIM 2020, with a full programme of events also currently in planning stages in place of attending MIPIM 2021;
- Supported delivery of revised Regional Economic Strategy action plan in response to Covid-19 as well as ongoing support of the Aberdeen City Region Deal communications activity and promotion of the infrastructure projects that make up the Deal.

## **FORWARD PLAN**

- 3.6 Since March 2020 the Invest Aberdeen Team has been re-purposed to support the setting up of a Business Hub response to Covid-19.
- 3.7 In the immediate term it is likely that the impact of Covid-19 will restrict activity, and in particular travel to support any activity within Scotland, the UK or wider. Covid-19 has also coincided with a downturn in the oil and gas sector, and the cumulative effect has seen an increase in unemployment, risk of large scale redundancies and a decline in advertised vacancies, across all sectors of the city economy.
- 3.8 Despite the immediate challenges faced, key priorities for the year ahead remain:
- Continued support to 'live' leads;
  - Creation of an investment proposition for the Energy Transition activities, and supporting the Energy Transition Zone at Aberdeen Harbour South expansion and review and update of the existing library of propositions. A full review and update of the Invest Aberdeen Prospectus will be undertaken.
  - Continued focus on working closely with the Energy Transition and Aberdeen Hydrogen Hub project teams to promote investment opportunities within the Green Investment Sector.
  - Create a campaign to attract and retain skilled workers in partnership with the Universities, Colleges and other stakeholders – this is in response to a specific enquiry from private sector partners.
  - 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 ONE and will continue to seek ways to deliver ambitious outcomes in partnership and to identify areas of joint working and co-investment, where possible.
  - Update of the Invest Aberdeen campaign to reflect new projects, recent investments and the changing investment landscape and regional statistics.
  - Participation in the Capital Investment Promotion and Team Scotland Event including presentations, panel debates, round tables and interactive activity promoting key messages about Scotland's capital investment opportunities. This two-day event will be held in March and will take place virtually or potentially at Scotland House, London (dependant on Covid-19 restrictions). As well as participation in the overall programme, a dedicated Aberdeen session is also being planned, to cover the Energy Transition Zone and Hydrogen Hub.

- 3.9 A key focus for the year ahead will be attendance at Offshore Europe 2021 as part of the Scotland pavilion together with a full programme of events to maximise the opportunity to showcase Aberdeen and progress to date in the global energy transition. OE21 is likely to be the first major event held at the venue post-Covid, if it is able to go ahead. Additional partnership opportunities are also being explored, including with bp as part of Aberdeen City Council's partnership, and the World Energy Cities Partnership.
- 3.10 Attendance at Hannover Messe (likely to be a virtual event due to Covid-19) to showcase Aberdeen's hydrogen sector and associated investment opportunities.
- 3.11 Attendance at additional 2021 events OTC and All Energy to promote our existing strengths in both the Offshore Wind and Renewables and Oil & Gas sectors, as well as consideration to events in the life sciences sector
- 3.12 Participation in the 2021 United Nations Climate Change Conference (COP26) Investor event that may be developed by Scottish Government in partnership with Scottish Cities Alliance and other stakeholders.

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

- 4.1 Total direct costs of the Invest Aberdeen service are £217,500 per annum, of which the Council contributes £117,500 and Aberdeenshire Council the remainder.
- 4.2 The bulk of the budget is spent on staffing - £162,500. This is split £90,000 (the Council) and £72,500 (Aberdeenshire Council), reflecting that the promotional and marketing position is funded 50: 50 and the grading of posts in both Councils. While Aberdeenshire Council has a higher graded post, the Council has two posts that are a higher cost. This also reflects to demand, and more product development and support for activity within the city, in support of Scottish Cities Alliance and promotion of the main Scottish cities under the Scotland is Now branding.
- 4.3 The balancing £55,000 is invested to support promotional activity, website, social media, sectoral promotion and attendance at relevant inward trade activity.
- 4.4 Any spend for 2021/ 2022 will be subject to the Council's budget setting process.

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

- 5.1 Local authorities are subject to statutory controls and as such are only entitled to defray travelling and other expenses incurred as a result of approved duties as defined in the Local Government (Scotland) Act 1973.

## 6. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
<b>Strategic Risk</b>	Failure to secure inward investment in all sectors to promote recovery from the Oil & Gas Downturn and Covid-19 Pandemic	M	Participation in stakeholder initiatives promoting the regional strengths. Attendance at events promoting the investment opportunities and actively promoting sectors via Investment leads and enquiries.
<b>Compliance</b>	None		
<b>Operational</b>	Working from home, attendance at Marischal College and future travel Requirements may pose additional risks due to the physical and mental health issues associated with Covid-19	L	Overseas travel risks are covered by the pre-travel risk assessment process. Health and wellbeing will be managed by lead officer.
<b>Financial</b>	Costs associated with participation in events escalate beyond available resource envelope.	L	Many events in the near to medium future are likely to become virtual events therefore attendance cost will be lower. In each case Officers will actively participate in planning groups, including oversight and monitoring of budgets.
<b>Reputational</b>	Other major cities becoming the forerunners in the Hydrogen and Energy Transition sectors due to a failure to capitalise on the Cities first mover advantage and existing local expertise	M	Ensure our activities are widely promoted both locally and internationally by continuing to engage with local and international stakeholders and participating as speakers and panellists in major events.
<b>Environment / Climate</b>	Failure to adequately secure investment in pursuit of the Council's Net Zero	M	Participation in stakeholder initiatives promoting the regional strengths. Attendance at events promoting the investment

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
	and energy transition ambitions		opportunities and actively promoting sectors via Investment leads and enquiries.

## 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 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		<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. 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.</p>	
Prosperous People Stretch Outcomes		<p>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 by seeking investment in to Hydrogen and Net Zero initiatives that will support zero carbon emissions.</p>	
Prosperous Place Stretch Outcomes		<p>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 by promoting and seeking investment for the Aberdeen Hydrogen Hub and the Energy Transition Zone.</p>	
<b>Regional and City Strategies</b>		<p>The proposals within this report support the Regional Economic Strategy &amp; Action Plan, Energy Transition Vision, Strategic Infrastructure Plan</p>	

<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.
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## 8. IMPACT ASSESSMENTS

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

## 9. BACKGROUND PAPERS

PLA/19/282 – Invest Aberdeen annual update, Plan, report to Council, 6 June 2019 - approved

## 10. APPENDICES

10.1 None

## 11. REPORT AUTHOR CONTACT DETAILS

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## ABERDEEN CITY COUNCIL

<b>COMMITTEE</b>	City Growth and Resources
<b>DATE</b>	3 <sup>rd</sup> February 2021
<b>EXEMPT</b>	No, but an exempt verbal update will be provided in the appropriate section of the agenda (paragraph numbers 8 and 10).
<b>CONFIDENTIAL</b>	No
<b>REPORT TITLE</b>	Aberdeen Hydrogen Hub Delivery Model
<b>REPORT NUMBER</b>	COM/21/029
<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 investment and delivery model for the Aberdeen Hydrogen Hub.

### 2. RECOMMENDATIONS

That the Committee:

- 2.1 Notes work carried out to date in respect of the Aberdeen Hydrogen Hub and that a Prior Information Notice (PIN) has been uploaded to Public Contract Scotland to allow interested parties to respond as part of a market testing exercise;
- 2.2 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 take forward discussions with external providers to establish the most viable route to deliver the Hydrogen Hub; and
- 2.3 Provides a further update once the PIN market testing is complete to Council as part of the budget setting process for options for investment.

### 3. BACKGROUND

- 3.1 At its meeting 28<sup>th</sup> October 2020, the City Growth and Resources Committee Members approved the Aberdeen Hydrogen Hub programme of work as part of the City's Net Zero Vision and Strategic Infrastructure Plan – Energy Transition. With hydrogen power a key strand of the overall ambition to become a 'climate positive city' a three-phase plan was approved.

- *Immediately:* Delivery of production storage and distribution infrastructure for green hydrogen utilising renewable power to service transport;
  - *Medium term:* Delivery of hydrogen power for heat systems – eg housing, industrial areas; and
  - *Longer term:* a large-scale UK Hydrogen Production and Export Hub in Aberdeen, capitalising on ScotWing leasing rounds for offshore wind power.
- 3.2 The Committee also noted that the Scottish Government’s Energy Transition Fund had allocated up to £15 million for delivery of the Aberdeen Hydrogen Hub – Phase One and in order to support delivery, instructed 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.
- 3.3 Since this Committee decision the Scottish Government has released a Hydrogen Policy Statement ([Scottish Government Hydrogen Policy Statement \(www.gov.scot\)](http://www.gov.scot)). This acknowledged that “It is becoming increasingly clear that hydrogen will play a major role globally in the transition to net zero, and Scotland’s assets, natural, human and physical mean we can be a major player in this emerging global hydrogen market”.
- 3.4 The Statement details a vision: “for Scotland to become a leading Hydrogen nation in the production of reliable, competitive, sustainable hydrogen and secure Scotland’s future as a centre of international excellence as we establish the innovation, skills and supply chain that will underpin our energy transition”.
- 3.5 It is intended the Hydrogen Policy Statement will provide the framework for the development of a Scottish Hydrogen Action Plan in 2021 (alongside the UK Government’s planned Hydrogen Strategy) which will provide further detail on the planned approach and necessary actions to implement the Policy Statement. These policies comprise: development of the supply chain, hydrogen for heat, hydrogen for transport, hydrogen for industry, hydrogen research and innovation, and hydrogen for trade. The Aberdeen Hydrogen Hub is the first case study detailed in the Policy as its whole systems approach (for energy, heat, transport, industry applications) to hydrogen has resulted in Scottish Government Energy Transition Fund support.
- 3.6 An Aberdeen City Region Hydrogen Strategy and Action Plan (2015-25) exists but actions have been delivered and provides the framework from which new developments, including the Aberdeen Hydrogen Hub Business Case that is a key component of the Scottish Government’s new Hydrogen Policy Statement.
- 3.7 The Hub provides the foundation from which the case for further hydrogen developments and investment in the region will be made, and officers continue to engage with stakeholders and investors on the growing European export market for green hydrogen.



- 3.8 The work to date on the Aberdeen Hydrogen Hub, and the recognition in the Policy Statement of the role of the energy sector and the north east, has also indicated the need for a 'statement of intent' setting out the city region's credentials and ambition to a range of developer, funder and investor audiences. Officers have been discussing this initiative led by Scottish Enterprise in partnership with Opportunity North East (ONE), OGTC and officers from Aberdeenshire Council, that could ultimately form a 'route map' of actions going forward.

### **Delivery Models for the Hydrogen Hub**

- 3.9 Since the Committee instruction, officers have assessed various options and criteria in consultation with ONE and Scottish Enterprise.

