

Public Document Pack



To: Councillor Houghton, Convener; Councillor Laing, Vice-Convener; and Councillors Grant, Boulton, Cooke, John, McLellan, Alex Nicoll and Yuill.

Town House,
ABERDEEN 3 November 2021

CITY GROWTH AND RESOURCES COMMITTEE

The Members of the **CITY GROWTH AND RESOURCES COMMITTEE** are requested to meet in **Council Chamber - Town House** on **WEDNESDAY, 10 NOVEMBER 2021 at 2.00 pm**. This is a hybrid meeting and Members may also attend remotely.

Members of the press and public are not permitted to enter the Town House at this time. The meeting will be webcast and a live stream can be viewed on the Council's website. <https://aberdeen.public-i.tv/core/portal/home>

FRASER BELL
CHIEF OFFICER - GOVERNANCE

BUSINESS

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CITY GROWTH AND STRATEGIC PLACE PLANNING

- 11.1. Bus Partnership Fund Update - COM/21/254 (Pages 385 - 392)
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Please note that exempt appendices are contained within the Exempt Appendices section of this agenda.

EXEMPT / CONFIDENTIAL BUSINESS

- 13.1. Dyce Community Library - CUS/21/249 (Pages 595 - 636)
- 13.2. Disposal of Rosehill House - RES/21/244 (Pages 637 - 646)

EXEMPT APPENDICES

- 14.1. Condition and Suitability 3 Year Programme - Exempt Appendices (Pages 647 - 660)

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

To access the Service Updates for this Committee please click [here](#)

Website Address: aberdeencity.gov.uk

Should you require any further information about this agenda, please contact Mark Masson, email 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 xxx, 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, 25 August 2021. Minute of Meeting of the CITY GROWTH AND RESOURCES COMMITTEE. Present:- Councillor Houghton, Convener; Councillor Laing, Vice-Convener; and Councillors Allard (as substitute for Councillor McLellan for article 10 only), Boulton, Cooke, Copland (as substitute for Councillor Nicoll for article 12 only), Grant, Hutchison (as substitute for Councillor McLellan for articles 14, 15, 16 and 17 only), Lumsden (as substitute for Councillor John), McLellan, Alex Nicoll and Yuill.

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.

NOTIFICATION OF URGENT BUSINESS

1. The Convener advised (1) that an Urgent Notice of Motion had been submitted by Councillor Boulton relating to Provost Skene's House Restoration Works, and in terms of Standing Order 12.9, he would be accepting it onto the agenda; and (2) that item 7.1 (Notice of Motion by Councillor Hutchison – Beach Masterplan) and the Urgent Notice of Motion by Councillor Boulton would be considered prior to the Exempt/Confidential items of Business on the agenda).

The Committee resolved:-

to note that the above Notices of Motions would be considered prior to the Exempt/Confidential items of Business on the agenda (articles 17 and 18 of this minute refers).

DETERMINATION OF EXEMPT BUSINESS

2. In relation to item 13.1 (Aberdeen International Market – August 2021 Update Report), the Committee was advised that following advice from Legal Services, the report should be considered exempt under paragraph 9 of Section 50A(4) of the Local Government (Scotland) Act 1973.

The Convener proposed that the Committee consider items 13.1 (Aberdeen International Market – August 2021 Update Report), 13.2 (Berryden Corridor Improvement Business Case Update), 13.3 (Chapel Street Car Park - Lease Proposal), 13.4 (Placed Based Investment Programme - Exempt Appendix) and 13.5 Disposal of Eastside of Carnie - Lands of Skene House - Exempt Appendix) with the press and public excluded from the meeting.

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The Committee resolved:-

in terms of Section 50A(4) of the Local Government (Scotland) Act 1973, to exclude the press and public from the meeting during consideration of the above items so as to avoid disclosure of information of the classes described in the following paragraphs of Schedule 7(A) to the Act:- articles 19 and 23 (paragraph 9) and articles 20, 21 and 22 (paragraph 8).

DECLARATIONS OF INTEREST

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

- (1) Councillor Cooke declared an interest in item 7.1 (Notice of Motion by Councillor Hutchison – Beach Masterplan), 11.5 (City Centre Masterplan Review) and item 11.6 (Beachfront Projects Feasibility Report), by virtue of him being an Aberdeen City Council appointed Director of SportAberdeen. He considered that the nature of his interest did not require him to leave the meeting, therefore he remained in the meeting throughout these items;
- (2) Councillor Hutchison declared an interest in item 11.5 (City Centre Masterplan Review), by virtue of him being a resident of George Street, given there was references to the street in the documents. He considered that the nature of his interest did not require him to leave the meeting, therefore he remained in the meeting throughout this item whilst substituting for Councillor McLellan; and
- (3) Councillor Yuill declared an interest in item 11.5 (City Centre Masterplan Review), by virtue of him being an Aberdeen City 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, therefore he remained in the meeting throughout this item.

MINUTE OF PREVIOUS MEETING OF 10 AUGUST 2021 - FOR APPROVAL

4. The Committee had before it the minute of its previous meeting of 10 August 2021, for approval.

The Committee resolved:-

to approve the minute as a correct record.

COMMITTEE PLANNER

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

Councillor Nicoll, seconded by Councillor McLellan moved as a procedural motion:-

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that the Committee:-

- (1) note the agenda and business discussed at the meeting of Aberdeen City Council on 23 August 2021;
- (2) note the Agenda and Business Planner for the meeting of the City Growth and Resources Committee on 25 August 2021;
- (3) note that many of the Committee papers for the City Growth and Resources Committee will have considerable long-term implications for the City of Aberdeen, both economically and in terms of Place which will have lasting impact on all the residents in our City; and
- (4) instruct the Chief Executive, following consultation with the Chief Officer - Governance, to ensure that the following large scale projects: the City Centre Masterplan Review at Item 11.5, Beachfront Projects Feasibility Report at Item 11.6 and the Aberdeen International Market at Item 13.1 are, after the City Growth and Resources Committee of 25 August 2021, transferred to the Council Business Planner in order that all 45 elected members of Aberdeen City Council have an opportunity to speak, debate and vote as appropriate on key issues affecting the future of our City, rather than a Committee comprising 9 elected members such as the City Growth and Resources Committee.

On a division, there voted:- for the procedural motion (4) – Councillors Cooke, McLellan, Nicoll and Yuill; against the procedural motion (5) – the Convener, the Vice Convener and Councillors Boulton, Grant and Lumsden MSP.

The Committee resolved:-

- (i) to reject the procedural motion;
- (ii) to remove item 62 (School Business Cases) from the planner for the reasons outlined therein;
- (iii) that in relation to item 62 (School Business Cases - New Primary School at Countesswells), to instruct the Chief Officer – Capital to circulate a Service Update to members of the Committee and Ward Members following the closure of the procurement process or other suitable milestone;
- (iv) to note the reason for the reporting delay in relation to item 4 (Freeport/Greenport update), item 6 (Queen Street Development) and item 10 (Wellington Road Multimodal Corridor Study STAG Part 2); and
- (v) to otherwise note the content of the Committee Planner.

ABERDEEN CITY'S AFFORDABLE HOUSING DELIVERY PROGRAMME - COM/21/169

6. The Committee had before it a report by the Director of Commissioning which provided an update on the Aberdeen City affordable housing delivery programme and sought approval of the allocation of funding.

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The report recommended:-

that the Committee 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.

The Committee resolved:-

- (i) to approve the recommendation; and
- (ii) to instruct the Chief Officer – Strategic Place Planning to circulate further details relating to the developments and numbers of the proposed units in relation to the affordable housing supply grant for 2020/21 to the members of the Committee by way of email.

PLACE BASED INVESTMENT PROGRAMME - COM/21/176

7. The Committee had before it a report by the Director of Commissioning which provided an update on the grant allocated to Aberdeen City Council from the Place Based Investment Programme Fund, and sought instruction to allocate a proportion of the funds in line with the conditions accepted.

The report recommended:-

that the Committee –

- (a) agree to allocate up to £430,000 to the Union Terrace Gardens Play Park Proposal and delegates authority to the Chief Officer - Capital, following consultation with the Head of Commercial and Procurement Services, to consider and approve a procurement business case for the project 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 project; and
- (b) instruct the Chief Officer – City Growth to bring a report to the next Committee with details of other projects that could draw down the remaining Place Based Investment Programme funding.

The Committee resolved:-

to approve the recommendations.

PERFORMANCE MANAGEMENT FRAMEWORK REPORT – CITY GROWTH AND RESOURCES FUNCTIONS - CUS/21/172

8. With reference to article 8 of the minute of the previous meeting of 11 May 2021, the Committee had before it a report by the Director of Customer Services, which outlined the status of key performance measures relating to City Growth and Resources cluster activities.

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The report recommended:-

that the Committee note the report and the performance information contained within the Appendix.

The Committee resolved:-

to approve the recommendation.

COMMEMORATIVE AND COURT PLAQUES POLICY - COM/21/173

9. The Committee had before it a report by the Director of Commissioning which sought approval for a revision of the Council's Plaques Policy, which guided the decisions of Council officers and Committees on whether a person, event or building should be recognised with a plaque by the City Council, and was last revised in 2002.

The report recommended:-

that the Committee –

- (a) agree to the implementation of the Plaques Policy with effect from the date of the Committee meeting (25 August 2021); and
- (b) agree to the proposed colour change for the People Plaques to blue and white.

The Committee resolved:-

- (i) to agree to the implementation of the Plaques Policy with effect from the date of the Committee meeting (25 August 2021), subject to amending the Policy by replacing the word 'must' with 'should normally' in the qualifying criteria for people plaques (in section 5.1), and also making any necessary consequential amendments to the Policy and supporting documentation; and
- (ii) to otherwise approve recommendation (b).

EXTERNAL TRANSPORTATION LINKS TO ABERDEEN SOUTH HARBOUR - UPDATED STRATEGIC BUSINESS CASE - COM/21/174

10. With reference to article 17 of the minute of meeting of 3 February 2021, the Committee had before it a report by the Director of Commissioning which sought approval of an Updated Strategic Business Case for the External Transportation Links to the Aberdeen South Harbour project.

The report recommended:-

that the Committee –

- (a) note and approve the Updated Strategic Business Case (USBC) for the External Transportation Links to the Aberdeen South Harbour project, as per Appendix 1;
- (b) instruct the Chief Officer – City Growth in his remit as Chair of the Programming Board to submit the USBC to the UK and Scottish Governments to draw down £1.2m from the £25m allocated to this project from the Aberdeen City Region Deal;

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- (c) approve the £1.2m for project manager resource and the costs outlined to complete the design work; and
- (d) subject to approval by the UK and Scottish Governments, instruct the Chief Officer - Capital to progress the next stages of project delivery, including but not limited to, surveys and investigations, design development, obtaining all necessary approvals, permissions, licences, agreements and consents required to develop the design and an Outline Business Case for the project and to report back to this Committee and the City Region Deal Joint Committee upon completion in 2024, and to provide an update if not completed by that time.

The Convener, seconded by Councillor Grant, moved:-
that the Committee approve the recommendations contained within the report.

Councillor Allard, seconded by Councillor Nicoll, moved as an amendment:-
that the Committee:-

- (1) approve the recommendations contained within the report;
- (2) note the progress by Aberdeen Harbour Board in delivering the Aberdeen South Harbour;
- (3) note the potential difference between completion of the Aberdeen South Harbour and the completion of the proposed access route;
- (4) instruct the Chief Officer – Capital to submit a report to the City Growth and Resources Committee on the movement of traffic through the localities of Torry and Cove, in an effort to ensure that these communities will not be adversely impacted by large vehicles such as coaches and HGVs, by means of introducing weight, width or other restrictions as officers deem necessary; and
- (5) instruct the Chief Officer – City Growth to explore funding sources, such as the City Region Deal funding and Transport Scotland, to cover the traffic management costs which may be entailed by any recommendations in the report referred to in (d) above.

On a division, there voted:- for the motion (5) – the Convener, the Vice Convener and Councillors Boulton, Grant and Lumsden MSP; for the amendment (4) – Councillors Allard, Cooke, Nicoll and Yuill.

The Committee resolved:-

- (i) to adopt the motion; and
- (ii) to instruct the Chief Officer – Capital to investigate all possible measures to expedite the delivery of the harbour link road and update members of the Committee accordingly.

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BUS PARTNERSHIP FUND BID - COM/21/178

11. With reference to article 20 of the minute of meeting of 3 February 2021, the Committee had before it a report by the Director of Commissioning which provided details on the success of the North East Bus Alliance Bid to the Scottish Government Bus Partnership Fund, and the next steps.

The report recommended:-

that the Committee –

- (a) note that £12,030,000 has been granted by Transport Scotland to Aberdeen City Council to work with partners in the North East Bus Alliance to develop and deliver the bus priority interventions through a series of workstreams and deliverables, as described in paragraph 3.2;
- (b) acknowledge that this funding will support public transport in line with the Council's ambitious Net Zero Carbon plans for Aberdeen;
- (c) note the current governance arrangements in place across the North East Bus Alliance, as outlined in paragraphs 3.8 and 3.9, and the comfort this will provide to the Council in the delivery of the approved programme;
- (d) instruct the Chief Officer – Strategic Place Planning and Chief Officer – Capital to continue to work with partners to deliver the projects in accordance with the grant conditions; and
- (e) instruct the Chief Officer – Strategic Place Planning to prepare quarterly Service Updates on the progress of the delivery of this grant.

The Convener, seconded by Councillor Grant moved:-

that the Committee:-

- (1) approve recommendations (a) to (d) above; and
- (2) instruct the Chief Officer - Strategic Place Planning to submit a report to the November 2021 meeting of the Committee on the progress of the delivery of this grant.

Councillor Nicoll, seconded by Councillor Cooke, moved as an amendment:-

that the Committee:-

- (1) approve the recommendations above;
- (2) note the contents of the reports at items 11.5 and 13.2 on the agenda in respect of the City Centre Masterplan Review and the Berryden Corridor proposals and considers the potential impact of these projects on the Wapping Street and Guild Street traffic management issues as regards connectivity between the Berryden Corridor and South College Street / Market Street;
- (3) instruct the Chief Officers of Strategic Place Planning and Capital to provide an options appraisal to resolve congestion issues in the Wapping Street and Guild Street areas and to improve connectivity between these three major arterial routes, together with an outline business case for potential

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- improvements, both to be submitted to a future meeting of the Committee; and
- (4) instruct the Chief Officer - Strategic Place Planning to submit a report to the November 2021 meeting of the Committee on the progress of the delivery of this grant.

On a division, there voted:- for the motion (5) – the Convener, the Vice Convener and Councillors Boulton, Grant and Lumsden MSP; for the amendment (4) – Councillors Cooke, McLellan, Nicoll and Yuill.

The Committee resolved:-

to adopt the motion.

DENIS LAW PROJECTS UPDATE - COM/21/175

12. With reference to article 10 of the minute of meeting of 11 May 2021, the Committee had before it a report by the Director of Commissioning which provided the feasibility outcomes and recommendations for the Printfield 10 mural project.

The report recommended:-

that the Committee –

- (a) note the creativity and work that has gone into developing the Printfield 10 project proposals to date;
- (b) note the significant costs in delivering and maintaining the proposed murals as well as the Council staff resources which would be required to complete the project;
- (c) agree that the murals are not a feasible part of the Printfield 10 project due to the costs and challenges associated with them; and
- (d) instruct the Chief Officer – City Growth to provide the Denis Law Legacy Trust with appropriate support to identify potential funding avenues to realise the walking trail proposal.

The Committee resolved:-

- (i) to approve recommendations (a) and (b);
- (ii) to agree that the murals are not a feasible part of the Printfield 10 project at this time due to the costs and challenges associated with them;
- (iii) to agree to allocate up to £20,000 from the Common Good to support the walking trail;
- (iv) to delegate authority to the Chief Officer – City Growth to enter into appropriate agreements and arrangements as necessary to facilitate the delivery of the walking trail; and
- (v) to delegate authority to Chief Officer – Corporate Landlord in consultation with the Convener of City Growth and Resources Committee and Convener of Capital Programme Committee to determine the location and installation of the Denis Law statue.