#### *Commercial Key Criteria:*

1. A commercially viable business model for the delivery of the initial investment and proposals for subsequent development phases.
2. A development and/ or investment opportunity for Aberdeen City Council with either benefits in kind (i.e. reduction in price of fuel for investment) or delivery by a commercial partner.
3. Willingness by partners to collaborate with other future hydrogen suppliers in the region to store and supply hydrogen for Aberdeen as part of a regional hydrogen consortium
4. Evidence to support job creation and retention of highly skilled jobs in the energy sector across North East Scotland
5. Deliver hydrogen (at the point of use) at an initial target price of £6.15 per kg (or less over different timelines with options).

#### *Technical Key Criteria:*

6. Hydrogen made using 100% renewable electricity (i.e. green hydrogen from onshore or offshore wind, solar, or tidal energy within the Aberdeen City Region).
  7. Minimum 500kg per day of hydrogen by February 2022 (to coincide with delivery of additional buses)
  8. Ability to scale renewable hydrogen production in line within the Aberdeen city region demand
  9. Hydrogen storage capability connected to renewable production in times of wind curtailment/ low wind/ lack of sun, etc to ensure continuity of supply
  10. Establishment of hydrogen distribution and refuelling network (to service minimum of two locations) in Aberdeen with potential to expand throughout North East Scotland if demand is required.
- 3.10 Various technically viable models that the Council could pursue to deliver the Hydrogen Hub ambition were then considered. These are outlined in Appendix 1: Potential Aberdeen Hydrogen Hub Delivery Models along with their potential benefits and risks.
- 3.11 A review by officers concluded that the optimum delivery model for the Hydrogen Hub would likely be a Joint Venture or consortium approach. This

relationship would then allow all parties to fully commit and contribute to an ambition for Aberdeen to become the UK's first 'Hydrogen City' by 2030. And contribute to the ambition for the city to be a national and international exemplar and destination for inward investment in energy innovation and commercialisation.

### **Testing the Market**

- 3.12 Ultimately, given the technical and commercial scale of the Hub, any model delivered with an external provider(s) has to be tested with the market beforehand. To update this Committee on the potential interest in the Hydrogen Hub project, officers therefore released a PIN using Public Contract Scotland on 22<sup>nd</sup> December 2020 inviting interested parties to respond on potential delivery model options for the production, storage and distribution of hydrogen.
- 3.13 As an opportunity may exist for the Council to invest in the Hub and potentially achieve some level of return, the market has therefore been invited to outline their commercial and technical capability for delivering a Hydrogen Hub and the potential involvement by the Council in such a venture (for example, a facilitator, investor, developer, supplier, customer, etc).
- 3.14 Officers will then take forward the most realistic submission(s) that meet the commercial and technical criteria to further discussions to establish any opportunities and what this could entail. The deadline for proposals was 22<sup>nd</sup> January with virtual discussions taking place with interested parties until 17<sup>th</sup> February.
- 3.15 Officers will report on the outcome of discussions for consideration by the Council as part of the budgetary process in March.

## **4. FINANCIAL IMPLICATIONS**

- 4.1 There are no financial implications relating to the identification of various delivery models or assessing options to deliver the Hydrogen Hub with the market as part of a PIN.
- 4.2 While the Energy Transition Fund for the Aberdeen Hydrogen Hub is 100% funded by the Scottish Government, the intention of the Hub programme is to act as strategic investment to lever in up to £28m 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<sup>1</sup>.
- 4.3 This may therefore offer an opportunity for the Council to invest at an early-stage and also benefit from any financial returns as demand for hydrogen increases over the next 10-15 years. Any specific implications on the Council's capital budget will be brought to the Council's budget in March 2021.

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<sup>1</sup> Separately officers are assessing the feasibility of a freeport/ greenport model for the Aberdeen City Region that would seek to clarify the role of the north east as an exporter of green hydrogen.

4.4 The costs of the proposed consultancy and technical advice to identify the optimum delivery model will be met through the City Growth budget, subject to the Council’s budget meeting in March 2021.

## 5. LEGAL IMPLICATIONS

5.1 The PIN has been published on Public Contracts Scotland as a market research tool. It is hoped that the responses to this PIN will allow officers to identify the most effective model to secure a green hydrogen supply and accordingly the most appropriate route to market. Any route will ensure full compliance with procurement processes.

5.2 When evaluating the PIN responses and the potential project models the project team will consult with the Council’s legal and procurement experts to ensure that the legal implications associated with any contracts, consortiums, joint ventures or other special purpose vehicles are fully understood and evaluated prior to recommendations being made to the Council.

## 6. MANAGEMENT OF RISK

6.1 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.

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.
		M	

<b>Category</b>	<b>Risk</b>	<b>Low (L) Medium (M) High (H)</b>	<b>Mitigation</b>
	Future investment for subsequent phases is not secured		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.
<b>Compliance</b>	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 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.
<b>Financial</b>	Increase in costs cited in AHH Business Case due to COVID-19, supply chain or exchange rates	M	Cost estimates based on latest prices. Small contingency built into capital budget to accommodate. 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>	Lack of communications / awareness around the Hub and its ambitions.	L	Scale up communications activities and develop the Hydrogen Ambition Statement .
<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 additional hydrogen vehicles are adopted.

## 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 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. Fuel cell vehicles have zero carbon emissions and hydrogen-diesel retrofitted vehicles reduce carbon emissions by approximately 30% compared to their diesel only equivalent.
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.

<p><b>Regional and City Strategies</b></p>	<p>The proposals within this report support the Regional Economic Strategy &amp; Action Plan, Energy Transition Vision, Strategic Infrastructure Plan, draft Regional Transport Strategy 2020, Local Transport Strategy, Hydrogen Strategy &amp; Action Plan and Air Quality Action Plan by proposing establishing Aberdeen as a Hydrogen Hub and rolling out zero emission vehicles</p>
<p><b>UK and Scottish Legislative and Policy Programmes</b></p>	<p>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.</p>

## 8. IMPACT ASSESSMENTS

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

## 9. BACKGROUND PAPERS

- 9.1 COM/20/185 Aberdeen Hydrogen Hub Programme, City Growth and Resources Committee, 28<sup>th</sup> October 2020
- 9.2 COM/20/0009 Net Zero Vision and Infrastructure Plan Governance, Urgent Business Committee, 30<sup>th</sup> June 2020

## 10. APPENDICES

- 10.1 Appendix 1: Assessment of Potential Aberdeen Hydrogen Hub Delivery Models

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## Appendix 1: Assessment of Potential Aberdeen Hydrogen Hub Delivery Models

Option	What does this offer?	Pros of the approach	Cons of the approach	Comments
ESCO (Energy Service Company)	An Energy Service Company (ESCO) is a commercial structure created specifically to produce, supply and manage the local delivery of decentralised energy to a 'whole site' development.	<ul style="list-style-type: none"> <li>- ESCOs allow a long term view towards attractive energy prices, security of supply and compliance with ever strengthening carbon regulations.</li> <li>- The ESCO can invest capital into the scheme and assume responsibility for design and build right through to operation, maintenance, billing and delivery of customer care.</li> <li>- It offers a community based, secure and environmentally friendlier energy solution with any excess power generated by the energy centre exported and sold to the market. This would potentially reduce the overall cost of energy supplied to ACC and to the partners within the ESCO.</li> <li>- An ESCO would control pricing and can extract the full social value from the power it supplies. It can help itself, it can help consumers and it can help local companies.</li> <li>- ESCOs can be run on a non-profit distributing basis, allowing special tariffs for the needy, local rates to help the economy and on the basis of not profit first, but public values.</li> </ul>	<p>High initial capital costs and ongoing running costs can be seen as an obstacle to the provision of decentralised energy.</p> <p>No market experience of establishing Hydrogen for wider use – limited customer base at the start.</p> <p>Tight Ofgem rules to gain entry to the market.</p> <p>Market intelligence suggests it is best to do this on a collaborative basis with other Councils to spread risk.</p>	<p>Experience already in ACC of an ESCO – district heating scheme in Aberdeen.</p> <p>Other examples of fully licenced ESCOs are Nottingham City Council (now Enviroenergy Ltd) and Bristol City Council (Energy Service Bristol) which continue to operate and deliver green energy to their respective populations.</p>
Innovation Partnership	The Innovation Partnership Procedure aims to solve an	<p>The benefits of this procedure are</p> <ul style="list-style-type: none"> <li>- Allowing the development of new</li> </ul>	An Innovation Partnership must only be used where:	

Option	What does this offer?	Pros of the approach	Cons of the approach	Comments
	<p>existing problem i.e. organisations not being able to purchase directly from the developer without further competition.</p>	<p>types of goods and services</p> <ul style="list-style-type: none"> <li>- Market stimulation through the appointment of one or several partners. They compete to conduct separate research and development activities funded through the contract</li> <li>- Allowing the choice of the most suitable partners for development contracts</li> <li>- Allowing the purchase of innovative supplies and/or services through the Innovation Partnership.</li> </ul>	<ul style="list-style-type: none"> <li>- there is a need for the development of an innovative product or service and</li> <li>- the subsequent purchase of these cannot be met by solutions already available on the market.</li> </ul> <p>The use of this procedure must be justified.</p> <p>There are a number of issues which need to be considered up front, including</p> <ul style="list-style-type: none"> <li>- Pre-procurement activity is vital in order to fully understand the strengths and weaknesses of potential solutions</li> <li>- Clear decision-making processes are vital and negotiation areas well thought through in advance</li> <li>- What could be considered to be a viable solution and when the negotiations might close as a result</li> </ul>	
<p>Joint Venture</p>	<p>A joint venture is when two or more businesses agree to work together. It's effectively a commercial agreement between two or more participants, usually entered into in order to achieve specific business goals such as launching a new type of business</p>	<p>Benefits of joint ventures include:</p> <ul style="list-style-type: none"> <li>- access to new markets and distribution networks</li> <li>- increased capacity</li> <li>- sharing of risks and costs (ie liability) with a partner</li> <li>- access to new knowledge and expertise, including specialised staff</li> <li>- access to greater resources, for example technology and finance</li> </ul>	<p>Joint ventures can pose significant risks relating to liabilities and the potential for conflicts and disputes between partners. Problems are likely to arise if:</p> <ul style="list-style-type: none"> <li>- the objectives of the venture are unclear</li> <li>- the communication between partners is not great</li> <li>- the partners expect different things from the joint venture</li> <li>- the level of expertise and</li> </ul>	<p>There are no laws specifying how joint ventures should be agreed. They can take whatever is best suited to the circumstances and can include (with short definitions)</p> <ul style="list-style-type: none"> <li>- Corporate JV (limited by shares/limited liability company (both offering flexibility for profit distribution and tax efficiencies)</li> </ul>



Option	What does this offer?	Pros of the approach	Cons of the approach	Comments
	<p>or selling products into a new market. Each company maintains their separate business structure and legal status, with most joint ventures creating a new, jointly-owned child entity that is effectively at arms reach from the parent companies.</p>	<p>Joint ventures often enable growth without having to borrow funds or look for outside investors. You may be able to:</p> <ul style="list-style-type: none"> <li>- use your joint venture partner's customer database to market your product</li> <li>- offer your partner's services and products to your existing customers</li> <li>- join forces in purchasing, research and development</li> <li>- Another benefit of a joint venture is its flexibility. For example, a joint venture can have a limited lifespan and only cover part of what you do, thus limiting the commitment for both parties and the business' exposure.</li> </ul>	<p>investment isn't equally matched</p> <ul style="list-style-type: none"> <li>- the work and resources aren't distributed equally</li> <li>- the different cultures and management styles pose barriers to co-operation</li> <li>- the leadership and support is not there in the early stages</li> <li>- the venture's contractual limitations pose a risk to a partner's core business operations</li> </ul> <p>Partnering with another business can be complex. It takes time and effort to build the right business relationship and, even then, it can be difficult to completely avoid all the issues.</p> <p>Success depends on careful planning and communication. A clear vision and agreement is an essential part of building a good joint venture relationship.</p>	<p>/company limited by guarantee)</p> <ul style="list-style-type: none"> <li>- Contractual JV (the procurement of a private sector partner to deliver relevant elements/ minimising risk to ACC/less ACC working capital required.) New entity required or a Development Agreement (Contractual JV)</li> <li>- Competitive dialogue is still part of the process</li> </ul> <p>Any written agreement needs to specify the legal structure of the planned JV –</p> <ul style="list-style-type: none"> <li>- contractual co-operation for a defined project</li> <li>- partnership or unlimited partnership</li> <li>- limited liability company</li> <li>- full merger of the 2 or more organisations</li> </ul>

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## ABERDEEN CITY COUNCIL

<b>COMMITTEE</b>	City Growth and Resources Committee
<b>DATE</b>	3 February 2021
<b>EXEMPT</b>	Report not exempt. Appendix 1 is exempt under paras 8 and 10
<b>CONFIDENTIAL</b>	No
<b>REPORT TITLE</b>	North East Scotland Joint Mortuary Full Business Case
<b>REPORT NUMBER</b>	RES/21/027
<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

### 1. PURPOSE OF REPORT

- 1.1. This report presents the Full Business Case (appendix 1) for the proposed North East Scotland Joint Mortuary as prepared by NHS Grampian and Aberdeen City Council.

### 2. RECOMMENDATION(S)

That the Committee: -

- 2.1. Approve the Full Business Case and instruct the Director of Resources to formally approach the various partners for funding contributions; and
- 2.2. Agree in principle to underwrite the capital costs for construction of the proposed mortuary, subject to inclusion in the Capital Programme to be presented to Council at the budget meeting on 2 March 2021.

### 3. BACKGROUND

- 3.1. Aberdeen City Council has been working in partnership with NHS Grampian to develop the Full Business Case for the new joint mortuary. NHS Grampian has offered up to £900k as a contribution to the project and has also offered the land to construct the new mortuary.
- 3.2. The City Growth and Resources Committee approved the Outline Business Case for the North East Scotland and Northern Isles Integrated Mortuary in December 2019 (ref RES/19/434) and instructed the Director of Resources to proceed to procurement for the development of a Full Business Case including financial modelling and detailed design.

- 3.3. Under the Public Health (Scotland) Act 2008, Local Authorities and NHS Boards have a duty to co-operate to provide mortuary facilities. This provision includes a repository for post-mortem examination facilities. Mortuary provision may be located within an NHS or Local Authority building or provided by a third party.

Each Local Authority must provide or ensure the provision of premises and facilities:

- For the reception and temporary storage of the bodies of persons who die in the authority's area; and
- For the post-mortem examination of such bodies, as it considers appropriate.

Each health board must provide or ensure the provision of premises and facilities:

- For the reception and temporary storage of bodies
- For the post-mortem examination of such bodies, as it considers appropriate.

- 3.4. At busy times, the Council (in combination with Aberdeenshire and Moray Councils) is unable to meet its statutory duty to provide sufficient premises and storage for the deceased due to the lack of sufficient storage accommodation at Queen Street. In such circumstances, bodies are sent to Aberdeen Royal Infirmary at additional cost.

- 3.5. There is no facility at Queen Street to store bariatric deceased. Whilst ARI has some capacity, this is an increasing problem as the numbers of bariatric deceased in the population increase.

- 3.6. Scottish Health Planning Note 16-01 (replaces Scottish Hospital Planning Note 20: 'Mortuary & post mortem rooms' (2002), and HBN 20 (2005)) provides facility guidance for mortuary and post mortem services' premises in Scotland, to support public bodies to design new buildings; adapt or extend existing buildings and assess the standards of existing facilities consistently. Scottish Health Planning Note 16-01 (SHP16-01) highlights the expectation of the public that public organisations provide a high level of care to both the bereaved and the deceased which makes this project a high priority for all stakeholders. SHP16-01 further highlights the inadequacies of the current facilities in Aberdeen with regard to bereaved visitors facilities, body receipt, storage and removal facilities, post mortem facilities, teaching and research and gives credence to the provision of a new building to provide a high level of service to North East Scotland and Northern Isles.

- 3.7. The Queen Street mortuary is not currently subject to external inspections or audit, but the recent guidance could mean that is introduced which could present a significant compliance risk.

- 3.8. Everyone should receive the care, dignity and respect in death that we would wish in life, whilst also recognising the need to ensure public health and safety. Staff welfare is also crucial. There are a number of key issues to note if the project is not undertaken, such as:

- Mortuary services across the North East of Scotland and Northern Isles will not meet minimum standards.
  - There is no capacity to deal with any additional demand and no known alternative - any interim expansion in NHS mortuaries has already been explored and implemented.
  - Refurbishment will not increase capacity in either mortuaries at ARI or Queen Street.
- 3.9. Public expectation is high and the provision of a quality mortuary and post-mortem service in the North East of Scotland and Northern Isles, which meets these expectations, is the minimum that NHSG and ACC and should strive for in any service reconfiguration. Both facilities in Aberdeen are no longer fit for purpose and do not lend themselves to modernisation due to space constraints and changing public expectations. It is important that any replacement facility should consider and allow for provision of a high-quality service for the population in the city region and beyond.
- 3.10. Relocation of the Queen Street mortuary is also a key component of land assembly and necessary to enable the Queen Street redevelopment programme to evolve and be developed. Owned by the Council, the existing public mortuary at Poultry Market Lane is outdated and does not meet modern mortuary service expectations, including the provision of an appropriate visiting experience for bereaved relatives. In addition, the NHS Grampian mortuary located at the Foresterhill campus is also in poor physical condition. Both facilities have a range of issues in terms of compliance with statutory standards including the most recent Health planning notes, space utilisation and functional suitability. The ability to upgrade the existing facilities is also significantly limited due to space constraints in their respective locations.
- 3.11. 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 design work has been undertaken, focussing on a new joint facility at Foresterhill. The anticipated costs are now capped and reported in appendix 1: Full Business Case.
- 3.12. Main issues arising from the Full Business Case include the impacts of both Brexit and the Covid-19 pandemic on the supply of both labour and materials. The Full Business Case includes risk and contingency provision and represents a “not to be exceeded” price for the construction of the new mortuary.
- 3.13. The Full Business Case includes accommodating various groundworks to address site constraints, constructing retaining walls and greenspace network boundaries. NHS Grampian has reviewed the site boundaries since the initial design was finalised. It has emerged that an area of land that had initially constrained the design and therefore the proposed layout of the mortuary, can now be available, thereby removing one of the site constraints.
- 3.14. The project contract includes provision for a value engineering process in order to mitigate arising issues that push costs beyond the target price. The

detailed design has been reviewed and mitigation undertaken to reduce costs where possible through that value engineering exercise.

- 3.15. A more comprehensive redesign proposal, which is only now possible since NHS Grampian has confirmed the new site boundary can be amended to remove one of the constraints, will allow the building footprint to be reorientated thereby reducing the extent of the retaining wall construction required. This additional design work, funded by NHS Grampian, will result in circa £1M saving in construction costs.
- 3.16. Development of the new facility will result in the replacement of the two existing Aberdeen based mortuaries with a purpose-built facility. This new facility will be operated as a single integrated multi-partner, multi-purpose mortuary serving all providers including NHS Grampian, Aberdeen City Council, Aberdeenshire Council, Moray Council, Orkney and Shetland Island Councils, the University of Aberdeen, Crown Office Procurator Fiscal Service and Police Scotland.
- 3.17. The services located in this new integrated mortuary will not only ensure clinical accreditation through compliance with all technical and clinical standards but also deliver an innovative design that will meet expectations of the bereaved, provide dignity for the deceased, support growth in the scope and nature of locally delivered forensic and educational activity, and improve resilience through additional capacity to support civil contingencies. Benefits include:
  - Improved experience for the bereaved and improved dignity for the deceased.
  - Reduction in complaints around speed of release of the deceased
  - Compliance with appropriate national guidance.
  - Accreditation by the appropriate professional bodies e.g., UKAS.
  - Reduction or elimination of offsite temporary / emergency facilities.
  - Improved working and training environment for staff leading to improved recruitment and retention.
  - Reduction in communication costs and transportation costs between facilities to zero.
  - Enhanced space for working allowing social distancing.
- 3.18. The committee is requested to note the full business case and agree in principle to underwrite the construction costs, subject to Council's agreement that the project be included in the capital programme.

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

- 4.1. Enabling works including building layout and technical design work, planning and building warrant consents are in place. All enabling works have been fully funded in partnership with NHS Grampian. The Council's commitment will be

supplemented by a contribution to the project of up to £900k from NHS Grampian, who have also offered the land to construct the new mortuary.

- 4.2. There is currently no provision in the capital programme for the construction of the new Mortuary. It is recommended that a bid to Capital Programme budget setting process is made to underwrite the costs related to the construction phase/handover in order to progress delivery.
- 4.3. Table 1: Cost Summary on Page 7 of the Full Business Case details Stage 3 (Design) costs relate to the completion of the Full Business Case phase and represents spend to date. This has been funded through the Queen Street budget and contributions from NHS Grampian as outlined above. The Stage 4 total represents the upper limit of spend to construct the mortuary, including risk and contingencies related to contractor’s risk, COVID-19 and optimism bias. A Value Engineering process is currently being undertaken which will reduce that overall target price. The Framework Scotland contract in use (subject to funding approval) means that the project construction cannot exceed the price in the Full Business Case.
- 4.4. Now that a maximum target price for the delivery of the project has been determined, the Director of Resources can now formally approach each of the partners to agree their contributions to either or both capital and revenue streams. It should be noted that NHS Grampian has agreed to provide the land required to construct the mortuary at an estimated value of £0.95M and as stated above, will contribute up to £900k to the project.

## 5. LEGAL IMPLICATIONS

- 5.1. The design and build procurement contract has been let in partnership with NHS Grampian under Framework Scotland 3, with a stage review at the end of the full business case process. The contract to deliver the project is therefore in place should the committee agree to proceed.
- 5.2. Should the project progress, arrangements for operation including, for example Service Level Agreements, will require to be agreed with partners.