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CAPACITY EXEMPTION APPLICATIONS - TOUR OF BRITAIN AND OTHER FUTURE EVENTS - COM/21/188

13. The Committee had before it a report by the Director of Commissioning which provided information on the anticipated capacity exemption application in respect of spectators for the Tour of Britain event in Aberdeen and sought a delegation to officers to determine capacity exemption applications.

The report recommended:-

that the Committee –

- (a) note that the Council anticipates receiving a capacity exemption application from Sweetspot Ltd to increase capacity for the 2021 Tour of Britain finish and that future capacity exemption applications for other events may be received by the Council as Covid-19 restrictions are eased;
- (b) delegate authority to the Chief Officer - City Growth to determine all such applications following consultation with the Chief Officer - Operations and Protective Services, the Chief Officer - Governance, the Director of Public Health and Aberdeen's Safety Advisory Group, in terms of the Health Protection (Coronavirus) (Requirements) (Scotland) Regulations 2021; and
- (c) instruct the Chief Officer - City Growth to keep under review any approvals of such applications and delegates authority to the Chief Officer City Growth, following consultation with the Chief Officer Operations and Protective Services and the Chief Officer - Governance, to revoke such approvals and add, vary or remove conditions as appropriate, in terms of the said Regulations.

The Committee resolved:-

- (i) to approve recommendations (a) and (b); and
- (ii) to instruct the Chief Officer - City Growth to keep under review any approvals of such applications and delegates authority to the Chief Officer City Growth, following consultation with the Chief Officer - Operations and Protective Services, the Chief Officer - Governance and the Convener of the City Growth and Resources Committee, to revoke such approvals and add, vary or remove conditions as appropriate, in terms of the said Regulations.

CITY CENTRE MASTERPLAN REVIEW - RES/21/179

14. With reference to article 15 of the minute of meeting of 15 May 2021, the Committee had before it a report by the Director of Resources which presented an update on progress of the 2015 City Centre Masterplan (CCMP) review and provided recommendations on what could be prioritised in the short term to support initial economic recovery within the City.

The report recommended:-

that the Committee –

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- (a) note that the review of the City Centre Masterplan 2015 is not an exercise to replace or supersede the CCMP, but rather look at a number of priority intervention areas, within scope;
- (b) approve the City Centre Masterplan 2015 Review and project recommendations as detailed in Appendix A Section 3 and acknowledge the projects that have been completed since the approval of the CCMP in 2015, that a number of others are well underway, and that others are not within the control of Aberdeen City Council at this time and require partnership working with other stakeholders;
- (c) note the high level of response to the recent public engagement exercise on the future of the City Centre, the priority projects which scored the highest as part of this exercise, and the responses received on what it would take to attract people back into the City Centre in the short-term (Appendix A Section 2) and instruct the Director of Resources to publish the results online;
- (d) note the indicative visioning exercise for current City Centre intervention areas on Union Street, the West End, Castlegate, and Schoolhill/Upperkirkgate and instruct the Director of Resources to develop these indicative works to detailed design stage including costing, delivery timelines and consultation with key stakeholders, residents and traders in the area for:
 - (1) Redesign of Union Street Central streetscape, complete with consideration of the associated changes to the surrounding transport network to facilitate the project as envisaged in Appendix A section 12;
 - (2) Union Street West and West End as envisaged in Appendix A section 12;
 - (3) Union Street East and Castlegate (linked to accessibility studies and design work for the Beach Masterplan) as envisaged in Appendix A section 12;
 - (4) Schoolhill and Upperkirkgate as envisaged in Appendix A section 12;
 - (5) Undertake key stakeholder engagement to inform the design for each of the above projects and report progress to the City Growth and Resources Committee on 3 November 2021;
- (e) agree that George Street be subject to its own public engagement exercise, and instruct the Director of Commissioning to report back progress to the City Growth and Resources Committee in November 2021;
- (f) in light of the instruction to proceed with detailed design for the redesign of Union Street Central streetscape, to support businesses as we emerge out of the pandemic and noting correspondence from the Scottish Government (dated 15 July 2021) in respect of continuation of special measures to enable the erection of temporary buildings by the hospitality sector, and that guidance on such has been extended to 31 March 2022, instruct the Chief Officers of Capital and Operations and Protective Services to:-
 - (1) maintain current arrangements for the approval of temporary outdoor trading proposals until 31 March 2022;
 - (2) reopen Bon Accord Street after the current extension of outdoor seating lapses at the end of March 2022, subject to ongoing considerations regarding the programme of works surrounding South College Street which require earlier reopening;

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- (3) Union Street, Belmont Zone and West End Spaces for People interventions to remain until a permanent design and transport mitigation is agreed;
 - (4) the use of green spaces, carparks, parks, roads, etc. by private businesses for outdoor trading to cease from the end of March 2022 or to be regularised through the appropriate processes; and
 - (5) instruct the Chief Officers of Operations and Protective Services, Governance, Corporate Landlord and Strategic Place Planning to explore options to align the consenting process for businesses who may wish to make permanent any existing temporary outdoor trading, including any necessary management, leasing arrangements and upkeep of public spaces, and report these back to the City Growth and Resources Committee in November 2021;
- (g) agree that the public transport network is the key to maximising mass sustainable movement of people to and from the City Centre, and that changes to Union Street (and any others) which (pre-COVID 19) supported bus services, will require mitigation to protect and enhance the bus experience as part of the COVID recovery plan as well as the City Centre Masterplan review, and that this accords with the recent Bus Partnership Fund bid (subject to a separate report to this Committee);
- (h) instruct the Chief Officer - Strategic Place Planning to develop a Traffic Management Plan to support the City Centre Masterplan Review in consultation with the bus operators and in collaboration with the Chief Officers of Operations and Capital and report this back to the City Growth and Resources Committee in November 2021;
- (i) in response to issues raised by the public consultation simulator, instruct the Director of Resources to:-
- (1) undertake a visual building condition survey and recommend improvement measures, including costs, constraints, methodologies and an implementation programme for all properties on Union Street;
 - (2) develop detailed design proposals to create a permanent café culture in the Belmont Street and Back Wynd area in consultation with key stakeholders, residents and traders in the area;
 - (3) investigate the possibility of Council-owned land allowing permanent outdoor areas to promote café culture; and
 - (4) installing outdoor seating outside Aberdeen Art Gallery as a first phase delivery of café culture.

The Convener, seconded by Councillor Grant, moved:-
that the Committee:-

- (1) approve recommendations (a) to (e) and (g) and (h) above;
- (2) agree that in light of the instruction to proceed with detailed design for the redesign of Union Street Central streetscape, to support businesses as we emerge out of the pandemic and noting correspondence from the Scottish Government (dated 15 July 2021) in respect of continuation of special measures to enable the erection of temporary buildings by the hospitality sector, and that guidance on such has been extended to 31 March 2022,

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instruct the Chief Officers of Capital and Operations and Protective Services to:-

- (i) maintain current arrangements for the approval of temporary outdoor trading proposals until 23:59 on 24 January 2022;
 - (ii) reopen Bon Accord Street after the current extension of outdoor seating lapses at the end of January 2022, subject to ongoing considerations regarding the programme of works surrounding South College Street which require earlier reopening;
 - (iii) schedule the removal of Spaces for People Interventions from West End (Thistle Street, Chapel Street, Rose Street) following removal works of previous scheduled Spaces for People intervention removals;
 - (iv) Union Street and Belmont Zone Spaces for People interventions to remain until a permanent design and transport mitigation is agreed at the meeting of this committee in November;
 - (v) the use of green spaces, car parks, parks, roads, etc. by private businesses for outdoor trading to cease from 23:59 on 24 January 2022 or to be regularised through the appropriate processes; and
 - (vi) instruct the Chief Officers of Operations and Protective Services, Governance, Corporate Landlord and Strategic Place Planning to explore options to align the consenting process for businesses who may wish to make permanent any existing outdoor trading, including any necessary management, leasing arrangements and upkeep of public spaces, and report back to this committee in November 2021.
- (3) in response to issues raised by the public consultation simulator, instruct the Director of Resources to:-
- (i) undertake a visual building condition survey and recommend improvement measures, including costs, constraints, methodologies and an implement programme for all properties on Union Street reporting back to City Growth and Resources Committee in November on the progress;
 - (ii) develop detailed design proposals to create a permanent café culture in the Belmont Street and Back Wynd area in consultation with key stakeholders, residents and traders in the area reporting back to City Growth and Resources Committee in November on the progress;
 - (iii) investigate the possibility of Council-owned land allowing permanent outdoor areas to promote café culture reporting back to City Growth and Resources Committee in November on the progress; and
 - (iv) investigate installing outdoor seating outside Aberdeen Art Gallery as a first phase delivery of café culture.

Councillor Nicoll, seconded by Councillor Hutchison, moved as an amendment:-
that the Committee:-

- (1) approve recommendations (b) to (e) and (g) to (i) above;
- (2) note that the review of the City Centre Masterplan 2015 was not an exercise to replace or supersede the CCMP, but rather look at a number of priority

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- intervention areas, within scope. However recognises the need for the CCMP to become a 'living document', that is updated frequently to reflect changes in the needs of the city and its residents. Therefore, instructs the Director of Resources to report back to the December 2022 meeting of Council with recommendations on projects that should be added to and removed from the City Centre Masterplan, with annual reviews from the Director of Resources thereafter;
- (3) in light of the instruction to proceed with detailed design for the redesign of Union Street Central streetscape, to support businesses as we emerge out of the pandemic and noting correspondence from the Scottish Government (dated 15 July 2021) in respect of continuation of special measures to enable the erection of temporary buildings by the hospitality sector, and that guidance on such has been extended to 31 March 2022, instruct the Chief Officers of Capital and Operations and Protective Services to:-
 - (i) maintain current arrangements for the approval of temporary outdoor trading proposals until 31 March 2022, apart from those affected by (vi) below;
 - (ii) reopen Bon Accord Street at the end of November 2021, subject to ongoing considerations regarding the programme of works surrounding South College Street which require earlier reopening;
 - (iii) Union Street, Belmont Zone and West End Spaces for People interventions to remain until permanent design and transport mitigation, as detailed in 2.4, is considered at the City Growth and Resources Committee in November 2021;
 - (iv) the use of green spaces, carparks, parks, etc. by private businesses for outdoor trading to cease from the end of March 2022 or to be regularised through the appropriate processes,
 - (v) the use of roads by private businesses for outdoor trading to cease from the end of November 2021; and
 - (vi) instruct the Chief Officers of Operations and Protective Services, Governance, Corporate Landlord and Strategic Place Planning to explore options to align the consenting process for businesses who may wish to make permanent any existing temporary outdoor trading, including any necessary management, leasing arrangements and upkeep of public spaces, and report these back to the City Growth and Resources Committee in November 2021;
 - (4) instruct the Director of Resources to engage with Bon Accord Heritage and carry out an options appraisal, to be funded from the CCMP budget allocation, for making a capital contribution towards the restoration of the Bon Accord Baths, and to bring a report to the City Growth and Resources Committee in February 2022;
 - (5) instruct the Director of Resources to engage with Castlegate Arts Limited and carry out an options appraisal, to be funded from the CCMP budget allocation, for restorations and improvements that would ensure the long-term viability of

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- the building as an arts venue, and to bring a report to the City Growth and Resources Committee in February 2022;
- (6) instruct the Director of Resources bring forward an outline business case, to be funded from the CCMP budget allocation, for the Council to purchase upper floors along Union Street for conversion to housing, reporting to the City Growth and Resources Committee in November 2021; and
 - (7) instruct the Director of Resources to bring forward an outline business case, to be funded from the CCMP budget allocation, for the Council to purchase and operate mechanical street cleaners to assist with the upkeep of the city centre, reporting to the City Growth and Resources Committee in February 2022.

Councillor Yuill, seconded by Councillor Cooke, moved a further amendment:-
that the Committee:-

- (1) approve recommendations (a) to (e) and (g) to (i) above; and
- (2) in light of the instruction to proceed with detailed design for the redesign of Union Street Central streetscape, to support businesses as we emerge out of the pandemic, noting correspondence from the Scottish Government (dated 15 July 2021) in respect of continuation of special measures to enable the erection of temporary buildings by the hospitality sector, and that guidance on such has been extended to 31 March 2022, and that the Council made it clear in Spring 2020 that the Spaces for People interventions in the city centre were a temporary measure introduced in response to the public health emergency instruct the Chief Officers of Capital and Operations and Protective Services to:-
 - (i) maintain current arrangements for the approval of temporary outdoor trading proposals until 30 September 2021;
 - (ii) reopen Bon Accord Street at the end of September 2021, subject to ongoing considerations regarding the programme of works surrounding South College Street which require earlier reopening;
 - (iii) Union Street, Belmont Zone and West End Spaces for People interventions to be removed as soon as is practical;
 - (iv) the use of green spaces, carparks, parks, roads, etc. by private businesses for outdoor trading to cease from the end of September 2021 or to be regularised through the appropriate processes; and
 - (v) instruct the Chief Officers of Operations and Protective Services, Governance, Corporate Landlord and Strategic Place Planning to explore options to align the consenting process for businesses who may wish to make permanent any existing temporary outdoor trading, including any necessary management, leasing arrangements and upkeep of public spaces, and report these back to the City Growth and Resources Committee in November 2021;
- (3) instruct the Director of Resources to engage with Bon Accord Heritage and carry out an options appraisal, to be funded from the CCMP budget allocation, for making a capital contribution towards the restoration of the Bon Accord

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- Baths, and to bring a report to the City Growth and Resources Committee in February 2022;
- (4) instruct the Director of Resources to engage with Castlegate Arts Limited and carry out an options appraisal, to be funded from the CCMP budget allocation, for restorations and improvements that would ensure the long-term viability of the building as an arts venue, and to bring a report to the City Growth and Resources Committee in February 2022;
 - (5) instruct the Director of Resources bring forward an outline business case, to be funded from the CCMP budget allocation, for the Council to purchase upper floors along Union Street for conversion to housing, reporting to the City Growth and Resources Committee in November 2021; and
 - (6) instruct the Director of Resources to bring forward an outline business case, to be funded from the CCMP budget allocation, for the Council to purchase and operate mechanical street cleaners to assist with the upkeep of the city centre, reporting to the City Growth and Resources Committee in February 2022.

There being a motion and two amendments, the Committee first divided between the amendment by Councillor Nicoll and the amendment by Councillor Yuill.

On a division, there voted:- for the amendment by Councillor Nicoll (3) – Councillors Cooke, Hutchison and Nicoll; for the amendment by Councillor Yuill (1) – Councillor Yuill; declined to vote (5) – the Convener, the Vice Convener and Councillors Boulton, Grant and Lumsden MSP.

The Committee then divided between the motion and the amendment by Councillor Nicoll.

On a division, there voted:- for the motion (5) – the Convener, the Vice Convener and Councillors Boulton, Grant and Lumsden MSP; for the amendment by Councillor Nicoll (4) – Councillors Cooke, Hutchison, Nicoll and Yuill.

The Committee resolved:-

to adopt the motion.

BEACHFRONT PROJECTS FEASIBILITY REPORT - RES/21/200

15. With reference to article 17 of the minute of meeting of 11 May 2021, the Committee had before it a report by the Director of Resources which provided an update on the output of the technical feasibility studies, public consultation and proposed Beach Masterplan.