## 6. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
<b>Strategic Risk</b>	Covid-19 (impact on programme, supply)/ EU Exit (impact on prices, supply, procurement)	H	Value engineering process and market testing to ensure viability. FBC sets target price which will not be exceeded
<b>Compliance</b>	Existing mortuary non-compliant/	H	Work with partners to develop new mortuary,

	experience poor for bereaved		improve quality of access and environment
<b>Operational</b>	Uncertainty over future operations	M	Engagement with staff, unions
<b>Financial</b>	Mortuary construction costs	H	Value engineering and “not to be exceeded” Target Price to be set.
	Police HQ demolition delay, empty building rates	M	Exit strategy dependent on Mortuary. Internal strip and decouple services to reduce impact on programme/rates.
	EU exit materials/construction prices	H	“Not to exceed” Target Price will be set pending approval of FBC
<b>Reputational</b>	Stalled delivery programme	M	Continued monitoring
<b>Environment / Climate</b>	No impact at this stage of reporting	L	A climate/environment risk management schedule is included in the FBC

## 7. OUTCOMES

<b><u>COUNCIL DELIVERY PLAN</u></b>	
<b>Impact of Report</b>	
<b>Aberdeen City Council Policy Statement</b>	The proposed mortuary relocation is a key component of the Queen Street Redevelopment programme which supports the delivery of Economy Policy Statement 4 – Increase city centre footfall through delivery of the City Centre Masterplan. The paper seeks approval to progress the next stages of mortuary relocation to enable land assembly, site clearance to facilitate delivery of city centre living in Queen Street.
<b>Aberdeen City Local Outcome Improvement Plan</b>	
Prosperous Economy Stretch Outcomes	The proposed mortuary relocation is a key component of the Queen Street Redevelopment programme which supports LOIP Stretch Outcome 1 – 10% increase in employment across priority and volume growth sectors by 2026
Prosperous People Stretch Outcomes	Whilst there is no specific stretch outcome related to mortuary facilities, the proposed new mortuary will provide a significantly improved and accessible experience for the bereaved and improved dignity for the deceased.
Prosperous Place Stretch Outcomes	
<b>Regional and City Strategies</b>	
	The proposed mortuary relocation is a key component of the Queen Street Redevelopment programme which supports 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 to combat air quality issues in the area.
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## 8. IMPACT ASSESSMENTS

Assessment	Outcome
Impact Assessment	An Assessment has been carried out and concludes that this report has a 'positive impact' on Equality and 'no impact' on Human Rights.
Data Protection Impact Assessment	Not required at this stage.

## 9. BACKGROUND PAPERS

RES/20/158 Queen Street Redevelopment Programme Update  
[http://councilcommittees.acc.gov.uk/documents/s114840/RES\\_20\\_158%20Queen%20Street%20Update%20CGR.pdf](http://councilcommittees.acc.gov.uk/documents/s114840/RES_20_158%20Queen%20Street%20Update%20CGR.pdf)

## 10. APPENDICES

Appendix 1: Full Business Case (any appendices referred to in the FBC can be viewed on request)

## 11. REPORT AUTHOR CONTACT DETAILS

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## ABERDEEN CITY COUNCIL

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<b>COMMITTEE</b>	City Growth and Resources
<b>DATE</b>	3 February 2021
<b>EXEMPT</b>	No
<b>CONFIDENTIAL</b>	No
<b>REPORT TITLE</b>	Listing of the Aberdeen Inner City Multi Storey Blocks
<b>REPORT NUMBER</b>	RES/21/025
<b>DIRECTOR</b>	Steven Whyte, Director of Resources
<b>CHIEF OFFICER</b>	Corporate Landlord
<b>REPORT AUTHOR</b>	Stephen Booth
<b>TERMS OF REFERENCE</b>	1.1, 2.1 & 4.1

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### 1. PURPOSE OF REPORT

- 1.1 This report formally advises the committee of the decision of Historic Environment Scotland (HES) to place a Category A listing against 8 multi-storey buildings in Aberdeen City Centre, and discusses the impact of this on the Housing Revenue Account and options available.

### 2. RECOMMENDATION(S)

That the Committee:-

- 2.1 Note the content of the report in relation to listing of all 8 multi- storey buildings at Category A by Historic Environment Scotland and the implications of this on the council and owners; and
- 2.2 Note the advice in relation to the appeals process for a listing and instruct the Chief Officer - Corporate Landlord to review this advice and if there are competent grounds for such an appeal to submit this within the required timescale, incurring such professional fees as required, within the Delegated levels of the Chief Officer - Corporate Landlord.

### 3. BACKGROUND

- 3.1 Elected Members will be aware that Historic Environment Scotland were undertaking consultation on the Inner City multi storey blocks with a view to determining whether they should be listed.
- 3.2 HES have now formally written to the Council (see Appendix 1) advising that the following city centre blocks be listed at Category A: <http://portal.historicenvironment.scot/decision/500002119>.
- 3.3 The Council have a majority ownership interest in the 8 city centre multi storey buildings (across 5 sites). The properties were constructed as part of the city's post-Second World War housing programme and are all now approaching 50

years or older and whilst they have been subject to regular maintenance and upgrading they will continue to have further investment requirements to maintain and improve these properties for tenants but also to meet regulatory requirements. A summary of the properties and ownership is noted below.

<b>Property</b>	<b>No of units</b>	<b>Tenanted</b>	<b>Owned</b>
Gilcomstoun Land	75	40	35
Porthill Court	72	56	16
Seamount Court	126	80	46
Virginia Court	48	35	13
Marischal Court	108	99	9
Thistle Court	126	77	49
Hutcheon Court	140	109	31
Greig Court	144	117	27
	839		

- 3.4 Attached at Appendix 1 of this report is a background note prepared by officers in relation to this decision. Should the Council wish to appeal the decision the process is detailed in this appendix. Attached at Appendix 2 is Historic Environment Scotland's Report of Handling.
- 3.5 All of the listed properties are currently on the Housing Revenue Account (HRA). Therefore the operating costs and any works undertaken to the properties will have to be borne by council tenants and any private owners.
- 3.6 Under the Housing (Scotland) Act 1987 any costs associated with the properties owned by the HRA require to be charged to the HRA. The Council's General Fund is prohibited by law from incurring any associated costs.
- 3.7 While the HES listing acknowledges this, it does not take the economic or financial implications into account in deciding whether to list the property or properties. The financial impact of listing all 8 of the multi storey buildings is uncertain, however it is likely to add financial cost to the Housing Revenue Account, as well as the private owners, that are beyond those currently factored into the 30 year HRA business plan.
- 3.8 Over coming years there will be ongoing requirements to invest and ideally upgrade and improve the properties. Other multi-storey buildings within the city have seen the significant investment in recent years, predominantly though recladding, window improvement and in many cases the introduction of district heating schemes. These works have not been progressed yet to city centre multi's for a number of reasons. These are predominantly:
- Building design makes recladding scheme's difficult to progress
  - The building fire evacuation and other access measures over shared balconies etc. make a traditional reclad option impossible.
  - A high level of ownership makes it more difficult to progress.
- Whilst HES have shown a willingness to discuss these issues, the listing could add greater challenge.
- 3.9 The properties have a range of other challenges all of which may be similarly impacted by the decision to list them. These include:-

- Ongoing fabric maintenance, repairs and improvements.
- Poor thermal performance.
- Poor heating and energy performance.
- Failure to meet changing compliance requirements (ESSH and ESSH2).
- Layouts do not meet homes for varying need standards (HFVN)
- Layouts to meet changing demographics/ wheelchair accessibility etc.

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

- 4.1 The initial financial implication of the listing will be that the Council's insurers will require to review the premium in relation to the properties. The impact of this is not known at this stage.
- 4.2 There will be additional costs in relation to any future upgrading and improvement works to the properties and this may require, along with any other consents, Listed Building Consent. This may incur additional application fees (currently no fee for LBC) along with additional officers time.
- 4.3 From a Planning Authority perspective, the decision of Historic Environment Scotland to list these building will likely lead to an increase in Listed Building Consent applications and queries which will result in added pressure on the financial and staff resources of the Council's planning service.
- 4.4 Officers continue to work through the financial implications and this will be reported back to the relevant committee in due course. An update on the likely committee that officers will report to will be advised to this committee at its next meeting.
- 4.5 If an appeal is to be lodged and professional fees have to be incurred then the Housing Revenue Account will have to fund those fees.

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

- 5.1 There are no immediate legal implications arising from this report or its recommendations.
- 5.2 Should there be a strong case to appeal against the listing appropriate legal advice will be sought.
- 5.3 As the properties are in shared ownership, some with high levels of owners, owners will continue to be consulted in relation to any future works.

## 6. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
<b>Strategic Risk</b>	The buildings being listed may have an impact on the HRA's ability to upgrade the properties	H	It is proposed that regular and ongoing engagement with HES and the Planning Authority will be required.
<b>Compliance</b>	The Category A listing on the properties may impact on future compliance requirements	H	This will continue to be monitored and early engagement with HES and the Planning Authority will be sought around any legislative changes.
<b>Operational</b>	The listing will create further demands on ACC with additional processes and risk around any scheme improvements.	H	This will continue to be monitored and early engagement with HES and the Planning Authority will be sought around any legislative changes.
<b>Financial</b>	There will be additional costs to the HRA for any upgrades and improvements to the properties including insurance premiums etc.	H	The implications of the listing and estimated impact will be incorporated into reviews of the HRA Business Plan and underpinning 30-year financial model.
<b>Reputational</b>	The council seek to work in a positive way with all public sector partners including HES.	M	The report highlights the need for ongoing engagement with HES
<b>Environment / Climate</b>	The properties have a poor environmental footprint.	H	The full impact will be addressed in a future report.