The report recommended:-

that the Committee –

- (a) to instruct the Director of Resources to move to Full Business Case and options appraisal for the Beach Ballroom including a major refurbishment and report back

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- on progress to the City Growth and Resources Committee on the 3 November 2021;
- (b) to instruct the Director of Resources to progress detailed design for the Queens Links to incorporate landscaping, public realm, playpark and integrated water features;
 - (c) to instruct the Director of Resources to develop Full Business Cases and options appraisal for Sports/Leisure Facilities on the Kings Links which would include full redevelopment of new facilities as well as a major refurbishment of existing facilities and report back on progress to the City Growth and Resources Committee on the 3 November 2021;
 - (d) to instruct the Director of Resources to develop Full Business Cases and options appraisal for Broadhill and report back on progress to the City Growth and Resources Committee on 3 November 2021;
 - (e) to instruct the Director of Resources to initiate a formal pre-application consultation for the Beachfront activities (Beach Ballroom, Sports/Leisure facilities, public realm/beach landscaping) and/or subsequent planning applications thereafter;
 - (f) to instruct the Director of Resources to Develop and implement measures along the promenade and surrounding areas as per paragraph 3.8.7 of the report;
 - (g) Instruct the Director of Resources to move to a Full Business Case and options appraisal for the Beach Boulevard with connectivity to the City Centre through the Castlegate thereby anchoring a closer link between the city centre and the beach and report back on progress to the City Growth and Resources Committee on 3 November 2021;
 - (h) to instruct the Director of Resources to prepare an options appraisal for the provision of an Energy Centre as described within section 3.21 of the report and report back on progress to the City Growth and Resources Committee on 3 November 2021;

The Convener, seconded by Councillor Grant, moved:-

that the Committee approve the recommendations contained within the report.

Councillor Yuill, seconded by Councillor Hutchison, moved as an amendment:-

that the Committee:-

- (1) approve the recommendations contained within the report;
- (2) agrees that no City Council funds will be used for the construction of a stadium at Aberdeen Beach; and
- (3) agrees that any City Council assets, including but not limited to land, required to construct a stadium at Aberdeen Beach will not be sold or leased to the stadium developer below market value.

On a division, there voted:- for the motion (8) – the Convener, the Vice Convener and Councillors Boulton, Cooke, Grant, Hutchison, Lumsden MSP and Nicoll; for the amendment (1) – Councillor Yuill.

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The Committee resolved:-

- (i) to adopt the motion;
- (ii) that in relation to (g) above, that a turning point for buses at the Castlegate be included as an option; and
- (iii) to otherwise commend all officers for the work undertaken.

DISPOSAL OF EASTSIDE OF CARNIE - LANDS OF SKENE HOUSE - RES/21/170

16. The Committee had before it a report by the Director of Resources which provided information on the offers received for the Eastside of Carnie Farmhouse, Westhill, Skene, following it being placed on the market for sale.

The report recommended:-

that the Committee –

- (a) accept the recommendation to dispose of this property to the preferred bidder; and
- (b) instruct the Chief Officer – Governance to conclude missives for the sale of the property incorporating various qualifications as are necessary to protect the Council's interest, together with any other matters as are required to complete the sale.

The Committee resolved:-

to approve the recommendations.

NOTICE OF MOTION BY COUNCILLOR HUTCHISON - BEACH MASTERPLAN

17. The Committee had before it a Notice of Motion submitted by Councillor Hutchison in the following terms:-

“that the Committee:-

- (1) notes the decision of the City Growth and Resources Committee on 11 May 2021 to formulate a Beach Masterplan and the scope of the area being considered (Area A in appendix 1 - map circulated within the agenda);
- (2) instructs the Chief Officer - City Growth look at what medium and long-term strategic interventions could be made in the area that includes Queens Links Leisure Park (Area B), together with the area bounded by Wellington Street, York Place and Beach Esplanade (Areas C & D);
- (3) instructs the Chief Officer - Corporate Landlord, supported by the Chief Officer - City Growth, to progress discussions with the existing owners/occupiers of the properties at Queens Links Leisure Park as to opportunities to improve accessibility to beach front access from existing and future properties; and
- (4) instructs the Chief Officer - City Growth to consider funding options that may qualify to support strategic interventions that could supplement a Beach Masterplan and to bring back a report on this, incorporating the findings of (2) and (3) above, to the City Growth and Resources Committee in due course.”

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Councillor Hutchison moved his motion and explained the rationale behind his request. Councillor Hutchison's motion was seconded by Councillor Cooke.

The Convener, seconded by Councillor Grant, moved as an amendment:-
that the Committee take no action.

On a division, there voted:- for the motion (4) – Councillors Cooke, Hutchison, Nicoll and Yuill; for the amendment (5) – the Convener, the Vice Convener and Councillors Boulton, Grant and Lumsden MSP;

The Committee resolved:-
to approve the amendment.

URGENT NOTICE OF MOTION BY COUNCILLOR BOULTON - PROVOST SKENE'S HOUSE RESTORATION WORKS

18. The Committee had before it an Urgent Notice of Motion submitted by Councillor Boulton in the following terms:-

“That the Committee:-

- (1) agree to highly commend the work carried out by the Council's in house, building services team and other professional specialists in the restoration and transformation of Provost Skene's House;
- (2) agree the standards, professionalism and pride that has been demonstrated throughout the entirety of the project in extremely difficult circumstances has been exceptional;
- (3) agree the public comments by Councillor Hutchison attacking the work of council employees is unfounded and he should apologise to the Council and its workforce;
- (4) note the trade union Unite has written to the Chief Executive and the Council Leader following comments made by Councillor Michael Hutchison regarding Provost Skene's House workmanship;
- (5) note the Trade Unions are requesting a public apology from Councillor Hutchison; and
- (6) agree that Councillor Hutchison be referred to the Ethical Standards Commissioner and instruct the Chief Executive to make the referral, with reference to section 3.3 of the Councillors' Code of Conduct.”

Councillor Boulton spoke in support of her notice of motion, explaining the rationale behind it. Councillor Boulton's motion was seconded by Councillor Grant.

Councillor Alex Nicoll, seconded by Councillor McLennan moved as an amendment:-

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that the Committee approve (1) and (2) above, but that no action be taken in relation to (3) to (6) until such time that members of the Committee are in full possession of the facts.

On a division, there voted:- for the motion (5) – the Convener, the Vice Convener and Councillors Boulton, Grant and Lumsden MSP; for the amendment (3) – Councillors Cooke, McLennan and Alex Nicoll; declined to vote (1) - Councillor Yuill.

The Committee resolved:-

to approve the motion.

In accordance with the decision recorded under article 2 of this minute, the following items of business were considered with the press and public excluded.

ABERDEEN INTERNATIONAL MARKET – AUGUST 2021 UPDATE REPORT - RES/21/193

19. With reference to article 16 of the minute of meeting of 11 May 2021, the Committee had before it a report by the Director of Resources which provided an update on the proposal for a new Aberdeen International Indoor Market element and sought instructions to progress certain elements.

The report recommended:-

that the Committee –

- (a) note the progress that has been made in the purchase of the site including all copyrights, reports, development proposals, submitted funding applications and then entering into a demolition contract for the site;
- (b) note the progress in developing the scheme to Concept Design and instruct the Chief Officer – Corporate Landlord to submit a planning application for the proposal at the earliest opportunity;
- (c) instruct the Chief Officer – Corporate Landlord to take forward a marketing exercise to identify an operator for the completed facility and thereafter select a preferred bidder to ensure operator input is available at the earliest opportunity;
- (d) progress with the Full Business case for the project bringing this back to this Committee on 3 November 2021;
- (e) instruct the Chief Officer – Corporate Landlord to progress with the purchase of other available property within the ‘block’ on terms identified within this report;
- (f) instruct the Chief Officer – Corporate Landlord to extend the scope of the project to include options to undertake environmental projects to ‘the tunnels’ area;

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- (g) instruct the Chief Officer – Corporate Landlord to consider option to develop and deliver options for vacant upper floors in the wider block to be brought back into economic use, bring a report back to committee on 3 February 2022; and
- (h) instruct the Chief officer – Corporate Landlord to consider a business case to bring other vacant properties within this key area of Union Street back into economic use reporting back on 3 November 2021.

The Committee resolved:-

- (i) to approve recommendations (a) and (b) and (d) to (h);
- (ii) to instruct the Chief Officer – Corporate Landlord to take forward a marketing exercise to identify an operator for the completed facility and thereafter select a preferred bidder, following consultation with the Convener of City Growth and Resources Committee, to ensure operator input is available at the earliest opportunity; and
- (iii) to instruct the Communications and Marketing Manager to issue a media statement outlining the progress of the new International Market project and issue further statements as other properties in the report are acquired.

BERRYDEN CORRIDOR IMPROVEMENT BUSINESS CASE UPDATE - RES/21/184

20. With reference to article 4 of the minute of meeting of the Council on 10 March 2021, the Committee had before it a report by the Director of Resources which sought approval of the updated business case and implementation of the Berryden Corridor Improvement project (the Project).

The report recommended:-

that the Committee –

- (a) note the contents of the updated business case for the Project;
- (b) agree the recommendations within the revised business case for the Project appended to this report;
- (c) note the strategic benefits derived from the delivery of the project to facilitate and support the aspiration of other city centre proposals associated with the Public Realm;
- (d) note the congestion relief, shortened journey times and improve journey time reliability along the road corridor and surrounding road network, thus providing much improved access to the city centre and relief on less appropriate routes through adjacent neighbourhoods, supporting its role as a Radial Route within the new Roads Hierarchy;
- (e) note the anticipated Benefit to Cost Ratio for the Project is in excess of 2 representing a high value for money return on investment;
- (f) note that projects under the Bus Partnership Fund programme will be able to take advantage of the benefits and improved network performance delivered by the Project when advancing their proposals;

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- (g) note the Scottish Minister's decision to confirm the Compulsory Purchase Order and that the General Vesting Declaration will be made during Winter 2021/22, securing the land necessary for the Project and allowing those whose land is affected to claim compensation;
- (h) delegate authority to the Chief Officer - Capital, following consultation with the Chief Officer - Finance, to vire surplus funds between transportation project budgets in the General Fund Capital Programme to optimise usage of currently budgeted funds; and
- (i) following any action taken under (h), refers the additional funding requirement to this year's budget process.

The Committee resolved:-

to approve the recommendations.

CHAPEL STREET CAR PARK - LEASE PROPOSAL - RES/21/185

21. With reference to article 19 of the minute of meeting of 11 May 2021, the Committee had before it a report by the Director of Resources which provided an update on the options for Chapel Street Car Park following further discussions with interested parties.

The report recommended:-

that the Committee –

- (a) note the discussions that have taken place since 11 May 2021; and
- (b) instruct the Chief Officer – Corporate Landlord to agree the full details of the proposal and instruct the Chief Officer - Governance to conclude the lease of the site on the terms noted within the report.

The Committee resolved:-

to approve the recommendations.

PLACED BASED INVESTMENT PROGRAMME - EXEMPT APPENDIX

22. The Committee had before it an exempt appendix relating to the Placed Based Investment Programme report. (Article 7 of this minute refers).

The Committee resolved:-

to note the information contained within the exempt appendix.

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DISPOSAL OF EASTSIDE OF CARNIE - LANDS OF SKENE HOUSE - EXEMPT APPENDIX

23. The Committee had before it an exempt appendix relating to the Disposal of Eastside of Carnie – Lands of Skene House report. (Article 16 of this minute refers).

The Committee resolved:-

to note the information contained within the exempt appendix.

- **COUNCILLOR RYAN HOUGHTON, Convener.**

	A	B	C	D	E	F	G	H	I
1	CITY GROWTH AND RESOURCES COMMITTEE BUSINESS PLANNER 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			10 November 2021						
4	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		
5	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		
6	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	1.1.13		
7	Council Financial Performance, Quarter 2, 2021/22	To present the Council's financial position for the quarter.		Lesley Fullerton	Finance	Resources	1.1		
8	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	R	As work has just commenced on the review of the Local Transport Strategy (LTS) and due to the ongoing work across the City Centre in relation to the City Centre Masterplan review, the Low Emissions Zone and the Bus Partnership Fund, it will be more appropriate to consider car parking as part of a comprehensive review of transport through the LTS which sets out the strategic plan for transport over the next 5 years.

	A	B	C	D	E	F	G	H	I
	Report Title	Minute Reference/Committee Decision or Purpose of Report	Update	Report Author	Chief Officer	Directorate	Terms of Reference	Delayed or Recommended for removal or transfer, enter either D, R, or T	Explanation if delayed, removed or transferred
2									
9	City Growth and Resources Committee Annual Effectiveness Report	To present the Annual Effectiveness report for the Committee.		Mark Masson	Governance	Commissioning	GD 8.5		
10	Medium Term Financial Strategy for the Council's General Fund, 2021	Council on 10/03/21 agreed to instruct the Chief Officer - Finance to refresh the Medium-Term Financial Strategy and report it to the City Growth and Resources Committee on 3 November 2021.		Jonathan Belford	Finance	Resources	2.1.5		
11	Developer Obligations Update	Council on 10/03/21 agreed that given the significant impact on the development industry in the last 12 months, instruct the Chief Officer - Strategic Place Planning to report to the City Growth and Resources Committee by the end of 2021 on the legally binding developer obligations that have been signed with the Council		David Dunne/David Berry	Strategic Place Planning	Commissioning	1.1.1		
12	Socio-Economic Rescue Plan Update	The CG&R Committee on 11/5/21 agreed to note the successful delivery of this plan and agrees for a report to be submitted to the meeting on 3 November 2021 of this Committee, providing information on the recovery initiatives, including budget allocations, undertaken in 2021/22. The UBC on 30 June 2020 agreed to instruct the Chief Officer City Growth, following consultation with the Chief Officer Customer Services, to take all actions necessary in order to implement the ACC Business Charter working with the relevant Council services and business network representatives; instructs the relevant Chief Officers to monitor performance in delivering the charter; and report back to the Council's City Growth & Resources Committee.		Jim Johnstone	City Growth	Commissioning	2.1.1 & 3.3		
13	History and Legacy of Enslavement	The CG&R Committee on 3/2/21 agreed to instruct 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.		Jenny Brown	City Growth	Commissioning	2.1.1		
14	Procurement Workplan and Business Cases - Capital	The purpose of this report is to present procurement workplans for each Function to Committee for review and to seek approval of the total estimated capital expenditure for the proposed contracts as required by ACC Procurement Regulations 2021.		Mel Mackenzie	Head of Commercial and Procurement	Commissioning	1.1.6	R	There were no submissions of business cases required.

	A	B	C	D	E	F	G	H	I
	Report Title	Minute Reference/Committee Decision or Purpose of Report	Update	Report Author	Chief Officer	Directorate	Terms of Reference	Delayed or Recommended for removal or transfer, enter either D, R, or T	Explanation if delayed, removed or transferred
2									
18	Wellington Road Multimodal Corridor Study STAG Part 2	The CG&R Committee on 3/2/21 agreed to 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		Will Hekelaar	Strategic Place Planning	Commissioning	3.2		
19	Place Based Investment Programme	The CG&R Committee on 25/8/21 agreed to instruct the Chief Officer – City Growth to bring a report to the next Committee with details of other projects that could draw down the remaining Place Based Investment Programme funding.		Stuart Bews	City Growth	Commissioning	1.1.7		
20	Bus Partnership Fund Update	The CG&R Committee on 25/8/21 agreed to instruct the Chief Officer - Strategic Place Planning to submit a report to the November 2021 meeting of the Committee on the progress of the delivery of this grant.		Joanna Murray	Strategic Place Planning	Commissioning	3.2		
21	Disposal of Rosehill House, Aberdeen (Exempt)	The purpose of this report is to advise members of the outcome of the recent marketing exercise and closing date of the former Rosehill House, Ashgrove Road West, Aberdeen		Peter Thatcher	Corporate Landlord	Resources	4.1 & 4.4		
22	Dyce Community Library (Exempt)	This report seeks approval from the committee to send out invitations to tender for construction of a new library at the Dyce Community Centre		Tom Kilpatrick	Operations and Protective Services	Operations	1.1.6		
23	Aberdeen City's Strategic Housing Investment Plan 2022/23 – 2026/2027	Seek approval of the Strategic Housing Investment Plan		Mel Booth	Strategic Place Planning	Commissioning	1.1.7		
24	Bus Lane Enforcement Fund Refresh	The purpose of this report is to provide an update on the status of the current Bus Lane Enforcement (BLE) programme and to seek approval for the programme to be refreshed with a new application process that better meets current Council priorities.		Nicola Laird	Strategic Place Planning	Commissioning	2.1.2		
25	Fleet Replacement Programme	This report provides Committee with the refreshed Fleet Asset Management Plan (Appendix A) which identifies age and replacement plans for all vehicles and plant to provide assurance on effective identification of assets to populate the Phase 2 Fleet Replacement Programme for 2021/22 (Appendix B) and future Fleet Replacement requests.		John Weir	Operations and Protective Services	Operations	1.1.5		

	A	B	C	D	E	F	G	H	I
	Report Title	Minute Reference/Committee Decision or Purpose of Report	Update	Report Author	Chief Officer	Directorate	Terms of Reference	Delayed or Recommended for removal or transfer, enter either D, R, or T	Explanation if delayed, removed or transferred
2									
26			12 November 2021						
27	Beachfront Projects	The CG&R on 25/8/21 agreed (1) to instruct the Director of Resources to move to Full Business Case and options appraisal for the Beach Ballroom including a major refurbishment and report back on progress to the City Growth and Resources Committee on the 3 November 2021; (2) develop Full Business Cases and options appraisal for Sports/Leisure Facilities on the Kings Links which would include full redevelopment of new facilities as well as a major refurbishment of existing facilities and report back on progress to the City Growth and Resources Committee on the 3 November 2021; (3) to instruct the Director of Resources to develop Full Business Cases and options appraisal for Broadhill and report back on progress to the City Growth and Resources Committee on 3 November 2021; (4) Instruct the Director of Resources to move to a Full Business Case and options appraisal for the Beach Boulevard with connectivity to the City Centre through the Castlegate thereby anchoring a closer link between the city centre and the beach and report back on progress to the City Growth and Resources Committee on 3 November 2021; (5) to instruct the Director of Resources to prepare an options appraisal for the provision of an Energy Centre as described within section 3.21 of the report and report back on progress to the City Growth and Resources Committee on 3 November 2021		Craig Innes		Resources	2.1.5, 3.2 & 3.3		

	A	B	C	D	E	F	G	H	I
	Report Title	Minute Reference/Committee Decision or Purpose of Report	Update	Report Author	Chief Officer	Directorate	Terms of Reference	Delayed or Recommended for removal or transfer, enter either D, R, or T	Explanation if delayed, removed or transferred
2									
31	Aberdeen International Market	The CG&R Committee on 25/8/21 agreed (1) to progress with the Full Business case for the project bringing this back to this Committee on 3 November 2021; and (2) to instruct the Chief Officer – Corporate Landlord to consider a business case to bring other vacant properties within this key area of Union Street back into economic use reporting back on 3 November 2021		Stephen Booth	Corporate Landlord	Resources			
32			03 February 2022						
33	Local Authority Bus Services/Controlled Bus Companies	<p>The CG&R Committee on 26/09/19 agreed to instruct the Director of Resources to monitor the sale position of First Aberdeen Limited and report back to the City Growth and Resources Committee on 6 February 2020 with an update on the proposed sale and recommended next steps for the Council.</p> <p>The CG&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 & 3.2		
34	Procurement Workplan and Business Cases - Capital	The purpose of this report is to present procurement workplans for each Function to Committee for review and to seek approval of the total estimated capital expenditure for the proposed contracts as required by ACC Procurement Regulations 2021.	There may not be a need to present a report for each meeting, this would be dependant on submission of business cases required.	Mel Mackenzie	Head of Commercial and Procurement	Commissioning	1.1.6		

	A	B	C	D	E	F	G	H	I
	Report Title	Minute Reference/Committee Decision or Purpose of Report	Update	Report Author	Chief Officer	Directorate	Terms of Reference	Delayed or Recommended for removal or transfer, enter either D, R, or T	Explanation if delayed, removed or transferred
2									
35	City Centre Multi Storey Blocks - Option Appraisal	Council on 10/03/21 agreed (1) to approve £250,000 from the Housing Capital Programme to undertake a full option appraisal on the city centre multi storey blocks to consider future development and investment opportunities; and (2) to instruct the Chief Officer - Corporate Landlord to report back the outcome from the option appraisal of (1) above to the City Growth and Resources Committee no later than March 2022		Stephen Booth	Corporate Landlord	Resources			
36	Developer Obligations - Asset Plans	<p>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.</p> <p>The CG&R Committee on 11/05/2021 agreed that a Service Update be circulated.</p>	Originally due on 11/5/21, however, due to instruction from Council on 10/03/21 "that given the significant impact on the development industry in the last 12 months, to instruct the Chief Officer - Strategic Place Planning to report to the City Growth and Resources Committee by the end of 2021 on the legally binding developer obligations that have been signed with the Council" combined with the ongoing impact of COVID and the work being undertaken looking at community benefit, it is proposed to report back to this committee after that report and any subsequent instructions from City Growth and Resources Committee, and in the interim look at what opportunities there are to combine the asset plans with existing or proposed community engagement to reduce the burden on communities.	David Dunne/David Berry	Strategic Place Planning	Commissioning	3.2		

	A	B	C	D	E	F	G	H	I
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2									
37	Energy Transition Zone Training and Jobs Plan	Council on 3 March 2020 agreed to instruct the Chief Officer City Growth to evaluate the Energy Transition Zone Training and Jobs Plan and report back to the Council's City Growth and Resources Committee on 28 October 2020 on the extent to which local people are accessing training or job opportunities that are generated if any development occurs.	A key element of the overall business case for the ETZ, being led by Opportunity North East, is that Aberdeen Harbour is the location of choice for developers and suppliers to the ScotWind East Region Sites. In response, Skills Development Scotland, supported by NESCOL is leading a workstream that will focus on development of an energy transition skills programme, that will also involve the Council and the universities so that local people in the city are able to access new training and jobs opportunities in offshore wind, carbon capture, utilization and storage (CCUS) and Hydrogen. It is also intended to promote and stimulate broader 'green skills' that will also be in demand as the city responds to the net zero vision and the Council's own Route Map.	Angela Taylor	City Growth	Commissioning	3.2		
38	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			21 June 2022						
44	Roads and Transport Related Budget Programme 2022 - 2023 (Annual Report)	This report is Business Critical to spend the allocated capital Budget approved at the Council Budget meeting and brings together the proposed roads and transportation programme from the approved Capital Budgets for 2022/2023. This is presented as a provisional programme and Members are asked to approve specific schemes where detailed and the budget headings for the remainder. In addition provisional programmes for 2023/24 and 2024/25 are also included where possible.	To be submitted at the first CG&R meeting following the Council Budget Meeting in March 2022	Doug Ritchie	Operations and Protective Services	Operations			
45	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		
46	Procurement Workplan and Business Cases - Capital	The purpose of this report is to present procurement workplans for each Function to Committee for review and to seek approval of the total estimated capital expenditure for the proposed contracts as required by ACC Procurement Regulations 2021.	There may not be a need to present a report for each meeting, this would be dependant on submission of business cases required.	Mel Mackenzie	Head of Commercial and Procurement	Commissioning	1.1.6		
47	Flood Risk Management Strategies	The CG&R Committee on 3/2/21 agreed to 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		Claire Royce	Operations and Protective Services	Operations	3.2 & 3.3		
48			4 August 2022 (Special)						
49	Council Financial Performance, Quarter 1 2022/23	To present the Council's financial position for the quarter.		Lesley Fullerton	Finance	Resources	1.1		

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2									
50			21 September 2022						
51	Review of School Estate	Council on 6/3/18 agreed to instruct the Chief Officer – Corporate Landlord to bring a review of the School Estate report within the next 9 months to the Education Operational Delivery Committee, thereafter to forward the report to the Capital Programme Committee.	Council on 3/3/21 agreed to instruct the Chief Officer - Corporate Landlord to present the finalised School Estate Plan to the Education Operational Delivery Committee in summer 2022. Officers will recommend that the report is thereafter forwarded to the City Growth and Resources Committee.	Stephen Booth / Andrew Jones	Corporate Landlord	Resources	4.1		
52	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		
53	Procurement Workplan and Business Cases - Capital	The purpose of this report is to present procurement workplans for each Function to Committee for review and to seek approval of the total estimated capital expenditure for the proposed contracts as required by ACC Procurement Regulations 2021.	There may not be a need to present a report for each meeting, this would be dependant on submission of business cases required.	Mel Mackenzie	Head of Commercial and Procurement	Commissioning	1.1.6		
54			2 November 2022 (Special)						
55	Council Financial Performance, Quarter 2 2022/23	To present the Council's financial position for the quarter.		Lesley Fullerton	Finance	Resources	1.1		
56			07 December 2022						

	A	B	C	D	E	F	G	H	I
	Report Title	Minute Reference/Committee Decision or Purpose of Report	Update	Report Author	Chief Officer	Directorate	Terms of Reference	Delayed or Recommended for removal or transfer, enter either D, R, or T	Explanation if delayed, removed or transferred
2									
57	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. Council on 10 March 2021 agreed to note that also included	Given the Council decision on 10/03/21 (See Column B) a report will now be submitted in late 2022.	Andrew Jones/Maria Thies	Corporate Landlord	Resources	4.1		
58	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		
59	Procurement Workplan and Business Cases - Capital	The purpose of this report is to present procurement workplans for each Function to Committee for review and to seek approval of the total estimated capital expenditure for the proposed contracts as required by ACC Procurement Regulations 2021.	There may not be a need to present a report for each meeting, this would be dependant on submission of business cases required.	Mel Mackenzie	Head of Commercial and Procurement	Commissioning	1.1.6		
60			TBC						
61	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		

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2									
65	Living Wall	<p>The CG&R Committee on 3/2/2021 agreed to instruct the Chief Officer – City Growth, to investigate alternative ways to deliver a living wall in the city centre and to report back to the May meeting of the Committee.</p> <p>The CG&R Committee on 11/5/2021 agreed to retain this item on the planner for the timebeing.</p>	A report will be brought back to Committee by officers if and when funding streams become available	Stuart Bews	City Growth	Commissioning			
66	Infrastructure Improvements to support increased numbers of Electric Vehicles within the council fleet	The CG&R Committee on 11/5/21 agreed to instruct Chief Officer - Corporate Landlord in consultation with Chief Officer - Operations and Protective Services and Chief Officer - Strategic Place Planning to report to a future meeting of this committee with a programme of infrastructure improvements to support increased numbers of electric vehicles within the council fleet		Stephen Booth	Corporate Landlord	Resources			
67	External Transportation Links to Aberdeen South Harbour	The CG&R Committee on 25/8/21 agreed that subject to approval by the UK and Scottish Governments, instruct the Chief Officer - Capital to progress the next stages of project delivery, including but not limited to, surveys and investigations, design development, obtaining all necessary approvals, permissions, licences, agreements and consents required to develop the design and an Outline Business Case for the project and to report back to this Committee and the City Region Deal Joint Committee upon completion in 2024, and to provide an update if not completed by that time.			Capital	Resources			

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Notice of Motion by Councillor Boulton

That the Committee:-

- (1) Note that every year at schools in the UK, around 270 children die from sudden cardiac arrest, but with correct defibrillation the survival rate can be as high as 75%;
- (2) Note that there are a total of 60 schools across Aberdeen City, the current number of defibrillators are:-

Defibrillator fitted within school premises

Primary Schools – 4

Secondary Schools – 3

Access to a defibrillator in another building on same site

Primary Schools – 2

Secondary Schools – 0

- (3) Instruct the Chief Officer - Corporate Landlord to prepare a business case to provide a defibrillator at every primary and secondary school in Aberdeen to include capital purchase, installation, whole life costs, training requirements and to explore potential funding opportunities that the Council could access and refer this to the 2022/23 budget meeting on 7 March 2022.

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ABERDEEN CITY COUNCIL

COMMITTEE	City Growth and Resources
DATE	10 November 2021
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Council Financial Performance – Quarter 2, 2021/22
REPORT NUMBER	RES/21/272
DIRECTOR	Steven Whyte
CHIEF OFFICER	Jonathan Belford
REPORT AUTHOR	Lesley Fullerton
TERMS OF REFERENCE	1.1

1. PURPOSE OF REPORT

- 1.1 To provide the financial position of the Council as at Quarter 2 (30 September 2021) and the full year forecast position for the financial year 2021/22, 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 2 as detailed in Appendix 1;
- 2.2 Note the Common Good financial performance to the end of Quarter 2 as detailed in Appendix 3;
- 2.3 Note that the General Fund full year forecast position, as detailed in Appendix 2, has improved compared to the forecast at Quarter 1 and it is still expected to show a balanced position overall for 2021/22 through the mitigations contained within the report;
- 2.4 Note that the HRA full year forecast position, as detailed in Appendix 2, is on target to achieve the approved budget, making a contribution to HRA reserves for 2021/22;
- 2.5 Note that the forecast for General Fund capital expenditure is that there will lower spend than has been profiled for 2021/22, and for Housing capital expenditure this will be on budget, as described in Appendix 2;
- 2.6 Note the construction inflation pressures being experienced across the capital programmes and instruct the Chief Officer – Finance to recommend a risk

fund/contingency be included in the refreshed capital programmes which will be presented to the Council's budget meeting on 7 March 2022; and

- 2.7 Consider any additional actions that need to be taken in relation to the financial management of the Council.

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 2021/22 on 10 March 2021 to ensure a balanced budget for year ahead, in accordance with its statutory duty.
- 3.2 This report focuses on both the financial performance for the year to 30 September 2021 and the forecast financial position for the full year for the Council's General Fund, Housing Revenue Account and Common Good.
- 3.3 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 2 position and forecasts.
- 3.4 The appendices show that the IJB is forecasting a balanced position as at Quarter 2. 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. The Council continues to rely on this.
- 3.5 Further financial risks continue to emerge as the pandemic and the consequences continue and where these are known have been taken into account in the financial forecasts.
- 3.6 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 Risk Board routinely reviews the risk registers, and the Chief Officer - Finance tracks the contingent liabilities. The Council were advised on 10 March 2021 that there has been a change in the nature of the contingent liability for development obligations under s75 agreements and instructed the Chief Officer - Strategic Place Planning to report to this Committee by the end of 2021 on the legally binding developer obligations that have been signed with the Council. That report, COM/21/246, is on the agenda of this Committee including details of all the amounts due from developers, paid and spent to date. In Appendix 1 it is highlighted that there is a risk, due to current market conditions in the house building industry that developer obligations may not be paid when expected, this may alter when and whether capital projects go ahead. It is recommended in that report that the Chief Officer of Strategic Place Planning monitor risks associated with the Developer

Obligations process and highlight these to the Chief Officer - Finance so that an assessment of financial risk can be carried out and included in the Councils financial performance reporting to this Committee and Budget report to Council.

- 3.7 As referenced above, an operational deficit of £12.8m is currently forecast based on this latest data, and this will be met from earmarked reserves held on the Council Balance Sheet.
- 3.8 While the earmarked reserves provide the solution at this time, these are finite and if the situation changes then further consideration of the situation would have to be made.
- 3.9 Changes that would benefit the Council in the short to medium term continue to be discussed at a national level, with the fiscal flexibilities that I described last year not yet available as expected. The Council has budgeted to make use of those that have been put in place (i.e. the loans fund repayment deferral) but the impact on the Council finances in relation to the Service Concession flexibilities (i.e. changes proposed in accounting treatment for the PPP contracts) are not expected to be as advantageous based on the proposed changes to statutory guidance. Discussions on Capital Accounting and treatment of this fiscal flexibility continues between Scottish Government, Cosla and Local Government Directors of Finance. I have not assumed the use of the fiscal flexibility in forecasting the outturn for 2021/22.
- 3.10 Turning to the General Fund Capital Programme, all capital works have been affected by the lockdown restrictions and continue to be a factor in achieving the progress expected. That said, substantial progress is being made on key sites and completions are due later in the year. Spending is expected to be less than had been profiled for 2021/22 but consideration will have to be given to the rising costs in some areas of the programme, as detailed in Appendix 2.
- 3.11 The Capital Programme spend being lower than budget, primarily due to the timing of expenditure, will reduce the requirement for borrowing during this financial year and will defer the revenue cost until future years. Project progress is monitored through the Capital Programme Committee.
- 3.12 The Housing Revenue Account is forecasting to be on budget and the associated Housing Capital Programme is currently expected to be in line with spending plans for 2021/22, although based on year to date expenditure I do feel there is a strong possibility of the level of slippage being greater than budget by the end of the financial year.
- 3.13 The Common Good is expected to spend more than budget, the saving from some events due in the early part of the year being cancelled has been offset by additional expenditure approved by the Committee. The investment of cash balances in a Multi-asset Income Fund has been put in place with Fidelity as the fund manager. The investment was transacted during Quarter 2. The first returns and valuation will be reported in the Quarter 3 report.
- 3.14 Summary of Financial Statement Appendices

1. The financial statements reflect the income and expenditure of the General Fund and Housing accounts for the period to 30 September 2021 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 30 September 2021 is positive as the profile of income from Scottish Government support expenditure levels.