## 7. OUTCOMES

<b><u>COUNCIL DELIVERY PLAN</u></b>	
<b>Aberdeen City Local Outcome Improvement Plan</b>	
Prosperous Economy Stretch Outcomes	The report will have an impact on future city centre living and the city centre masterplan.
Prosperous People Stretch Outcomes	This report considers a significant number of housing and the impact of quality housing which impact people and their homes.
Prosperous Place Stretch Outcomes	The Report may have an impact on how the council reduces it's carbon emissions.
<b>UK and Scottish Legislative and Policy Programmes</b>	<p>The Report refers to properties being listed by HES under the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997.</p> <p>The Report also references a range of other government initiatives including ESSH, ESSH2, HFVN and SHQS.</p>

## 8. IMPACT ASSESSMENTS

Assessment	Outcome
Impact Assessment	not required at this stage although will be included in future reports.
Data Protection Impact Assessment	not required

## 9. BACKGROUND PAPERS

## 10. APPENDICES

1. Background Note
2. HES Report of Handling

## 11. REPORT AUTHOR CONTACT DETAILS

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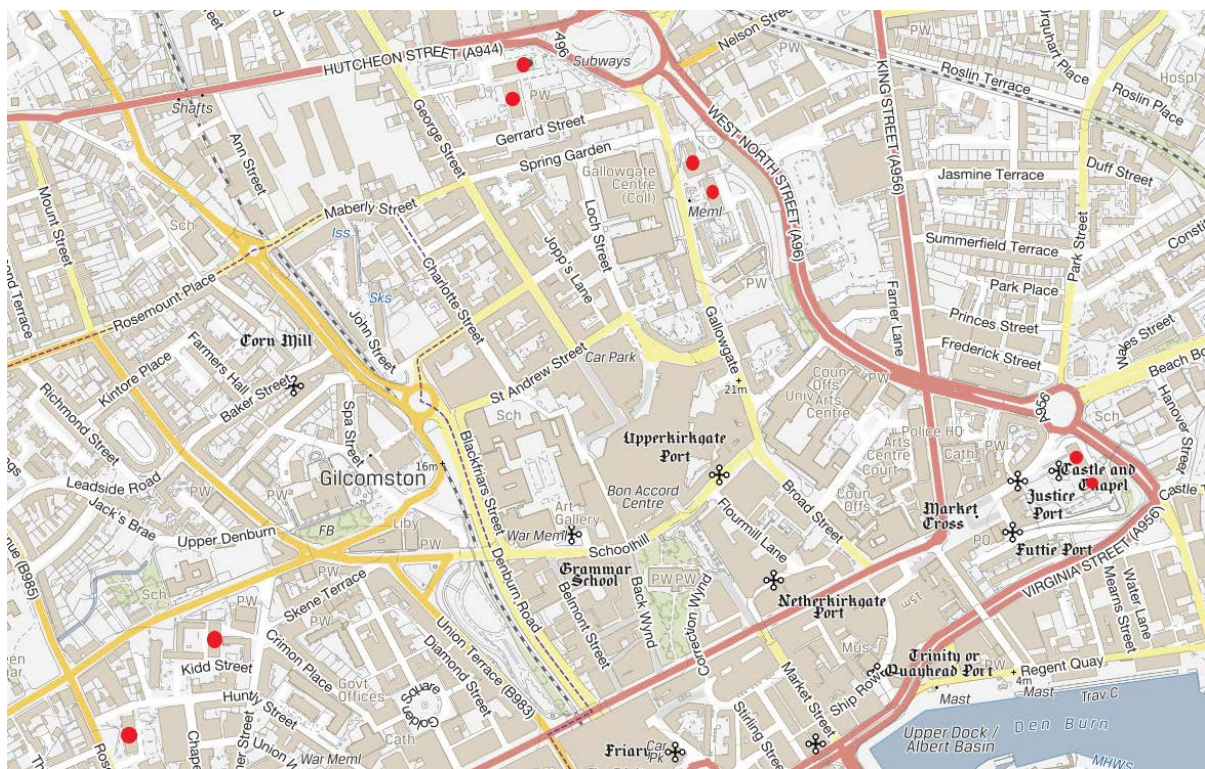


# Background Notes on the Listing of the Aberdeen Inner City Multi Storey Blocks

## Location / Sites

Notification was received by Aberdeen City Council on 19 January 2021 that eight inner-city multi-storey tower blocks have each been designated as Listed Buildings by Historic Environment Scotland (HES). Aberdeen City Council has interest in these blocks as owner/part-owner/landlord.

The eight blocks sit on five sites: [Gilcomstoun Land](#), [Porthill Court](#), [Seamount Court](#), [Virginia Court](#), [Marischal Court](#), [Thistle Court](#), [Hutcheon Court](#) and [Greig Court](#) (hyperlinks lead to the Listed Building Records). The listings are all Category A. This is the highest category of listing in Scotland.



(red dots on image above show the location of the eight blocks)

## Background and Decision to List

Listing is the process that identifies, designates, and provides legal protection for buildings of special architectural or historic interest as set out in the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997.

To merit listing, the structure must meet listing criteria. The policy which explains the selection criteria for listing is contained within Appendix 2 of Historic Environment Scotland's "[Designations Policy and Selection Guidance](#)" document.

Historic Environment Scotland (HES) as a body was established in 2015 following the passing of the Historic Environment Scotland Act 2014. It incorporates the bodies previously known as Historic Scotland and the Royal Commission on the Ancient and Historic Monuments of Scotland (RCAHMS). Historic Environment Scotland is a Non-Departmental Public Body and has a Boards of Trustees who are appointed by Scottish Ministers. Historic Environment Scotland's Officers are employed by HES and are not (as was previously the case with Historic Scotland) civil servants. HES also has charitable status.

In 2018, HES received an application to consider the listing of the eight multi-storey blocks from Professor Miles Glendinning, a professor of modern architecture and a specialist in social housing and tower blocks based at the University of Edinburgh. HES assessed the listing application and concluded that the Aberdeen Multis were, in their opinion, among the best of their building type surviving in Scotland. The buildings were constructed as part of the City's post-Second World War housing programme and are considered by HES to be outstanding examples of Brutalist architectural style.

As they have been designed and built as part of the same programme of public housing, all eight buildings are considered by HES to be of equal merit for listing.

The Designation Report of Handling prepared by Historic Environment Scotland to explain their decision to list is attached to this paper.

### **Consultation Process**

In October 2019, Historic Environment Scotland wrote to the Chief Executive to formally advise of their intention to propose designation. On behalf of Aberdeen City Council, the Chief Executive, Corporate Landlord and the Planning Authority each responded to the HES consultation (which took place from 14 October 2019 to 24 January 2020).

During the consultation period HES wrote to relevant parties and held a series of public drop-in events. There were 65 responses to the consultation and, out of these, 36 responses were from residents.

### **Listed Building Consent**

As listed buildings the properties have been legally protected with effect from 18 January 2021 under Section 1 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997.

It is a criminal offence to demolish, alter or extend a listed building in any way which would affect its character as a building of special architectural or historic interest unless Listed Building Consent has been granted.

Aberdeen City Council as Planning Authority decide if Listed Building Consent and/or planning permission are required to make a change to a listed building. The types of changes which may require consent are those that might affect a building's special interest. These might include works that alter a building's external appearance or involve major structural changes to a building, including its interior. Routine or minor works, such as replacing a kitchen or a bathroom, will not normally require consent. Historic Environment Scotland are consulted by planning authorities on listed building applications for works to Category A and B listed buildings and for the demolition of all listed buildings.

The Planning Authority are currently preparing a Draft Guidance Note for owners / residents to set out what works could be undertaken without the need for Listed Building Consent. This Draft Guidance Note will be presented to the March 2021 meeting of the Planning Development Management Committee with a recommendation to begin public consultation on its content.

### **Statutory Right of Appeal**

There is a statutory right to make a Building Designation Appeal to Scottish Ministers (Department of Planning and Environmental Appeals) against a decision to list by Historic Environment Scotland. The time period to submit an appeal is three months after the formal notification is received. Only those directly affected by a listing are eligible to appeal. Other interested parties may, however, be able to make representations during the appeal process.

Importantly, an appeal can be made only on the grounds that the building in question is not of special architectural or historic interest and should be removed from the list.

### **Judicial Review**

Judicial review is the process by which a court reviews a decision, act or failure to act by a public body or other official decision maker. It is only available where other effective remedies have been exhausted and where there is a recognised ground of challenge. The time period to submit a petition for judicial review is 6 months after a decision has been made.

The grounds of judicial review fall into three main categories:

- that the decision maker acted unlawfully ('illegality');
- that the decision was made using an unfair procedure ('procedural impropriety'); and
- that the decision was so unreasonable as to be irrational ('irrationality' or 'unreasonableness').

Judicial review is primarily concerned with the process or legality of official decision making, rather than the substance of the decisions themselves. Consequently, an action for judicial review is not equivalent to a statutory right of appeal which may involve examination of the merits of a decision (see above).

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## Case information

<b>Case IDs</b>	300030647, 300030683, 300030684, 300030688, 300030690
<b>File References</b>	HGH/B/GA/63, HGH/B/GA/123, HGH/B/GA/64, HGH/B/GA/124, HGH/B/GA/125
<b>Name of Site</b>	Inner-city multi-storey flats, Aberdeen
<b>Postcode (if any)</b>	See table below

<b>Local Authority</b>	Aberdeen City Council
<b>National Grid Reference (NGR)</b>	See table below
<b>Designation Type</b>	Listed Building
<b>Designation No. and category of listing (if any)</b>	See table below
<b>Case Type</b>	Designation

<b>Received/Start Date</b>	08/08/2018
<b>Decision Date</b>	18/01/2021

## 1. Decision

An assessment using the selection guidance shows that the buildings itemised in the table below meet the criteria of special architectural or historic interest. The decision is to list the buildings at category A.

Postcode & NGR	Statutory Listing Address	Category of listing	Case Reference/ Listed building Reference
AB10 1TA (1-30 Gilcomstoun); AB10 1TB (31-75 Gilcomstoun)  NJ 93455, 06214	1-75 Gilcomstoun Land, Aberdeen	A	300030647/ LB52522
AB25 1DU (1-48 Porthill); AB25 1BH 49-72 Porthill)	1-72 Porthill Court, 1-126 Seamount Court, shop units at 152-158 (even numbers) Gallowgate, including multi-	A	300030683/ LB52524

<p>AB25 1DQ (1-42 Seamount); AB25 1DR (43-84 Seamount); AB25 1DS (85-126 Seamount)</p> <p>AB25 1DT (152, 154, 156, 158 Gallowgate)</p> <p>NJ 94124, 06846</p>	<p>storey car park to West North Street, Gallowgate, Aberdeen</p>		
<p>AB11 5EP (Virginia)</p> <p>AB11 5DG (1-48 Marischal); AB11 5DW (49-108 Marischal)</p> <p>NJ 94630, 06460</p>	<p>1-48 Virginia Court, 1-108 Marischal Court, Aberdeen</p>	A	300030684/ LB52523
<p>AB10 1ST (1-54 Thistle); AB10 1SE (55-126 Thistle)</p> <p>NJ 93337, 06082</p>	<p>1-126 Thistle Court, Aberdeen</p>	A	300030688/ LB52531
<p>AB25 1EG (1-60 Hutcheon); AB25 1EW (61-120 Hutcheon); AB25 1EZ (121-140 Hutcheon)</p> <p>AB25 1FA (1-64 Greig); AB25 1FB (65-112 Greig); AB25 1FD (113-144 Greig)</p> <p>NJ 93867, 06082</p>	<p>1-140 Hutcheon Court, 1-144 Greig Court, Aberdeen</p>	A	300030690/ LB52525

## 2. Designation Background and Development Proposals

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## 2.1 Designation Background

Gilcomstoun Land, Virginia Court and Marischal Court were previously proposed for listing 2014. A decision was taken to not proceed with an assessment for listing these buildings while the listing review of Cables Wynd House and Linksvie House in Edinburgh – two substantial multi-storey blocks of flats of contemporary date – was taking place. This was to provide context for the possible listing of similar buildings elsewhere in Scotland. The listing review for the Edinburgh cases resulted in a substantial amount of research on the building type and the subsequent listing of both Cables Wynd House and Linksvie House at category A in January 2017.

None of the multi-storey buildings is in a conservation area, but most are directly adjacent to city centre conservation areas.

## 2.2 Development Proposals

There are no known development proposals for the buildings except for ongoing maintenance and repair which are not considered to have an impact on the significance of the buildings.

In 2019-20, appraisals of the environmental efficiency, and financial and non-financial appraisals of the inner-city multi-storeys are being considered. A Stage 1 RIBA assessment of Gilcomstoun Land was commissioned by the council's corporate landlord at the end of 2019 to provide options for further investigation from minimal upgrading to demolition and rebuild and the potential costs for these works.

These proposals are at an early stage and have been considered as part of the assessment for designation. (See 3.3 Policy considerations and 4.2 Consultation summary for more information.)

## 3. Assessment

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### 3.1 Assessment information

A proposal to designate eight inner-city multi-storey blocks of flats was received on 08/08/2018. The blocks are located across five discreet sites in central Aberdeen and they were built as part of the city's post-Second World War housing programme. Because of the number of buildings proposed for designation the application for listing the flats has been treated as a project and has concurrently included a project to record the buildings for the National Record of the Historic Environment.

Gilcomstoun Land, Porthill Court, Seamount Court, Marishcal Court, Virginia Court, Thistle Court, Hutcheon Court and Greig Court were visited on 22/11/2018 and 02/07/2019.

The exterior and interior of the common areas were seen. Recent photographs of some flat interiors were seen. The interior of an unoccupied flat at Hutcheon Court was seen on 22/11/2018.

### **3.2 Assessment of special architectural or historic interest**

The buildings were found to meet the criteria for listing.

An assessment using the selection guidance to decide whether a site or place is of special architectural or historic interest was carried out. See **Annex A**.

The common hardstanding areas surrounding the multi-storey buildings form part of the design and conception of the public realm which enhance their setting. Two- and three-storey low rise apartment blocks also form part of some of the original housing developments. Across the sites, these buildings and the setting have not substantially changed since they were built and form an integral part of the redevelopment of the streetscape in the 1960s.

We do not currently propose to designate the related hard landscaping and public realm and adjacent low-rise contemporary housing but consider that these buildings and structures are linked in design terms and contribute to the wider setting especially through the relationship of the buildings and their open spaces.

The exception is at the Gallowgate redevelopment (Porthill Court and Seamount Court) which comprises an integrated parade of shops and a multi-storey car parking facility. These elements of the scheme were carefully incorporated into the original design resulting in a modernist mixed-used megastructure and these are proposed to be included in the listing.

The listing criteria and selection guidance for listed buildings are published in Designation Policy and Selection Guidance (2019), Annex 2, pp. 11-13, <https://www.historicenvironment.scot/designation-policy>.

### **3.3 Policy considerations**

We consider the individual circumstances of each case. In deciding whether to designate a site or place or amend an existing designation while there are ongoing development proposals, we will consider:

- the implications of designation on development proposals;
- the effect of the proposed development on the significance of the site or place; and
- the extent to which plans have been developed for the site or place – where these are particularly advanced, we will not normally list or schedule.



Further information about development proposals and designation is found in Designation Policy and Selection Guidance, pp. 7-8.

<https://www.historicenvironment.scot/designation-policy>

In this case none of the above were considered to impact on our decision to list the buildings.

## 4. Consultation

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### 4.1 Consultation information

Consultation period: 14/10/2019 to 24/01/2020.

We consulted with the owners, occupiers, tenants, tenants' groups, local community councils, councillors, the planning authority and the housing authority of Aberdeen City Council. We also held public drop-in events in Aberdeen (Monday 28 October 2 to 4 pm and 7.30 to 9 pm and Monday 11 November from 2 to 4 pm and 7.30 to 9 pm). We attended meetings with the planning authority (12/11/2019), the City-wide Multi-storey Network (27/11/2019), the Corporate Landlord (17/01/2020) and elected members of Aberdeen City Council (17/01/2020).

The consultation report of handling was also published on our portal and our website for comment from any interested parties.

### 4.2 Consultation summary

Further to the public meetings and meetings with Aberdeen City Council officials, there were 65 responses and interactions to the consultation. Out of these 65 responses, 36 of them were from residents.

The aim of the consultation was to engage with people with an interest in the Multis about why we think they meet the criteria of special architectural or historic interest and to answer questions about what listing means. We did not receive any comments which raised issues that put into question the special architectural or historic interest of the buildings for listing.

There were concerns raised about the designation preventing maintenance, repair and the future development of the sites. We answered many questions about what listing means and were able to provide information on a variety of topics, including the implications of listing and the listed building consent process.

Beyond the listing process, we are working in partnership with the local authority on a pilot study to explore how the Multis can be more energy efficient. We are also supporting Aberdeen City Council's planning service to produce a guide to listed building consent for residents. Our programme of making a photographic record of the Multis and other post-war social housing in Aberdeen will continue and the results will become part of the national archive held in the National Record of the

Historic Environment ([www.canmore.org.uk](http://www.canmore.org.uk)). We will also be supporting the Aberdeen City Heritage Trust to develop a community engagement project about the Multis.

A full summary of the consultation is published on our website. [Closed Consultations | Historic Environment Scotland | History](#)

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**Elizabeth McCrone**

Head of Designations  
Heritage Directorate, Historic Environment Scotland

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## ANNEX A

### Assessment of special architectural or historic interest

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#### 1. Building Name and description

##### 1.1 Description of individual sites

###### **1-75 Gilcomstoun Land, Aberdeen**

Eleven-storey modern Brutalist multi-storey 'slab' block of flats designed by Aberdeen City Architects Department, under the supervision of George McIntosh Keith (Chief Architect) in 1959-1963 for the Aberdeen Housing Committee. The project architect was John Pressley. The building contractor was the Aberdeen firm, W J Anderson. Oriented on a north-south axis and located in a built up inner urban area with two-storey low-rise modern buildings in the immediate setting. The block contains 75 maisonette flats laid out on a crossover section: flats are entered on the ground floor at either the bedroom or living area and cross up and over to the bedroom or living area providing a dual aspect on two levels. There is a contemporary painted timber sign 'Gilcomstoun Land' above the entrance.

###### **1-72 Porthill Court, 1-126 Seamount Court, shop units at 152-158 (even numbers) Gallowgate, including multi-storey car park to West North Street, Gallowgate, Aberdeen**

19 and nine-storey modern Brutalist multi-storey 'slab' blocks of flats designed by Aberdeen City Architects Department, under the supervision of George McIntosh Keith (Chief Architect) dating from 1959 to 1966 for the Aberdeen Housing Committee. The building contractor was the Aberdeen firm, W J Anderson. Oriented on a north-south and east-west axes and connected by a pair of enclosed glazed linking footbridges. The blocks are also connected on the ground to a single-storey parade of shops and a modern Brutalist multi-storey car park. The buildings are in a built up inner urban area next to a ring road and near contemporary low-rise housing to the south and north and a modern college building to the east. Seamount Court contains 126 maisonette flats laid out on a crossover section: flats are entered on the ground floor at either the bedroom or living area and cross up and over to the bedroom or living area providing a dual aspect on two levels. Porthill Court has 72 flats with a combination of crossover maisonettes, single storey flats and eight rooftop single storey flats set behind a geometric shaped linking concrete parapet. Seamount Court partially retains its original building name lettering.

The parade of shops consists of a single storey flat-roofed block linked to the undercroft of Seamount Court. There are three units facing a terraced hard-landscaped precinct to the east.

The modern Brutalist multi-storey car park is constructed of in situ and reinforced concrete and is laid out on 3 levels. There is a spiral access ramp and open

cantilevered concrete stair to the north. The long elevation facing North West Street is characterised by a long series of square reinforced concrete open buttresses linked to a recessed first floor. The structure is faced with tall narrow moulded concrete panels at the ground level and has square aggregate panels to the upper level.

### **1-48 Virginia Court, 1-108 Marischal Court, Castlehill, Aberdeen**

19- and nine-storey modern Brutalist multi-storey 'slab' blocks of flats designed by Aberdeen City Architects Department, under the supervision of George McIntosh Keith (Chief Architect) 1959 (completed 1966) for the Aberdeen Housing Committee. The building contractor was the Aberdeen firm, W J Anderson. The buildings are oriented on a north-south and east-west axes and connected by a pair of enclosed glazed linking footbridges. They are in a built up inner urban area next to a ring road. Virginia Court contains 48 maisonette flats laid out on a crossover section: flats are entered on the ground floor at either the bedroom or living area and cross up an over to the bedroom or living area providing a dual aspect on two levels. Marischal Court has 108 maisonette flats.

### **1-126 Thistle Court, Aberdeen**

15-storey modern Brutalist multi-storey 'slab' block of flats designed by Aberdeen City Architects Department, under the supervision of Tom Watson (Chief Architect) in 1971-1975 for the Aberdeen Housing Committee. The building contractor was the Aberdeen firm, Alexander Hall & Sons. Oriented on a north-south axis and located in a built up inner urban area with a low-rise multi-storey car park in the immediate setting. The block has 126 flats with a combination of maisonettes laid out on a crossover section in the middle part and single storey flats at each end. The windows which are set in the granite aggregate facing slabs are framed with canted concrete surrounds.

### **1-140 Hutcheon Court, 1-144 Greig Court, Aberdeen**

15- and 19-storey modern Brutalist 'slab' blocks of flats designed by Aberdeen City Architects Department, under the supervision of Tom Watson (Chief Architect) in 1973-1978 for the Aberdeen Housing Committee. The building contractor was the Aberdeen firm, Alexander Hall & Sons. The buildings are oriented on an east-west and north-south axes. They are in a built up inner urban area next to a ring road. Hutcheon Court contains 140 flats with a combination of maisonettes laid out on a crossover section and single storey flats at both ends. Greig Court has 144 flats with maisonettes and single storey flats at one end only. The maisonette flats are entered on the ground floor at either the bedroom or living area and cross up an over to the bedroom or living area providing a dual aspect on two levels. The facing slabs at the end of the blocks are set with large jagged granite aggregate.

## **1.2 Description of common features**

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The buildings are constructed with a reinforced concrete frame and have smooth-finished precast concrete cladding panels and poured concrete tapered columns. The long slab elevations have shallow continuous fire-escape balconies. Some of the blocks are terminated by single storey flats that also have escape balconies. The facing panels have large aggregate granite faced finishes at the end elevations, some of which have been painted over. The facing panels to Thistle Court, Hutcheon Court and Greig Court are more prominent than at Gilcomstoun, Gallowgate and Castlehill with larger rough boulder aggregate and these have not been painted. There is a partially open undercroft with building facilities including laundry rooms, community rooms and substations which are set back from the building line at the ground floor of all the blocks.

The interiors of the common areas largely retain their 1960s and 1970s layout with some original finishes, fixtures, fittings and signage retained to the public areas such as teak boarded ceilings to the entrance lobby. Most of the windows, doors and fixtures and fittings to the exterior and interior have been replaced.