The Balance Sheet figures at 30 September 2021 show an overall increase in net worth of the Council to £1.6 billion. The figures shown include statutory adjustments where these have been made, and where this is not possible the figure as at 31 March 2021 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 £12.8m with a drawdown of monies from earmarked reserves to fund the overspend in full. The Council 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 lower 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 30 September 2021 and provides an overview of performance.
4. This provides information on the Group Entities. Due to the timing of this report not all performance reports are available in relation to financial year 2021/22 and in the absence of the latest data 2020/21 information has been provided where appropriate.

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:

Revenue	2021/22 Budget £'000	2021/22 Forecast (Surplus) / Deficit exc. Group £'000	Variance (Under) / Over Budget £'000
General Fund	0	0	0
HRA	(500)	(500)	0
Common Good	(500)	(490)	10

4.2 The capital position can be summarised as follows:

Capital	2021/22 Budget £'000	2021/22 Forecast Expenditure £'000	Variance (Under) / Over Budget £'000
General Fund	250,258	157,752	(92,506)
HRA	147,884	147,884	0

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 2021/22 financial position, including details of the movement between Reserves.

4.5 The usable reserves have moved as follows:

Usable Reserves	Balance at 31 March 2021 £'000	Balance at 30 September 2021 £'000	Movement £'000
General Fund	(71,603)	(187,422)	(115,819)
HRA	(14,715)	(45,842)	(31,127)
Statutory & Other	(13,082)	(13,243)	(161)
Total	(99,400)	(246,507)	(147,107)

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
Strategic Risk	Failure to manage Council finance and resources could lead to failure to achieve strategic objectives.	L	Robust financial reporting and monitoring activities, combined with a rigorous financial planning process as part of the commissioning cycle prepare the Council for the years ahead. Financial resilience to address

			financial pressures arising in-year is maintained and monitored.
Compliance	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.
Operational	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.
Financial	<p>The main financial risk the Council is managing is the increased demand on services and ongoing Covid-19 implications.</p> <p>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.</p> <p>The risk that workforce management options are not affordable in the future, such as the cost of the VS/ER scheme described in Appendix 2 (page 5).</p>	<p>M</p> <p>M</p> <p>H</p>	<p>Reviewing all areas of expenditure with a view to only incurring essential expenditure. Regular reporting and action taken where appropriate.</p> <p>Quantification and review of indicative projects costs by suitable qualified staff or external body, where appropriate.</p> <p>Current permission from Scottish Government to use capital receipts for voluntary severance / early retirement revenue costs ends on 31 March 2022. Unless extended, alternative revenue funding would have to be found or changes made to the scheme.</p>
Reputational	There is a risk that through the reduction of expenditure the Council may be criticised that spending isn't in line with public expectation of service delivery.	M	The Council has continued to address priority spending 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.
Environment / Climate	None identified		

7. OUTCOMES

<u>COUNCIL DELIVERY PLAN</u>	
	Impact of Report
Aberdeen City Council Policy Statement	<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>
Aberdeen City Local Outcome Improvement Plan	
Prosperous Economy Stretch Outcomes	The proposals in this report have no impact on the LOIP
Prosperous People Stretch Outcomes	The proposals in this report have no impact on the LOIP
Prosperous Place Stretch Outcomes	The proposals in this report have no impact on the LOIP

8. IMPACT ASSESSMENTS

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

9. BACKGROUND PAPERS

None.

10. APPENDICES

- Appendix 1 – Financial Statement for the period ending 30 September 2021
- Appendix 2 – Forecast Financial Position for the year 2021/22
- Appendix 3 – Common Good Financial Statement for the period ending 30 September 2021
- Appendix 4 – Group Entities Forecast Financial Position for the year 2021/22

11. REPORT AUTHOR CONTACT DETAILS

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**FINANCIAL STATEMENT
FOR THE PERIOD ENDING
30 SEPTEMBER 2021**

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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 6-month period to 30 September 2021.

Combined with Appendix 2, it also provides an insight into the expected financial performance for the remainder of the financial year 2021/22, 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. Appendices 3 and 4 present the latest information in relation to the Common Good and Group entities.

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 January 2021 maintaining a rating of 'A1 with a stable outlook', in line with the recent change to the UK's rating in October 2020 remaining one notch below the UK Government. The annual reassessment is scheduled to be carried out in Quarter 3.

The Council has received an unqualified audit opinion for 2020/21 from KPMG, independent external auditor and the outturn position achieved as at 31 March 2020 was in line with forecasts, carrying forward a large value of grant funding, received to support the continued response, but predominantly for recovery from the Covid pandemic. This placed the Council in a strong place to move into 2021/22 and tackle the financial pressures that it faces.

As at 1 April 2021 the Council held Usable Reserves of £99.4 million and had a Net Asset Value of £1.4 billion.

The Council set its 2021/22 budgets on 10 March 2021, approving for the General Fund a range of budget savings options to set a balanced budget for the year. There was no Council Tax increase, the Council is receiving a grant of £4.2m in 2021/22 as compensation for agreeing to freeze Council Tax.

The General Fund budget took account of a range of pay and price inflation pressures, in particular the pay award of c.2%, which was in line with the stated Public Sector Pay Policy of the Scottish Government when the budget was set. This was an estimate as the pay deal came to an end on 31 March 2021. To date a pay deal for 2021/22 has not been reached therefore there is an increased level of uncertainty, made more challenging as the Scottish Government updated its Pay Policy statement in March with increased commitment to the wider public sector staff population. The Council budget anticipated that the level of uncertainty would prevail for 2021/22 and therefore has set aside a further £1.5m to support unexpected costs. It is anticipated that this sum will be needed to address the impact of national pay negotiations. Proposals to make use of Scottish Government approved fiscal flexibilities to manage the cost of capital financing costs are included in the budget. 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. Restrictions have continued and easing these, to enable the opening of all facilities, for example, has taken longer than anticipated in the approved budget. The impact of Covid-19 continues to be felt by the Council, both in supporting our citizens and our city, but also in terms of the impact on Council finances. Income losses, in particular, have been evident throughout the first 6 months and are expected to remain volatile during the remainder of the financial year.

The Scottish Government's commitment (100-day plan) following the Scottish Parliamentary elections in May underlined a number of changes that the Council will have to take account of in 2021/22. This includes the implementation from August 2021 of the 1,140 hours of free early learning and childcare for all three and four year olds, and two year olds that need it most; free breakfasts and lunches for all primary four children from August, before further changes in 2022; and music education tuition charges being removed from August too.

The Housing Revenue Account budget was approved with no increase in rents for 2021/22 and 2022/23, which was a deviation from the approved Council fixed term rent policy.

Our Financial Performance: General Fund

• Performance in Quarter 2

In March 2021, the Council set its General Fund and Housing Revenue Account (HRA) revenue and capital budgets for the financial year 2021/22. 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 30 September 2021 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 41% against the full year budget, the functions net expenditure for the year is below budget as a result of receiving the full year ELC grant in August & carrying forward unspent grant from 2020/21. The majority of services are under budget there are a number of significant over such as Out of Authority Placements spend being offset in part by lower spend on Fostering and Fleet.

2. Customer

At 43% against the full year budget, the function's net expenditure for the year to date is under budget. Housing benefits are currently showing they have over achieved budget however this is a timing issue and will be resolved as the year progresses. The main overspend is within Housing Access which reflects the under achievement of income from the homeless flats.

3. Commissioning

At 44% against the full year budget, the function's net expenditure for the year is below budget. This relates to the carry forward of a number of Covid-19 City Growth government grants the main one being Young Persons Guarantee these expect to be fully utilised during 2021/22.

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.

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

The function's net expenditure is 44% against the full year budget. This relates to the carry forward of Covid -19 grant income which expect to be fully utilised in 2021-22.

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, including for pay as described above, are held for the purpose of being used if needed.

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 lower than expected at 40% of full year budget. There continues to be challenges in collection as businesses continue to be impacted by fallout from COVID-19. This position may improve as we progress through the year. The Scottish Government will top up any shortfall at the end of the financial year, through a net payment received as an adjustment to the Council's General Revenue Grant.

As at quarter 2 income from Council Tax continues to forecast to be £5m under budget for the full year, collection levels are currently low, although 2% above the level experienced last year. The Council has submitted Council Tax Reduction returns to the Scottish Government at the end of quarter 1 and will update these during the financial year. The values in these returns will inform them and assist with their decision on a possible redetermination for Council Tax Reduction, 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 NDR billing was undertaken earlier than 2020/21, in line with previous years. 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 2022 although we have started to reflect a number of these such as free school meals for P4 & P5, Music Service, Cost Pressures and Curriculum Funding as funding letters have been received.

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 individual leases. The level of collection for 2021/22, and therefore provision for bad debt, is currently under review.

Income from car parking has not returned to pre COVID-19 levels, improvements have not been seen over the summer months this continues to be monitored on an ongoing basis.

At quarter 2 the under achievement of income from Building Services is forecast at £2m under budget for the full year this is resulting from the reduced level of work following from the impact of Covid-19 and from the supply chain delays.

Our Financial Performance: Housing Revenue Account

• Performance in Quarter 2

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 2 because the capital financing charges have yet to be charged through the account and low spend on Repairs and Maintenance. The loss of income arising from voids continue to be a pressure in the second quarter, principally due to the competitive private rental market and current tenant arrears have increased by £1m in the first two quarters, and from the aged debt analysis tenants are taking longer to pay their debts.

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 2021/22.

Following a year of lockdown restrictions caused by the Covid-19 pandemic, which led to increased pressures over many areas of the Council's finances, and meant the Council had to rebalance its budget in 2020/21, the year ended positively with the Council recording a small surplus, and carrying substantial grant funding, directly related to the Covid-19 pandemic, into the new financial year.

The Council agreed in its budget for 2021/22 to use some of that grant funding, £6.5m, to support the service standards and commissioning intentions in place.

The impact of the pandemic has been unprecedented in nature and the changing environment as restrictions ease in 2021/22 means that this year too will be uncertain, with response and recovery all part of the work of the Council.

The impact has continued in the first half of the year to affect our finances, with reduced income in areas such as car parking, Council Tax, planning and building fees, commercial income. This is supported by positive cashflow in terms of monies held by the Council and also front-loaded in relation to grant payments for this year.

Spend levels are high in certain areas of the budget that will be familiar in respect of children and education services, and there has been an increased recruitment and retention of teachers in schools.

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 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 local financial environment and pandemic has brought about and will re-evaluate the position to ensure that expenditure and income is being monitored and managed as required, taking appropriate action when required. The next reporting period will be Quarter 3, which will be prepared for Committee on 3 February 2022.

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
Balance at 31 March 2021 brought forward	(71,603)	(14,715)	(11,900)	(1,182)	(99,401)	(1,313,766)	(1,413,167)
Movement in Reserves during 2021/22							
Total Comprehensive Income & Expenditure	(140,215)	(48,244)	0	0	(188,458)	0	(188,458)
Adjustments between accounting basis & funding basis under regulations	24,234	17,117	0	0	41,351	(41,351)	0
Net (Increase)/Decrease before Transfers to Reserves	(115,980)	(31,127)	0	0	(147,107)	(41,351)	(188,458)
Transfers to/from Reserves	161	0	(161)	0	(0)	(0)	(0)
(Increase)/Decrease in Year	(115,819)	(31,127)	(161)	0	(147,107)	(41,351)	(188,458)
Balance at 30 September 2021	(187,422)	(45,842)	(12,061)	(1,182)	(246,508)	(1,355,117)	(1,601,625)

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.

Services	Net Expenditure chargeable to General Fund & Housing Revenue Account £'000	Adjustments between funding & Accounting basis £'000	Net Expenditure in the CIES £'000	Notes
	£'000	£'000	£'000	
Operations	104,655	(13,327)	91,328	1
Customer	14,892	0	14,892	2
Commissioning	9,733	0	9,733	3
Resources	(5,423)	0	(5,423)	4
Integration Joint Board	50,165	0	50,165	5
Corporate	(14,036)	(500)	(14,536)	6
Net Cost of General Fund Services	159,986	(13,827)	146,160	
Housing Revenue Account	(31,127)	(17,110)	(48,236)	7
Net Cost of Services	128,860	(30,936)	97,924	
Other Income and Expenditure	(275,966)	(10,415)	(286,382)	8
(Surplus) or Deficit on Provision of Services	(147,107)	(41,351)	(188,458)	
Opening General Fund and HRA Balance at 31 March 2021	(86,318)			
(Surplus) or Deficit on General Fund and HRA Balance in Year	(147,107)			
To/From Other Statutory Reserves	161			
Closing General Fund and HRA Balance at 30 September 2021	(233,264)			

Notes

- See page 3 for information relating to Net Expenditure chargeable to the General Fund. The £13.327m 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 £0.500m accounting adjustment relates to CFCR.
- See page 3 for information relating to Net Expenditure chargeable to the Housing Revenue Account. The £17.110m accounting adjustment relates to CFCR.

8. See page 4 for information relating to Net Expenditure chargeable to the General Fund. The £10.415m adjustment comprises the following three elements, which realign costs from other parts of the budget:

£8.689m 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.

(£0.461)m that is the allocation of the Marischal Square finance lease payment.

(£18.643)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 2, 2021/22			Notes
	Gross Expenditure	Gross Income	Net Expenditure	
	£'000	£'000	£'000	
Operations	143,601	(52,273)	91,328	
Customer	45,044	(30,151)	14,892	
Commissioning	16,514	(6,782)	9,733	
Resources	49,441	(54,864)	(5,423)	
Integration Joint Board	78,785	(28,619)	50,165	
Corporate	(12,847)	(1,689)	(14,536)	
Cost of General Fund Services	320,537	(174,378)	146,160	
Housing Revenue Account	2,897	(51,133)	(48,236)	
Cost of Services	323,435	(225,511)	97,924	
Other Operating Expenditure	0	0	0	1
Financing and Investment Income and Expenditure	60,828	(11,602)	49,226	2
Taxation and Non Specific Grant Income	0	(335,607)	(335,607)	3
(Surplus) or Deficit on Provision of Services	384,262	(572,721)	(188,458)	
(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			0	4
Other Comprehensive Income and Expenditure			0	
Total Comprehensive Income and Expenditure			(188,458)	

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 2021 £'000		30 September 2021 £'000	Note
2,386,544	Property, Plant & Equipment	2,484,438	1
198,068	Heritage Assets	198,068	1
191,968	Investment Property	191,968	1
16,343	Long Term Investments	16,343	2
742	Long Term Debtors	702	3
2,793,665	Long Term Assets	2,891,519	
119,699	Cash and Cash Equivalents	75,010	4
40,276	Short Term Investments	59,349	5
139,388	Short Term Debtors	151,439	6
2,071	Inventories	2,450	7
13,700	Assets Held for Sale	13,700	8
315,135	Current Assets	301,948	
(232,391)	Short Term Borrowing	(213,958)	9
(117,073)	Short Term Creditors	(47,140)	10
(549)	Short Term Provisions	0	11
(4,638)	PPP Short Term Liabilities	(4,527)	12
(7,423)	Accumulated Absences Account	(7,423)	13
(2,909)	Grants Receipts in Advance - Revenue	(908)	14
(21,047)	Grants Receipts in Advance - Capital	(19,202)	14
(386,030)	Current Liabilities	(293,158)	
(1,003,257)	Long Term Borrowing	(997,449)	15
(57,141)	Finance Lease	(56,643)	16
0	Long Term Creditors	0	17
(551)	Long Term Provisions	(464)	11
(130,565)	PPP Long Term Liabilities	(126,038)	12
(118,090)	Pension Liabilities	(118,090)	18
(1,309,604)	Long Term Liabilities	(1,298,685)	
1,413,167	Net Assets	1,601,625	
	Usable Reserves:		
(71,603)	General Fund Balance	(187,422)	19
(14,715)	Housing Revenue Account	(45,842)	19
(11,900)	Statutory and Other Reserves	(12,061)	19
(1,182)	Capital Grants and Receipts Unapplied	(1,182)	
(1,313,766)	Unusable Reserves	(1,355,117)	20
(1,413,167)	Total Reserves	(1,601,625)	

Balance Sheet Notes

1. Depreciation is calculated annually and therefore no depreciation has been applied in Quarter 2. Capital expenditure to the end of Quarter 2 totalling £97.894m has been applied to Property, Plant & Equipment (this includes £63.003m of general fund expenditure and £34.891m of HRA expenditure). Disposals, revaluations and transfers have not been accounted for in Quarter 1.
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 £42.651m (because they can be called up at short notice i.e. 0 to 35 days) and developer's contributions of £27.878m. 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. Assets held for sale reflect the position at March 2021. 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 2022.
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 2.
15. Long term borrowing reflects the current position based on transactions for the period.
16. Finance Lease reflects the closing position as at March 2022.
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.

	Quarter 2 2021/22
	£'000
Net Surplus or (Deficit) on the provision of services	188,458
Adjust net surplus or deficit on the provision of services for non cash movements	(125,449)
Adjust for items included in the net surplus or deficit on the provision of services that are investing and financing activities	(18,643)
Net cash flows from Operating Activities	44,366
Net cash flows from Investing Activities	(60,178)
Net cash flows from Financing Activities	(28,878)
Net increase or decrease in cash and cash equivalents	(44,690)
Cash and cash equivalents at the beginning of the reporting period	119,699
Cash and cash equivalents at the end of the reporting period	75,010
Cash held by the Authority	41
Bank current accounts	74,969
	75,010

Contingent Liabilities

In addition to amounts recognised on the Balance Sheet, the Council is aware of the following contingent liabilities at 30 September 2021:

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 30 September 2022, as approved at a meeting of full Council on 10 March 2021.

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 Council on 10 March 2021. This guarantee will remain in force until 30 September 2022.

Sport Aberdeen

The Council agreed to provide a bank guarantee to Sport Aberdeen up to a maximum of £5 million as approved at the 7 June 2016 Finance, Policy and Resources Committee. There is currently a Revolving Credit Facility for £1.4 million in place.

Aberdeen Performing Arts

The Council has agreed to provide a guarantee to Aberdeen Performing Arts up to a maximum of £356,000 until 31 March 2022, as approved at Council on 10 March 2021.

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.

Section 75 agreements

Section 75 agreements (developer obligations) are frequently sought by the Council in relation to the award of planning permission. The possibility of liabilities arises in cases where the developer is not adhering to the agreed payment schedule and the Council elects to proceed with a project where that developer obligation funding is due. In these cases, unless a resolution can be found with the developer, the Council may be exposed to additional costs due to higher levels of borrowing than originally anticipated in order to “cashflow” a legally committed project. Costs could apply to the short, medium or long-term depending on the circumstances.

The risk board agreed that the Developer Obligations working group would escalate to CMT any developers who fall behind on payments, and where necessary this will be reported to City Growth & Resources Committee in this report. This is a risk which may crystalize in the current housing market conditions due to high supply costs and reduced supply of labour.

The inherent risk with all developer obligation funded projects is whether the build rate of the development is triggering financial contributions at the rate required to fund the Council projects involved. Where the Council project advances more quickly than the development, the Council may have to step in to “cashflow” the necessary funding requirement. Where a project has not been legally committed, a failure to receive the supporting developer obligation funding may require a discussion to determine whether the project should be paused, or even stopped completely. More detailed monitoring is therefore required by Planning to forecast expected build rates on developments and map out the timelines of expected trigger points for release of funding.

Impact of Covid on Working Practices, Social Distancing and the Capital Programmes

The emergence of Covid has resulted in new working practice guidelines being issued by the Scottish Government, to set new standards to allow consultants, contractors, sub-contractors and their suppliers to work safely during the pandemic. These unforeseen changes resulted in the construction industry incurring additional costs for compliance with the risk of delays to projects. These measures may also

restrict numbers of staff on site which may slow down progress on works. These impacts have manifested in projects which were on site at the time of the initial lockdown, and discussions between the Council and the relevant contractors are ongoing to determine liability for additional costs. The Council are aware that the Construction Industry is now experiencing shortage of products, raw materials, staffing and logistical support which is impacting on current and future costs across the UK. Ordering lead times are extending across the sector with the risk of increased delay impacts to projects. There is evidence of a contraction in the Construction Industry particularly in terms of small to medium sized suppliers.

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 “MCLH”, the main contractor, following adjudication in favour of the Council.

Following consideration of the outcome of the second adjudication, the Council raised a new Court of Session action in May 2020. MCLH lodged defences, and made a counterclaim against the Council. which the Council has defended. MCLH subsequently dropped their earlier action raised against the Council. The court action will reconsider the previous adjudication decisions. This may give rise to a future financial liability.

Scottish Child Abuse Enquiry

The Scottish Parliament introduced a redress Bill on 13 August 2020 for survivors of abuse in care in Scotland. Survivors as an alternative to civil litigation may choose to apply for redress. Local Authorities, as a Local Government sector, will pay financial contributions towards the redress scheme and this has now been agreed as part of the Local Government Settlement and will be applied for the next 10 years.

The Council may still receive civil claims relating to periods of time in care. The costs of these are unquantifiable at this time, but will give rise to a future financial liability.

COVID-19 Impact

Statute and government guidance restricting the movement of people and effectively locking down the country has now eased; however, restrictions have not yet been fully lifted. Whilst the Council has prepared its 2021/22 budget to include known Covid-19 related implications, there remains the possibility that further costs may arise that were not previously identified.



**PROJECTED FINANCIAL POSITION
FOR THE YEAR 2021/22**

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MANAGEMENT COMMENTARY

This is the second reporting point in the year for the Council's finances, following approval of the budgets in March 2021. The full year budgets reflected in the table below differ from those set by Council in March 2021 for a number of reasons. This is normal practice during the year as variances are identified and budget responsibilities change. In common with recent years there are pressures on the organisation that emerge during the year and to which the Council has to respond with the impact of COVID -19 still being experienced in areas such as income and Education. The financial position is kept under regular review in relation to progress and forecasting and the conclusions included in Appendix 1 describe the overarching controls that the Council has in place to manage the financial position. There is an underlying commitment from Senior Management to pursue options to mitigate cost pressures and to work with the Chief Officer – Finance to ensure the overall agreed budget is adhered to.

Appendix 1 provides the Income and Expenditure Statement and Balance Sheet of the Council as at 30 September 2021. The forecast for the year is built on the information that was available at this time.

With all of this said, it is clear that 2021/22 is going to be an uncertain year, with major variances in our income and expenditure levels, the Council has sums set aside to address Covid-19 implications and therefore will require to draw on these during the year.

For this reason, the full year forecast for the General Fund at the end of quarter 2 is for a deficit of £12.8m, this being matched by £12.8m of earmarked reserves to result in a balanced budget for 2021/22.

The Housing Revenue Account is on target to meet its budget overall; and the Common Good is expected to achieve a small surplus.

The forecasts for the year are built on information that was known as at 30 September 2021. It has been anticipated that the council's income will remain at levels previously forecast in Quarter 1 however as restrictions have relaxed in Scotland this may improve especially as we head towards Christmas for such areas as Car Parking. Further analysis has been undertaken for medium term planning purposes to understand a potential cost pressure from the new normal. has been established for medium term planning purposes.

Income received from the Scottish Government for the impact of COVID 19 supports the shortfall in income, and it is estimated that the education recovery funds will be fully utilised in 2021/22.

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:
 - Higher than budgeted spend on Out of Authority Placements this is partly offset by lower spend on the Fostering service. Spend on Out of Authority Placements is lower compared to that in 2020/21 which indicates the service is beginning to return to normal following the COVID-19 restrictions.
 - Reduction in income has continued into 2021/22 for example, Car Parking has not returned to pre pandemic levels, further reduction in crematorium income.
 - Building Services will not achieve the budgeted surplus due to the continued social distancing while working within the properties and delays in the supply chain for materials which is a Scotland wide issue.

- Higher than budgeted spend on Fleet supplies and services due to the delay in implementing Telematics and Jaama and increased costs.
 - Within Education there is increased spend on long term absences, under recovery of income from school lets due to COVID restrictions, increased costs of the 3R's unitary charge and contributions from other local authorities for special education.
 - Continuing to monitor the teacher recruitment indications show this has been a success for the new academic year and there are few vacancies. The assumed vacancy factor (under Corporate Budgets) is not being achieved.
2. The main areas of pressure within Customer are:
- There is a under recovery of rental income from Homeless Flats which is partially mitigated by reduction in admin, property, supplies and services costs.
 - Customer is currently in an under spend position from Sistema (Big Noise Torry) as they cannot undertake their planned programme; and from the staffing within the City Wardens.
3. The main areas of pressure within Commissioning are:
- Governance is expecting an under recovery of licencing income.
 - There is little movement in the Income from catering services provided by museums and galleries and the beach ballroom at Quarter 2 the figures reflect reduced trading resulting from the COVID-19 restrictions this will be closely monitored and amended to reflect any changes.
 - Under recovery of Planning Application Fees due to the impact of COVID-19, continue to see a reduction in income.
4. The main area of pressure within Resources is:
- Commercial property trading account income has been revised to reflect current conditions this will continue to be monitored closely and the Council may be affected by bad debt provisions at the year end. This is addressed in the corporate budgets below.
5. The main areas of pressure within Integrated Joint Board (IJB)/Adult Social Care are:
- The recovery of the services from the impact of COVID-19 in areas such as extra care home beds.
 - There is a risk that there will be higher than anticipated spend on commissioned services in areas such as homecare providers as more people are choosing to stay in their own properties.
- The Integrated Joint Board received a report on 24th August 2021 for Quarter 1, this detailed that the IJB was still incurring additional costs due to the implications of COVID-19 but the assumption is that this would be fully covered by the Scottish Government.
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 successful recruitment and retention of teaching staff at this time. The council continue to use additional funding that has also been allocated to enable increased teacher and teaching support to be delivered during school year 2021/22.

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 value of general invoices that remain unpaid. This budget sits within Council Expenses and is under regular review. The council reinstated income recovery processes in 2021 following deferral of action due to the pandemic.
8. The Joint Boards budget and forecast outturn is based on the amount requisitioned by Grampian Valuation Joint Board and is slightly over 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. This is forecast to be in line with budget.
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 2021 to 31 March 2022. The forecast amount receivable by the Council is in line with Government distribution information.
11. The General Revenue Grant is set by the Scottish Government as part of its funding support package. This has changed since quarter 1 as the government has announced funding redeterminations. These include services such as free school meals (P4 and P5 and school holidays), music tuition, core curriculum and extra teachers to support policies to be delivered in the first 100-day plan of the new Scottish Government. The additional funding for these areas have been incorporated into the budgets for the service areas which sit within Operations.

It remains possible, and imperative, that further funding for Covid-19 support should be expected, particularly in relation to the consequential from the Income Loss Scheme that has been in place in England for the last year and was extended to the end of June 2021. No information has yet been made available on this, so the prudent approach of not including any forecast for this potential income stream has been taken.

12. Council Tax income is being collected at an improved rate compared to 2020/21 but it has not yet achieved the historic levels the Council has benefited from. With over 96% of council tax payers paying their obligations it is forecast that there will be a £5m shortfall against budget for the year, this is based on the reduced collection levels of 2020/21 and provision for bad debt. Additional work is being undertaken to improve collection levels.
13. Use of Reserves. The Council approved in its 2021/22 budget that a sum of £6.5m will be used from earmarked General Fund reserves to fund the budget. The Council expects to draw down all of that approved sum. This will result in a forecast deficit of £12.8m for the year. Further drawdown from the earmarked reserves will be made to balance the

budget for 2021/22 and this will be subject to change throughout the remainder of the year.

Housing Revenue Account

14. The overall HRA budget is balanced however there are a number of areas of pressure. These are the potential increase in bad debt and housing voids. The higher costs in these areas would be offset by a reduced contribution to Capital from Current Revenue (CFCR).

Earmarked Reserves

As at 1 April 2021 the Council held over £62.626m of earmarked reserves across the General Fund and HRA and expenditure is estimated to be incurred over a period of years.

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 2021/22 progressing the digital programme of transformation. As at 30 September 2021 £0.280m 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 (£2.199m)

The other significant earmarked reserves to draw attention to at this time is the Second & Long-term Empty Properties reserve (£14.660m), 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 2021/22 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.

As referenced earlier in the report, the earmarked COVID -19 Grants (£33.633m) are for areas such as Education recovery, income shortfall and General COVID funding. It is anticipated at this stage this funding will be fully utilised to employ additional teachers, support staff within Education, support income shortfalls in such areas such as car parking, commercial properties, and council tax, essentially using the sums available to balance the budget – and this is subject to the ongoing review and further refinement of spending and income forecasts in line with Council financial management arrangements.

Balancing the Budget through Controls and Monitoring Structures

Specific actions that will continue, to manage spending and work towards reducing the operating deficit 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.
- Ongoing review and scrutiny of the out of authority placements for children by the Chief Officer – Integrated Children's Services.
- 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 2021/22.

- The voluntary severance / early retirement scheme is how the Council has incentivised workforce reductions. This is an expensive scheme with the funding for it having to be found and accounted for up front from revenue resources. For the last few years it has been permitted, by Scottish Government Ministers, for Local Government to use Capital Receipts to fund this revenue cost. That permission comes to an end on 31 March 2022 and the Council does not have an alternative to fund increased revenue costs of this kind. The Council has seen limited capital receipts since the March 2020, with a retained balance of £1.2m on the balance sheet at 31 March 2021 and the forecast for only £0.7m being received this year. To maintain robust financial controls, and with such tight financial constraints on the funding of the scheme, consideration should be given to the parameters of the current scheme.

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 for revenue expenditure 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.

Similarly, 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 Council 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 recovery from the impacts of COVID-19 and the planned easing of restrictions that are continuing to apply, subject to timings, levels differing across the country.

It is predicted that the increased cost of supplies and services in the trades maybe a significant risk in areas such as Building Services and Roads.

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 an operational £12.8m deficit will have to be supported by funding carried forward and earmarked as part of the Councils General Fund Reserve, to achieve a balanced budget for the year. The Housing Revenue Account is a balanced position, and this is captured in the tables set out below.