### **1.3 Historical background**

These blocks of flats were designed and built in selected redevelopment areas and were part of a comprehensive building programme that was initiated by the City of Aberdeen Housing Committee to re-house residents into modern, healthy homes. The Chapel Street/Skene Street development (at Gilcomstoun) is the first of a total of five inner city housing developments ranging in date from 1959 to 1978.

The post-Second World War improvement of Aberdeen City Centre city was inspired by the seminal planning tome 'Granite City A Plan for Aberdeen' of 1952 by W Dobson Chapman and Charles F Riley, two of the UK's most highly regarded architects and town planners. Their proposals, which broadly followed the prevalent thinking in the 1950s, was to recommend selective redevelopment (slum-clearance) in order to provide for public health, amenity and convenience which had been lacking in interwar housing schemes. In building terms their recommendations were for high density multi-storey blocks in the immediate periphery of the city centre and for neighbourhood units in outlying sub-urban areas (such as Kincorth and Kaimhill) with a mix of low- and high-rise housing and small scale commercial and public amenities such as shops and schools. Echoing contemporary planning theory of comprehensive redevelopment, their bias was towards flats as the most appropriate housing type, in contrast to 'monotonous' inadvertent urban sprawl.

Town planning was a relatively new discipline and after the upheaval of the Second World War, was of primary importance in driving housing and health reform forward. Soon after the establishment of the Town and County Planning Act of 1947, large cities and county councils across the UK embarked on the major reorganisation of their urban areas. They were committed to improving infrastructure and in providing housing which was integrated to well-planned commercial and industrial activity.

Comprehensive housing reform was first introduced after the First World War with the Housing and Town Planning (Addison) Act 1919 to provide decent housing for the working class and address inner city slums. This act marked a turn towards state-sponsored housing that was characterised by the development of planned council schemes and would dominate the housing supply in Scotland and the rest of the UK until the late 1970s. By the end of the Second World War, Scotland and other UK cities were embarking on unprecedented restructuring. In Scotland, the debate was centred on Glasgow and its overcrowding and sub-standard housing problem. Building within the city boundary or decanting the population to new settlements outside of the city into 'new towns' was the principle point of discussion. The type of housing to build, from cottages to 'four-in-a-block' flats, tenements to high rises, was also intensely deliberated.

While national housing policies and funding strategies were drawn up by central government, local authorities were responsible for deciding on the direction they would take to improve their housing stock. An important factor was the availability of land and how this affected housing density. With the rising cost of land as well as building materials, building high rises was an attractive alternative to low density housing schemes planned along earlier garden-city principles.

The establishment of new high-rise developments was largely aimed at re-housing people who had previously lived in sub-standard accommodation into modern healthy homes. Aberdeen's main housing problem after 1945, however, was not primarily its slums or its shortage of land, but rather a long waiting list for houses. Its ambitious plans for reconstruction was also not principally related to war-damage. Rather than an extensive slum clearance programme, the city of Aberdeen, which was identified by government officials as an area of potential economic growth, embarked on a highly ambitious plan of civic enhancement and regeneration. In this context, the inner-city multi-storey slab blocks planned from in the late 1950s to the late 1970s were unusual for their high-quality individual design by the city's own architects' department. They were exceptional for the period because they were not like the increasingly ubiquitous factory-made system-built schemes that were erected in all of Scotland's major urban centres, also including Aberdeen.

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## 2. Assessment of special architectural or historic interest

To be listed a building must be of 'special architectural or historic interest' as set out in the [Planning \(Listed Buildings and Conservation Areas\) \(Scotland\) Act 1997](#). To decide if a building is of special interest for listing, we assess its cultural significance using selection guidance which has two main headings – architectural interest and historic interest (see Designation Policy and Selection Guidance, 2019, Annex 2, pp. 11-13).

The selection guidance provides a framework within which judgement is exercised in reaching individual decisions. The special architectural or historic interest of a building can be demonstrated in one or more of the following ways.

## 2.1 Architectural interest

The architectural interest of a building may include its design, designer, interior, plan form, materials, regional traditions, and setting and the extent to which these characteristics survive. These factors are grouped under two headings:

### 2.1.1 Design

The vision and skill of George McIntosh Keith (1907-1971), city architect from 1954 to 1970, combined with the financial expertise of the city's housing convener and treasurer, Councillor Robert Lennox (later Lord Provost), led to a well-conceived and well-supported programme of public housing across the city of Aberdeen in the post-war period. Keith and Lennox were fully committed to a major multi-storey drive which was directly inspired by their visits in 1959 to innovative multi-storey housing sites at Roehampton Alton Estate near London and at Hutchesontown in the Gorbals, Glasgow. It was highly unusual for a building programme of this scale to be produced almost exclusively by the local authority architects' department which continued in the same ambitious manner under the direction of Thomas Campbell Watson (1914-c.1994) from 1970 to 1975.

In this context, the inner-city multi-storey slab blocks planned from in the late 1950s to the late 1970s were unusual for their high-quality individual design by the city's own architects' department. They were exceptional for the period because they were not like the increasingly ubiquitous factory-made system-built schemes that were erected in all of Scotland's major urban centres, also including Aberdeen.

The result of this leadership in planning and architecture was a consistently high design quality across all the Aberdeen inner-city schemes which are very similar in plan, elevation and material. In their consistency and quality, these multi-storey buildings are among the most coherent and architecturally distinguished group of Brutalist flats in Scotland. The quality construction associated with the inner-city multi-storey blocks in Aberdeen are also due in part to the high standards used by the local contracting industry to the almost complete exclusion of national house building contractors.

The design of the Aberdeen inner-city blocks is an outstanding example of the modernist architecture of the period represented externally by the monumental side wall frames, the massive concrete piers at ground level and overall sculptural concrete detailing. This is further expressed by the cross-slab in situ concrete frame construction which is seen in the arrangement of shallow balconies to the long elevations and the concrete framing which is noticeable throughout the exterior of the building.

In addition to their structural expression of cross-slab in situ concrete frame construction, they are notable for their contextual design elements directly referencing the North-East vernacular by incorporating large granite aggregate into

concrete panels, a device normally associated with smaller scale housing and uniquely applied in Aberdeen. In practical terms, the large aggregate, although a more expensive finish, would attempt to mitigate the effects of fierce weather and north-easterly winds which were a known challenge for buildings of this height in the city.

The Aberdeen multi-storey group of flats were clearly inspired by Le Corbusier's Unité d'Habitation slab blocks (from 1947) and his socialist ideal of 'cities in the sky' that set the standard for avant-garde architects who were designing multi-storeys building schemes in the following two decades in Scotland and the rest of the UK.

Internally, these multi-storey blocks also have an innovative plan. More unusually applied in Scotland was the use of the crossover section plan of a maisonette arrangement. Stemming directly from the Unité d'Habitation's 'internal street', it cleverly eliminated the need for the more common space-consuming external deck access plan, it allowed for more light penetration as well as ventilation and it provided a consistent design to the slab's long elevations. The crossover plan layout was a more expensive design but was promoted by the city architect to ensure that the flats felt like houses when experienced from the inside but also crucially, this higher specification plan form would allow for better ventilation, an important consideration for multi-storey living.

The inventiveness of the arrangement of the blocks themselves is also found in their wider site plan. A combination of hard and soft landscaping, building orientation and the relationship with low rise buildings that were carefully designed as part of the scheme, all considered the wider townscape. This attention to town planning and integration into the city is directly illustrative of the concepts of the Townscape movement which was prevalent during this period.

As well as the usual and essential amenities of rubbish chutes and storage areas, the Aberdeen slab blocks have well-appointed laundry rooms, drying areas, and in some blocks community rooms which also illustrate the attention given to providing a high level of amenities for the residents.

These inner-city multi-storey blocks are remarkable not only for their avant-garde modernist architecture, but also for their relative lack of later alteration. There has been little change overall to the original design, plan form and materials except for the uniform change to windows and doors leading to external balconies and some reglazing to the ground floor service areas. The exposed granite aggregate panels at Gilcomstoun Land, Porthill Court, Seamount Court, Marischal Court and Virginia Court have been overpainted in grey which has affected the original character of the panelling. However, the overall relative lack of later alteration contributes to the authenticity of the block which retains its historic character on its own and within the wider townscape.

### 2.1.2 Setting

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These multi-storey flats are in an inner urban area and because of the buildings' height at up to 19 storeys, the blocks are prominent both in their immediate and wider surroundings. The overall character is of a multi-period urban streetscape ranging from the 18<sup>th</sup>, 19<sup>th</sup> and early 20<sup>th</sup> century and because of the predominant use of granite across all building types and dates, the impression is of a unified palette which is compatible with the modern concrete construction of the blocks.

At Gilcomstoun Land and Gallowgate the blocks' relationship with its townscape is enhanced by the contemporary low-rise housing planned as part of the original early 1960s development. The urban realm is a visibly designed hard landscaping with patterned footpaths and structured planting at all the blocks.

The multi-storey blocks have a distinct architectural identity as part of carefully planned series of building groups within the city centre. When siting the blocks, the architect-planners were conscious of their landmark status and the potential for dramatic effect within and outwith the townscape. The inner-ring road, also planned as part of the mid-20<sup>th</sup> century reorganisation of the city centre plays an integral part in the setting and plan form of the buildings, especially in the arrangement of the blocks at Gallowgate, Castlehill and Hutcheon Street which are directly adjacent to the road system. At Castlehill, Virginia Court is aligned with Union Street as a terminating vista at the end of Castlegate. All these building groups were designed as set pieces which are integrated into the inner-city plan and are now familiar landmarks in Aberdeen, contributing to the city's wider urban character.

The multi-storey blocks are located next to the boundaries of the central conservation areas with earlier and later buildings, both residential and commercial, characterising these areas.

## **2.2 Historic interest**

Historic interest is in such things as a building's age, rarity, social historical interest and associations with people or events that have had a significant impact on Scotland's cultural heritage. Historic interest is assessed under three headings:

### **2.2.1 Age and rarity**

Erected in their hundreds (863 in total) in the years mainly between 1960 and 1980, multi-storey blocks of flats are a common building type in Scotland. Architecturally innovative schemes were more expensive to build and fewer of these were erected with system-built, prefabricated structures predominating. Few multi-storey blocks of all types and quality now survive in close to their original form, with many having been demolished completely. There are now only a very small number of architecturally exceptional multi-storey buildings which survive and which are not extensively altered.

The multi-storeys at Gilcomstoun, Gallowgate and Castlehill were erected as part of the earliest phase of the inner-city redevelopment of Aberdeen and are among the earliest Brutalist blocks of flats in Scotland planned as early as 1959. Erected in the 1970s, Thistle Court, Hutcheon Court and Greig Court are slightly later but were built in a similar style and to the same plan and design as the earlier blocks.

The first multi-storey public housing development erected in Aberdeen was at Ashgrove in 1959-61, a point block of ten storeys (40 flats). The block at Ashgrove is of standard design and forms part of a mixed-density (high and low rise) peripheral urban development. Earlier, innovation in modern public housing in the inner city was realised at Rosemount Square (1936-46 – listed category A) a courtyard development of Viennese-style modernist flats which anticipated the ambitious housing programme led by the City Architects' Department in the post-war period in Aberdeen.

Many of the first high rise buildings in Scotland were provided by contractors in collaboration with local authority architects' departments, and some early experiments in Scotland include Crathie Court, Glasgow (1946, listed category B – LB51966) and Westfield Court, Edinburgh (1949). By the late 1950s, some of the more architecturally innovative schemes were by architects in private practice.

Around this time, the functionalist concepts of the early modernist period of imposed and comprehensive architectural order on society prevalent in the 1930s and '40s and typified by 'all-flats' schemes, was shifting towards socially inclusive architectural solutions and community planning, and by contrast was exemplified by the new mixed-development scheme. The garden city model was not favoured nor practical in urban areas but neither was the model of high-flats only.

Le Corbusier's Unité d'Habitation (1947-52) at Marseille, France, is widely recognised as the initial inspiration for this change in philosophy and his large slab block of flats located in a parkland setting, which included shops, leisure and other social amenities as part of the development, was the architectural embodiment of a utopian concept of city living known as the 'ville radieuse' or the vertical city. It proved enormously influential and is often cited as the initial inspiration of the Brutalist architectural style and philosophy, which at Marseille (and at the other Unité schemes found in France and elsewhere) applied a raw concrete aesthetic (béton brut) to maximise the possibilities of new materials and building technologies to achieve its theoretical aims.

Early adopters of the new thinking in Britain were found in London and other large cities such as the housing complexes at the Golden Lane Estate, 1953-63 (listed Grade II\*), the Alton West Estate in Roehampton, London, (1955-8 – listed Grade II\*) 5 long 10-storey slab blocks of maisonettes in a parkland setting, and Park Hill in Sheffield (1957-60 – listed Grade II\*). Other expressions of the Unité concept include the Barbican Estate (completed 1963-1982 – listed Grade II), Balfron Tower (1965-7 – listed Grade II), and Trellick Tower (1968-73 – listed Grade II), all in London.

Scotland's cities also responded with ambitious schemes in Glasgow, Dundee and Aberdeen, mostly with a focus on the ever-pressing need for slum-clearance with the help of forward-thinking city planners, engineers and housing chiefs, such as Robert Bruce and David Gibson in Glasgow. The Gorbals area of Glasgow, a notorious slum in the south of the city plagued by overcrowding, saw the erection of multi-storey housing by architects in private practice, including Basil Spence's renowned Hutchesontown C scheme (1961-6 – now demolished) and Hutchesontown B in 1958 (altered) by Robert Matthew who was leading Scotland in social housing reform, establishing the Housing Research Unit at the University of Edinburgh in 1959. One of the most distinguished of the tower block schemes in Glasgow was Anniesland Court, Glasgow (1966 – listed category A, LB43034), itself a megastructure with integrated shops. Similarly, in Leith, Edinburgh, the ambitious Kirkgate redevelopment included the largest and among the most architecturally accomplished multi-storey blocks of flats at Cables Wind House (1963-5 – listed category A, LB52403) and Linksvie House (1964-7 – listed category A, LB52403). As of 2020, there are four multi-storey public housing buildings listed outside of Aberdeen.

Alongside the listed Brutalist blocks at Anniesland and Leith, the contemporary group of inner-city multi-storey blocks in Aberdeen is among a small number of Scotland's high-rise schemes which exemplify the advanced national and international interest in modern community planning combined with the latest architectural expression of the 'New Brutalism' style. Of these few surviving innovative schemes, there are even fewer remaining which are not largely altered.

Unique to the Aberdeen inner-city multi-storey blocks is the prominent use of local granite facing, an unusual application of regional modernism, not seen in modernist schemes of this type and scale elsewhere in the UK or probably internationally.

Also particular to Aberdeen and unique in Scotland is that these blocks were part of a comprehensive development plan which envisioned eight buildings from the beginning. It was not possible to build all eight multi-storeys at the same time and building work was staggered to meet capacity. This resulted in building taking place over a period from 1959 to 1977, however, the buildings are part of the same scheme and are clearly associated with each other in their design and materials. Their importance as a group tells us much about social and city planning changes in post-war Scotland.

## **2.2.2 Social historical interest**

The interest and widespread acceptance of modern multi-storey housing can be traced to Scotland's long tradition of tenement living. With the advent of 'right to buy' policies and the transfer of public housing stock to private ownership in the early 1980s, Aberdeen's inner-city multi-storeys form part of a historic movement in social housing in which Scotland's local authorities took a leading role.

These blocks of flats represent a period of great social and economic regeneration in Scotland's cities in the post-war era and tell us about changes taking place in town planning and housing. This state-sponsored town planning that was conceived in the immediate post-war years and peaked in the late 1960s, was the climax of a concerted and unprecedented campaign to transform housing tenure in Scotland. Incredibly, by 1964, 79% of new housing built in Scotland was built by local authorities and was by a long way the highest proportionally in Europe with the average local authority owned housing ranging from 2-6% in this period (M Glendinning, 2003: p.122).

### 2.2.3 Association with people or events of national importance

There is no association with a person or event of national importance.

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## 3. Summary of assessment

In our current state of knowledge, the eight inner-city multi-storey blocks meet the criteria of special architectural or historic interest for the following reasons:

### Design

- The buildings are of significant architectural interest as outstanding examples in Scotland of the modernist New Brutalism style in multi-storey housing. The design of the Aberdeen inner-city blocks is an outstanding example of the modernist architecture of the period represented externally by the monumental side wall frames and sculptural concrete detailing. They are of special interest for the expression of the cross-slab in situ concrete frame construction as seen in the arrangement of shallow balconies to their long elevations and the concrete panelled framing which is noticeable throughout the exterior of the buildings.
- Their design is of special interest for its innovative use of the crossover plan arrangement of maisonettes not often applied to housing of this type in Scotland or the rest of the UK. This plan form was chosen to create a greater sense of space and usefully provided cross ventilation.
- The contextual and regional design element of large granite aggregate incorporated into concrete panels directly references the North-East vernacular and is unusual for modernist blocks of this type. The motif is uniquely applied in Aberdeen across the eight multi-storey blocks.
- The overall relative lack of alteration has contributed to a high level of authenticity which adds to the buildings' design interest.

### Setting

- The immediate settings of each block, which are also largely unaltered, are an important aspect of the buildings' special interest as they were designed as complete modernist set pieces applying contemporary townscape principles such as paired offset slab blocks, contemporary hard landscaping and adjacent low-rise housing.

- At up to 19 storeys in height, the buildings are local landmarks and form part of a now historic group of inner-city multi-storey housing developments which were planned as part of the post-war regeneration of Aberdeen.

#### Social historical interest

- The buildings inform our understanding of the most architecturally ambitious and successful public housing programmes of the post-war period in Scotland.

#### Age & rarity

- The buildings are among a very small number of surviving multi-storey public housing schemes in Scotland that are of exceptional architectural interest and have survived largely unaltered.

## 4. Category of listing

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Once a building is found to be of special architectural or historic interest, it is then classified under one of three categories (A, B or C) according to its relative importance. While the listing itself has legal weight and gives statutory protection, the categories have no legal status and are advisory. They affect how a building is managed in the planning system.

Category definitions are found at Annex 2 of Designation Policy and Selection Guidance (2019) <https://www.historicenvironment.scot/designation-policy>.

### 4.1 Level of importance

The eight inner-city blocks of flats in Aberdeen's level of importance is category A.

Buildings listed at category A are defined as 'buildings of special architectural or historic interest which are outstanding examples of a particular period, style or building type'.

Considering their outstanding architectural interest and rare survival, category A is the most appropriate level of listing.

## 5. Other Information

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The Gallowgate redevelopment (which includes Porthill Court and Seamount Court) were listed in DoCoMoMo Scottish National Group's 'Sixty Key Monuments' of the Modern Movement in Scotland (1997).

Granite used in the facing panels at Gilcomstoun Land is understood to have been recycled from the Castlehill Barracks site.

## 6. References

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Canmore: <http://canmore.org.uk/> CANMORE ID 173664 (Gilcomstoun Land), CANMORE ID 173845 (Porthill Court); CANMORE ID 173847 (Seamount Court), CANMORE ID 300062 (Virginia Court), CANMORE ID 300062 (Marischal Court), CANMORE ID 300083 (Greig Court), CANMORE ID 173287 (Hutcheon Court); CANMORE ID 173277 (Thistle Court).

### Archives

Aberdeen City Archives. Housing Committee records for Chapel Street/Skene Street Redevelopment (Gilcomstoun Land); Gallowgate (Seamount Court and Porthill Court); Castlehill Housing (Marischal Court and Virginia Court); Rose Street/Huntley Street (Thistle Court) – architects drawings [H/CSK/15-16; C55; C61; C72 ACC 2804 F2/F3/F7; AR16; G27-28].

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### Additional information

Additional information courtesy of George McIntosh Keith, son of the city architect and who assisted his father during the design process in the early 1960s (interview held 11/02/2020).

## 7. Images

Images to be included in the online listed building records.



**Type:** Standard  
**Title:** Gilcomstoun Land, east elevation, looking west.  
**Alternative Text:** Gilcomstoun Land, east elevation, looking west, during daytime, with cloudy sky, tree and low-rise housing to foreground.  
**Date taken:** 02/07/2019  
**Photographer:** HES  
**Copyright:** © Historic Environment Scotland



**Type:** Standard  
**Title:** Porthill Court (right) and Seamount Court (left), southwest elevation, looking north.  
**Alternative Text:** Porthill Court (right) and Seamount Court (left), southwest elevation, looking north, during daytime, with overcast sky, trees and road to foreground.  
**Date taken:** 22/11/2018  
**Photographer:** HES  
**Copyright:** © Historic Environment Scotland



**Type:** Standard  
**Title:** Seamount Court, north elevation, above multi-storey car park, looking south.  
**Alternative Text:** Seamount Court, north elevation, above multi-storey car park, looking south, during daytime, with overcast sky, road to foreground.  
**Date taken:** 22/11/2018  
**Photographer:** HES  
**Copyright:** © Historic Environment Scotland



**Type:** Standard  
**Title:** Virginia Court (left) and Marischal Court (right), west elevations, looking southeast.  
**Alternative Text:** Virginia Court (left) and Marischal Court (right), west elevations, looking southeast, during daytime, with cloudy sky, trees and parked red car to foreground.  
**Date taken:** 02/07/2019  
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**Type:** Standard

**Title:** Thistle Court, east elevation, looking west.

**Alternative Text:** Thistle Court, east elevation, looking west, during daytime, with cloudy sky, trees and parked cars to foreground

**Date taken:** 02/07/2019

**Photographer:** HES

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**Type:** Standard

**Title:** Hutcheon Court (left) and Greig Court (right), west elevations, looking east.

**Alternative Text:** Hutcheon Court (left) and Greig Court (right) west elevations, looking east, during daytime, with cloudy sky, tree and parked cars to foreground.

**Date taken:** 22/11/2018

**Photographer:** HES

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