General Fund Financial Reporting Summary 2021/2022 - Quarter 2

As at 30 September 2021	Budget 2021/2022	Outturn 2021/2022 Quarter 2	Variance from Budget		Notes
	£'000	£'000	£'000	%	
Operations	269,252	274,572	5,321	2.0	1
Customer	37,602	38,199	597	1.6	2
Commissioning	22,757	23,543	786	3.5	3
Resources	2,584	6,370	3,786	146.5	4
Integrated Joint Board	95,184	95,184	0	0.0	5
Total Functions Budget	427,380	437,869	10,489	2.5	
Joint Boards	1,845	1,890	45	2.5	6
Miscellaneous Services	51,487	51,552	65	0.1	7
Contingencies	(428)	(3,205)	(2,777)	648.5	8
Council Expenses	4,913	4,923	9	0.2	9
Total Corporate Budgets	57,817	55,160	(2,658)	(4.6)	
Non Domestic Rates	(202,923)	(202,923)	0	0.0	10
General Revenue Grant	(146,875)	(146,875)	0	0.0	11
Government Support	(349,798)	(349,798)	0	0.0	
Council Tax	(128,899)	(123,899)	5,000	(3.9)	12
Local Taxation	(128,899)	(123,899)	5,000	(3.9)	
Contribution from Reserves	(6,500)	(6,500)	0	0.0	13
Contribution from Reserves	(6,500)	(6,500)	0	0.0	
Deficit/(Surplus)	0	12,832	12,832	0.0	

Housing Revenue Account Summary 2021/2022 - Quarter 2

Deficit/(Surplus)	(500)	(500)	(0)	0	
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Note – the General Fund forecast deficit of £12.8m will be covered by a further contribution from earmarked reserves as described in Note 13 above

General Fund Capital Programme

As instructed by the report RES/21/111 – Council Financial Performance – Quarter 4 2020/21, this update incorporates the outcomes of the completed financial year into the refreshed programme for 2021/22 to 2024/25.

The Capital Programme also now includes additional projects following confirmation of external funding awards:

- A further £0.628 million to continue preparations for the Low Emissions Zone;
- A further £0.739 million to progress to the Transportation Links to the new Bay of Nigg harbour;
- £0.075 million in support of Electric Vehicle Infrastructure;
- £0.188 million for the Play Park Renewal Programme;
- £0.128 million for the new Nature Restoration Fund;
- On 27 October 2021, the Chancellor, as part of the Budget and Spending Review confirmed that Aberdeen City was to receive the full £20m applied for from the Levelling Up Fund. There may be further new capital funding announcements from government during 2021/22.

As at Period 6 2021/22	2021/22			
	Revised Budget	Expenditure to Date	Forecast Outturn	Outturn Variance from Revised Budget
	£'000	£'000	£'000	£'000
AECC Programme Board	9,606	2,338	2,400	(7,206)
Asset Management Programme Board	63,748	14,486	47,643	(16,105)
Asset Management Programme Board Rolling Programmes	33,366	13,601	23,898	(9,468)
City Centre Programme Board	38,793	15,081	33,528	(5,265)
Energy Programme Board	62,585	11,413	28,534	(34,051)
Housing and Communities Programme Board	1,933	(7)	509	(1,424)
Housing and Communities Programme Board Rolling Programmes	913	309	750	(163)
Transportation Programme Board	24,121	1,466	9,819	(14,302)
Transportation Programme Board Rolling Programmes	4,622	720	3,000	(1,622)
Strategic Asset & Capital Plan Board	8,115	1,193	5,039	(3,076)
Strategic Asset & Capital Plan Board Rolling Programmes	2,456	2,172	2,456	0
Developer Obligation Projects & Asset Disposals	0	231	176	176
Total Expenditure	250,258	63,003	157,752	(92,506)
Capital Funding:				
Income for Specific Projects	(86,697)	(9,921)	(21,133)	65,564
Developer Contributions	0	(143)	(176)	(176)
Capital Grant	(18,828)	(9,256)	(18,828)	0
Other Income e.g. Borrowing	(144,733)	(43,682)	(117,615)	27,118
Total Income	(250,258)	(63,003)	(157,752)	92,506

The new working practice guidelines introduced to allow safe working during the pandemic continue to have an impact across the Construction Industry. Officers are aware that the Construction Industry is now experiencing shortage of products, raw materials, staffing and logistical support which is impacting on current and future costs across the UK. Ordering lead times are extending across the sector with the risk of increased delay impacts to projects. There is also evidence of a contraction in the Construction Industry particularly in terms of small to medium sized suppliers.

These emerging and rapidly changing factors present challenges in producing robust financial forecasts for projects, particularly those which are in development and design stages. As such

the forecasts outturns quoted above continue to represent a point in time and there is a strong probability, they will be subject to change as the financial year progresses and additional information becomes available. Expenditure for Quarter 2 2021/22 has seen a marked increase across the rolling programmes (Property Condition & Suitability, Roads Infrastructure and Street Lighting, and Fleet Replacement) as a result of the traditional “summer season” for progression of works and contracts.

As reported to Capital Programme Committee, progress also continues on the replacement Milltimber Primary School, the refurbishment of Union Terrace Gardens, the Early Learning and Childcare (ELC) Programme, and construction of the Energy from Waste (EfW) facility in East Tullos.

Financial close has been achieved on the contract for the new Countesswells Primary School since the Quarter 1 update. The contract for the undertrack railway crossing for the Torry Heat Network has also been let.

Tenders which are currently expected to be awarded during Quarter 3 2021/22 include the main contractor for Torry Primary School and Community Hub, Replacement Riverbank Primary, and the main construction contract for the Torry Heat Network.

Housing Capital Programme

As detailed in the Non-Housing Capital programme above the construction industry is facing challenging times. This has also been felt in the Housing Programme.

Spend is low in the rolling programme in areas such as kitchen, bathroom, lift and window replacements. The assumption remains at quarter 2 that budgeted expenditure will be achieved in 2021/22 however, based on spend to date information, there remains a strong possibility that there may be changes as the year progresses.

In Quarter 2 Kincorth, Craighill and Tillydrone have all started work on site therefore spend on the new build programme will increase in the remaining two quarters of the financial year.

Housing Capital Programmes As at 30 September 2021	Approved Budget	Expenditure to date	Forecast Expenditure
	£'000	£'000	£'000
Compliant with the tolerable standard	2,400	820	2,400
Free from Serious Disrepair	11,029	765	11,029
Energy Efficient	10,674	4,976	10,674
Modern Facilities & Services	2,339	623	2,339
Healthy, Safe and Secure	7,866	2,507	7,866
<i>Non Scottish Housing Quality Standards</i>			
Community Plan and Local Outcome Improvement Plan	5,995	991	5,995
Service Expenditure	4,011	269	4,011
2000 New Homes Programme	109,215	23,935	109,215
	153,529	34,886	153,529
less 11% slippage	(5,645)		(5,645)
Net Programme	147,884	34,886	147,884

Capital Funding			
Borrowing	(114,928)	(17,645)	(114,928)
Other Income - Grants Affordable Homes etc	(7,116)	(132)	(7,116)
Capital Funded from Current Revenue	(25,840)	(17,109)	(25,840)
Total	(147,884)	(34,886)	(147,884)

Common Good

As at 30 September 2021	Full Year Budget 2021/22 £'000	Forecast Expenditure 2021/22 £'000	Variance from Budget £'000
Recurring Expenditure	3,070	2,948	(122)
Recurring Income	(4,015)	(4,015)	0
Budget after Recurring Items	(945)	(1,067)	(122)
Non-Recurring Expenditure	445	578	133
Non-Recurring Income	0	0	0
Net (Income)/Expenditure	(500)	(490)	10
Cash balances as at 1 April 2021	(34,421)	(34,421)	
Net (Surplus)/Deficit for year to date*	(500)	(490)	
Net Capital Receipt	0	(1,000)	
Invested and Cash Balances forecast as at 31 March 2022	(34,921)	(35,911)	

* The budgeted Surplus on the Common Good is intended to increase cash balances to protect the underlying value on which investment returns are achieved.

Notes

The Common Good is forecast to be overspent, which is due to a number of minor variances:

- To date there has been event cancellations - the Highland Games, BP Summer Screen, Fireworks, Twinning - because of the Covid restrictions, offset by additional costs now forecast in relation to the Christmas Lights budget and approvals detailed below.
- Additional costs include the expenditure approved by the City Growth and Resources:
 - o Relocation of the Denis Law Statue - £12.5k
 - o City centre clean £100k
 - o Support Denis Law walking trail £20k
- 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.
- Capital receipts received in Quarter 2 relate to payment due for Pinewood land.
- The investment of cash balances in a multi-asset income fund, approved by Council on 10 March 2021 has now been implemented. The fund manager, Fidelity, was selected as reported in the quarter 1 report and investments have been made during Quarter 2 of

£30m. The investment returns will now begin to accrue and will be advised during the coming months, at which point current year forecasts will be reviewed and reported.

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**COMMON GOOD
FINANCIAL STATEMENT
FOR THE PERIOD ENDING
30 SEPTEMBER 2021**

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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 cash balances usually being held on deposit with other local authorities, building societies and the Council's Loans Fund. Following the decision of Council to seek alternative investment opportunities for the cash balances, an investment of up to £30m will be placed in a Multi-Asset Income Fund with a fund manager. In quarter one the fund manager selection was undertaken and will be Fidelity. During quarter two the investment transactions have been completed, returns then being available for the remainder of the year.

Movement in Reserves Statement

	Common Good Fund £'000	Reserves Fund £'000	Total Common Good £'000
Balance at 31 March 2021	(127,049)	(68)	(127,117)
Movement in Reserves during 2021/22			0
(Surplus) or Deficit on provision of services	(788)	0	(788)
(Surplus) or Deficit on revaluation of investment property	0	0	0
Total Comprehensive Expenditure and Income	(788)	0	(788)
Balance at 30 September 2021	(127,837)	(68)	(127,905)

Comprehensive Income and Expenditure Statement

Quarter 2, 2021/22				
	Gross Expenditure £'000	Gross Income £'000	Net (Income) Expenditure £'000	Notes
Grants & Contributions to External Organisations	286		286	
External Organisations Rents	55		55	
Promoting Aberdeen	0		0	
Grants/Services Provided by Aberdeen City Council	32		32	
Civic Service Funding	282		282	
Duthie Park HLF	0		0	
Specific Projects	246		246	
Earmarked Reserves	23		23	
Cost Of Services	924	0	924	1
Other Operating Expenditure			0	2
Financing and Investment Income and Expenditure			(1,795)	3
(Surplus) or Deficit on Provision of Services			(871)	
(Surplus) or Deficit on revaluation of investment property			0	4
Total Comprehensive Income and Expenditure			(871)	

Notes

1. This is project expenditure to 30 September 2021.
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 2021 £'000			30 Sept 2021 £'000	Notes
0		Long term Investment	30,000	
92,696		Investment Property	92,696	1
92,696		Long Term Assets	122,696	
33,775		Investments in Aberdeen City Council Loans Fund	6,777	2
0		Investment Property Held for Sale	0	3
961		Short Term Debtors	(1,167)	4
34,736		Current Assets	5,610	
(315)		Short Term Creditors	(318)	5
(315)		Current Liabilities	(318)	
127,117		Net Assets	127,988	
(127,049)		Common Good Fund	(127,920)	6
(68)		Reserve Fund	(68)	6
(127,117)		Total Reserves	(127,988)	

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 30 September 2021.
3. Will be reviewed and updated accordingly in Quarter 4.
4. Based on transactions to 30 September 2021.
5. Based on transactions to 30 September 2021.
6. Reflects the accounting value of the funds, based on transactions to 30 September 2021.

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**GROUP ENTITIES
PROJECTED FINANCIAL
POSITION FOR THE YEAR 2021/22**

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 2021/22	ACC Control	ACC Commitment to meet accumulated deficits	Annual Turnover
	%	%	£m
Subsidiaries			
Common Good	100	100	4
Trust Funds	100	100	0
Sport Aberdeen Limited	100	100	10
Bon Accord Care Limited	100	100	24
Bon Accord Support Services Limited	100	100	31
Joint Ventures			
Aberdeen Sports Village Limited	50	50	5
Aberdeen City Integration Joint Board	50	50	288
Associates			
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 2021/22	Reporting Date	Surplus/(deficit) attributable to the Council at Reporting date	Forecast Surplus/(Deficit)	Comment
		£'000	£'000	
Subsidiaries				
Common Good	30.09.21	871	(10)	
Trust Funds	31.03.21	343	-	Full year forecast not yet internally reported as at Q2
Sport Aberdeen Limited	30.09.21	318	150	
Bon Accord Care Limited and Bon Accord Support Services Ltd	30.09.21	236	0	Break even
Joint Ventures				
Aberdeen Sports Village Limited	31.07.21	(1,112)	-	Full year forecast not yet internally reported as at Q2
Aberdeen City Integration Joint Board	30.09.21	0	0	Break even
Associates				
Grampian Valuation Joint Board	30.09.21	297	-	Full year forecast not yet internally reported as at Q2

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, which will change during 2021/22 to be substantially invested in a multi-asset income fund managed by Fidelity.

Common Good is currently forecasting a deficit of £10k for 2021/22.

This projected deficit is due to additional costs of £12.5k approved for the Denis Law Statue, £100k for City Clean, £20k for the Denis Law Trail and £32K additional costs of new Christmas lights.

The impact of these additional costs is mitigated by savings of £77k made due to the cancellation of the Highland games for 2021/22, £17k from the cancellation of BP Summer Screen and £60k due to no expected spend on Twinning.

The financial statements for the quarter are shown in Appendix 3 and the full year forecast is in Appendix 2.

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 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.

At the end of March 2021, the Trusts reported a net surplus of £343k.

The Trusts are not expected to have a material impact on the Council's financial position for 2021/22.

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 30th September 2021 show net income for the year of £318k.

Sport Aberdeen is projecting a surplus of approximately £150k for 2021/22 on the assumption that there are no further Covid 19 restrictions from the government for the rest of the financial year.

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 a surplus of £236k for the period ended 30th September 2021 which is a variance of £320k from the budgeted deficit of £85k in Q2.

This is due to budget allocated for transformation projects in 2021/22 not yet spent and additional income claimed in 2021/22 against unrecognised Covid costs for 2020/21.

In addition to this, additional income has been generated due to growth in external learning and development business.

BAC and BASS are forecasting a break-even position for 2021/22.

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, 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 31st July 2021. This showed that ASV Ltd reported a deficit of £2,224k. The share of the deficit being attributed to the Council is £1,112k. This deficit is met from ASV reserves. The Partners are not expected to make any further contributions.

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.

At the period ended 30th September 2021 the IJB is forecasting a break-even position for financial year 2021/22.

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

Associates

Grampian Valuation Joint Board (GVJB)

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 Aberdeen City, Aberdeenshire and Moray.

The Board has reported a surplus of £297k for the period ended 30th September 2021 which is £317k more than the budgeted deficit of £21k at the same date.

This is due to savings made on employee costs because of vacancies not being filled. In addition to this, GVJB budgeted for a 2.5% pay award for 2021/22 which is yet to be agreed nationally and therefore actual expenditure will not be incurred until later in the year.

The portion of the surplus attributable to ACC is £116k.

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ABERDEEN CITY COUNCIL

COMMITTEE	City Growth and Resources
DATE	10 November 2021
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Medium Term Financial Strategy for the Council's General Fund, 2021
REPORT NUMBER	RES/21/295
DIRECTOR	Steven Whyte
CHIEF OFFICER	Jonathan Belford
REPORT AUTHOR	Jonathan Belford
TERMS OF REFERENCE	2.1.5

1. PURPOSE OF REPORT

- 1.1 The purpose of a Medium Term Financial Strategy (MTFS) is to pull together in one place all known factors affecting the financial position and financial sustainability of an organisation over the medium term. Furthermore, the purpose is to draw out the scenarios that the Council faces and to describe the approach to addressing the conclusions.

2. RECOMMENDATION(S)

That the Committee: -

- 2.1 Approve the Medium Term Financial Strategy for the General Fund 2021;
- 2.2 Note that the 2022/23 Budget will be discussed and set by the Council on 7 March 2022;
- 2.3 Note the initial data presented in relation to the Council's Financial Resilience Framework and instruct the Chief Officer – Finance to continue to develop the Framework; and
- 2.4 Agree that an update on the Financial Resilience Framework be provided by the Chief Officer – Finance in the annual Budget report to Council, to help support financial decision making.

3. BACKGROUND

- 3.1 The Council's MTFS was approved by the City Growth and Resources Committee on 28 October 2020, with the financial forecasts updated as part of the budget setting process for financial year 2021/22, approved in March 2021.
- 3.2 Having this overarching document is important in a changing and increasingly more complex and uncertain environment that the Council operates. An update

of the Medium Term Financial Strategy for the Council's General Fund has been completed and is attached as Appendix 1.

- 3.3 This is to provide the Committee with an overview of the financial situation and how this is evolving in these uncertain times, to consider how sensitive the financial situation is to changes in income and exposure to demand and inflation.
- 3.4 The strategy draws on a range of information and data and relies on scenario planning to express a range of financial consequences that will only become certain with actual experience and with more and better information over time.
- 3.5 The strategy sets out a range of principles for income, expenditure and capital investment that are designed to support financial resilience and financial sustainability, these are included at paragraphs 1.13 to 1.15 of the Strategy.
- 3.6 The question of financial resilience is one that continues to be very important to local government. The report on the MTFs last year instructed the Chief Officer – Finance to develop the framework for financial resilience and this was reported to the City Growth and Resources Committee on 10 August 2021, as part of the Quarter 1 Financial Performance Report.
- 3.7 The Financial Resilience Framework that was approved has been populated with information from the Council's Annual Accounts, for the three years up to 31 March 2021. The information is therefore the cumulative effect of decisions taken over many years and does not by itself reflect what the future position may look like. I have made reference to the table at 6.36, of Appendix 1, to whether the ratio appears to be stable or improving or if we should be watching it etc. The figures on their own provide information but insufficient insight to help make decisions at this time. From the information provided it is clear to me that the benefits from having this data are yet to be fully realised, with further work and comparison required.
- 3.8 I continue to develop the various strands of the framework and will provide further commentary and data as part of the 2022/23 budget setting process. There is an opportunity for further work to be completed in conjunction with partners, where comparison of data will provide a greater depth of understanding and insight to help the Council make its financial decisions. I will continue that development work in the coming months and will report on this as part of the budget process for 2022/23.

4. FINANCIAL IMPLICATIONS

- 4.1 There are none arising directly from the report, the Medium Term Financial Strategy 2021 sets out the financial implications for the Council's General Fund and will be the financial parameters within which the annual budget setting process will be undertaken.

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.
- 5.2 The Council has a statutory duty to set Council Tax and a balanced budget and the Strategy sets out the related challenges and the parameters within which this will have to be done.

6. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
Strategic Risk	Failure to recognise the consequence of the economic and local circumstance could lead to poor use of resources	L	The Strategy is in place to look forward into the medium term and plan for the future to improve the likelihood of resource allocation being aligned to strategic outcomes.
Compliance	Failure to set balanced budget.	L	A robust process is in place to ensure budgets are prepared and presented for approval by the Council at the start of March.
Operational	None identified		
Financial	The assumptions are insufficiently sensitive to the situations that might arise, resulting in a larger financial challenge.	M	The strategy is based on scenarios that present a range of potential impacts for the Council's finances. It will be kept under review.
Reputational	There is a risk that through the reduction of expenditure the Council may be criticised that spending isn't in line with public expectation of service delivery.	M	The Council has continued to address priority spending 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.
Environment / Climate	None identified		

7. OUTCOMES

<u>COUNCIL DELIVERY PLAN</u>	
Impact of Report	
Aberdeen City Council Policy Statement	<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>
Aberdeen City Local Outcome Improvement Plan	
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

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

9. BACKGROUND PAPERS

None.

10. APPENDICES

Appendix 1 – Medium Term Financial Strategy for the Council's General Fund

11. REPORT AUTHOR CONTACT DETAILS

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*MEDIUM TERM
FINANCIAL STRATEGY
FOR THE COUNCIL'S
GENERAL FUND, 2021*



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1. INTRODUCTION

1.1 The Medium Term Financial Strategy (MTFS) is a 7 year plan which sets out our commitment to provide services that meet the needs of people locally and represents good value for money. The MTFS is aligned to the Council Delivery Plan, which in turn aligns the Council's commitments to the vision and priorities of the Local Outcome Improvement Plan.

1.2 The Local Outcome Improvement Plan's (LOIP) vision is:

'A place where all people can prosper'

1.3 The Council's programme of change is centred around three areas:

Our purpose (what our business is): To ensure the alignment of all Council strategies and plans to the Local Outcome Improvement Plan's (LOIP) vision 'A place where all people can prosper' as well as ensuring clear delivery plans for the Council's own set of strategies and priorities.

How we do business: The modernisation and transformation of how we deliver our services through making best use of technology.

How we behave as an organisation: A focus on the Council's culture.

1.4 The key objectives of the MTFS are as follows:

- To ensure that effective financial planning and management contributes to the Council achieving the priorities in the Council Delivery Plan;
- To direct resources to the Council's priorities to support the achievement of the Council Delivery Plan;
- To maximise income to support the priorities of the council;
- To analyse budget performance to assess the effectiveness of resource allocation;
- To continue to improve value for money - managing our resources as efficiently as possible; streamlining processes and systems; getting better value from commissioning and procurement; whilst seeking to minimise the impact of budget savings on priority services; and
- To ensure the Council's financial standing is prudent, robust, stable and sustainable.

1.5 The merits of medium and long-term financial planning are well documented¹ and a key component of the council's strategic framework, building on the medium-term focus that has underpinned annual budget setting. The aim of a Medium Term Financial Strategy (MTFS) is to pull together in one place all known factors affecting the financial position and financial sustainability of an organisation over the medium term.

¹ Example, CIPFAs Looking Forward – Medium Term Financial Strategies for the UK Public Sector, 2016

- 1.6 Supporting financial planning relies on national and local data, from which assumptions emerge, that can be applied to a range of scenarios. Due to the nature of a local authority, it is not in control of all the determinants of its income and cost base, and crucially this includes the financial support provided from public funds. Many statutory services are provided free at the point of delivery and therefore the shape of services is determined by how much subsidy (grant) is provided. Complexity multiplies as the statutory duties and commitments increase.
- 1.7 The ability of a local authority to develop medium and long-term financial planning is significantly influenced by the following factors:
- the current ratio between locally and nationally determined levels of taxation and fees and charges; and
 - whether government provides certainty re levels of government grant beyond the immediate next financial year.
- 1.8 The global health pandemic that occurred in 2020 and continues to affect our daily lives makes the task of medium and long-term financial planning even more challenging. Governments across the world have invested significantly in financial rescue plans to mitigate the economic impact of the public health measures introduced to combat the virus. Whilst attention has shifted towards supporting economic recovery, there is much still being done to respond to the pandemic and this consumes high levels of resources. Economic recovery will be vital if governments are to be able to repay the borrowing incurred to support the financial rescue plans currently in place.
- 1.9 Both the UK and Scottish Government will be required to make political choices in terms of future funding both in the short, medium and long term – all of which will have a bearing on the council’s own short, medium and long term financial plans. The UK Government’s Spending Review was announced on 27 October 2021 and the Scottish Government, following elections in May 2021, has now set out its Programme for Government², with the prospect of a Scottish Budget for 2022/23 being announced on 9 December 2021.
- 1.10 This medium-term strategy sets out assumptions regarding the ongoing short-term implications of Covid-19 and demand changes in terms of financial year 2022/23 and then goes on to make some informed assumptions for financial years 2023/24 – 2028/29.
- 1.11 The Council should recognise that with so much of its income outside of its control, the assumptions that underpin the MTFs cannot, by definition, be exact, they are

² [Scottish Government, Programme for Government, 7 September 2021](#)

subject to refinement and change over time. Therefore, a series of scenarios should be used to describe a range of income possibilities. This refresh of the MTFs focuses on the changes to a central scenario, while recognising upside and downside scenarios that are broadly in line with previous forecasts. These scenarios should be refreshed regularly as part of the budget setting and strategic planning processes.

1.12 The detail contained in this document reinforces the conclusion in the 2020 MTFs that the following principles are needed to guide our financial management approach.

1.13 **Principles the council should follow for planning its income are:**

- I. Be prudent about the level of Scottish Government funding that will be provided in the local government settlement both in short, medium and long term.
- II. Be prudent in the financial assumption regarding the funding of national priorities and commitments.
- III. Exercise the discretion it has over local taxation and increase the Band D charge for Council Tax annually to support future budgets.
- IV. Account for any income source that is non-specific as a corporate resource to support the whole revenue budget.
- V. Identify and track funding streams being directed from UK Government such as the Levelling Up and Shared Prosperity Funds so that the Council can be proactive in applying for funding that becomes available to support local outcomes.
- VI. Apply its Service Income Policy to support the effective and sustainable delivery of services where charges can be applied and exercise that discretion annually and collect the income that is rightfully owed.
- VII. Identify and evaluate emerging discretionary powers on a regular basis to determine their applicability to Aberdeen City.
- VIII. Recognise the ongoing financial risk to the council associated with Covid-19 until an agreed end point is reached for the global pandemic.
- IX. Apply its approved Reserves Policy, retaining recommended uncommitted General Fund Reserves and thereby avoiding one-off income streams.

1.14 **Principles the council should follow for planning its expenditure are:**

- I. Scenarios must be developed and the Chief Officer – Finance will, in conjunction with the Extended Corporate Management Team (ECMT), establish appropriate financial assumptions to apply.

- II. The council should continue to develop its approach to strategic resource allocation to further shape where and how resources are deployed. Through this approach we will attain greater understanding of how resources align to outcomes and the related impact and consequences of our decisions.
- III. Local constraints should be minimised wherever possible to provide as much flexibility to achieve resource shift and deliver savings.
- IV. Ensure an alignment between commissioning intentions, service standards and budget allocations thereby ensuring council focuses on the very highest of priorities and on the most important outcomes.
- V. Where funding levels cannot sustain existing commissioning intentions and service standards, a clear set of decommissioning intentions and service standard reductions will be submitted to council.
- VI. The scale of service redesign will have to increase to address the emerging financial scenarios.
- VII. Achieving the scale of savings needed is not possible from small service budgets. There must be a contribution from the large services if financial affordability is maintained, and financial sustainability is to be addressed.
- VIII. Slicing a proportion of the budget from all areas of the council is also counterproductive and does not address delivering outcomes. Salami slicing savings are to be avoided.
- IX. Capital investment revenue implications must be incorporated into scenario plans, both from ongoing operational delivery and capital financing perspectives.

1.15 [Principles the council should follow for planning its capital investment are:](#)

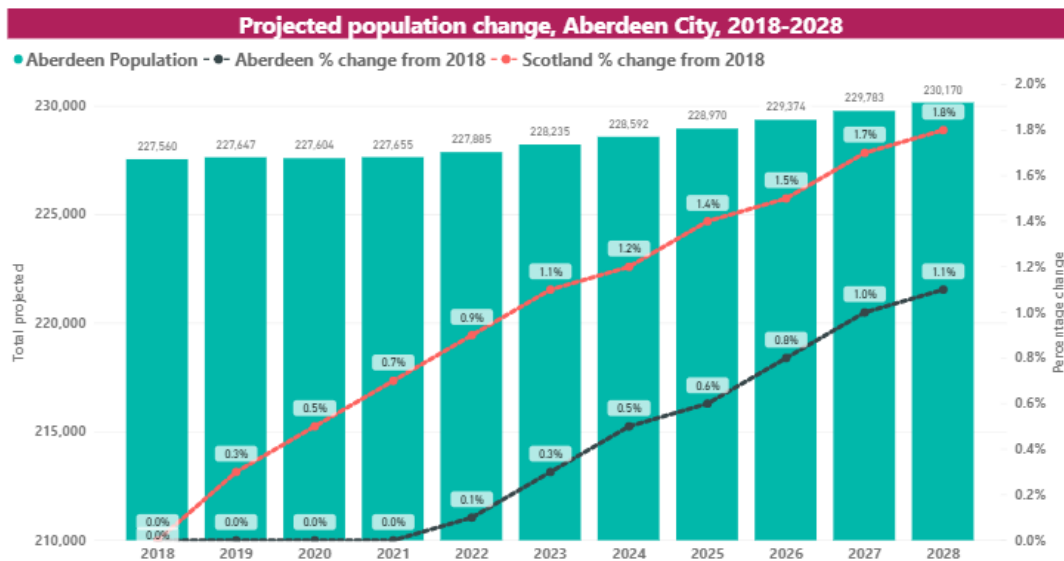
- I. Revenue implications of capital investment opportunities must be identified and agreed with the Chief Officer – Finance to incorporate into the council's scenario planning.
- II. Capital investment expenditure must be prudent, affordable and sustainable, as defined by the Prudential Code.
- III. Financial Resilience Framework data must be considered as part of decision making, including reference to the Risk Appetite Statement.
- IV. External funding opportunities should be identified and pursued to support approved capital investment.

- V. Priority must be given to the projects that will deliver the greatest return, and this can be measured both financially and socially. A business case must be used to document this analysis.
- VI. Care needs to be taken of the unknown aspects arising from the coronavirus pandemic and the potential additional costs that may emerge. The council should consider how it creates flexibility in the capital programme to increase contingencies.
- VII. The financial, legal and reputation implications of proposing to withdraw from legally or partially committed capital projects within the capital programme must be fully considered and documented.

1.16 Aberdeen - Background and Context

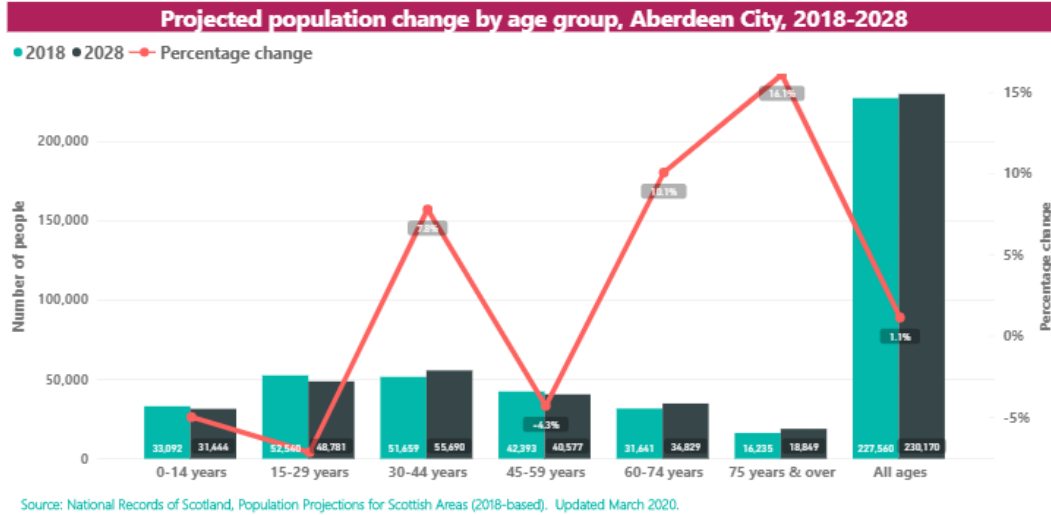
1.16.1 Some of the financial challenges affecting the financial sustainability of all local authorities is the pressure from demographic change and corresponding rising demand. The following section highlights some of the main sources of demand and projected future pressures.

1.16.2 Population - The estimated population of Aberdeen in 2020 was 229,060. This is an increase from the estimated 2019 population of 228,670. The figure below shows the most recently available population projections for the City and Scotland, as published by National Records of Scotland (NRS). This shows that based on recent trends, the total population of the city is projected to increase by more than 11,000 (1.1%) by 2028. This projected increase is lower than the projection for Scotland as a whole, which is 1.8%. However, these projections are based on 2018 data (NRS have delayed their planned update due to Covid-19. This is now due in December 2021, although only at a national level) and the estimated actual population for the city in 2020 is c.1,500 above these projections.



Source: National Records of Scotland, Population Projections for Scottish Areas (2018-based). Updated March 2020.

1.16.3 The age structure of the City’s population is projected to show a decline of 5% in those aged 0 -14 years and 7% of those aged 15 – 29 years over the next 10 years. Whilst increases of 10% and 16% respectively are projected for those aged 60 – 74 years and those aged 75+ years. This brings different challenges for the distribution of resources.

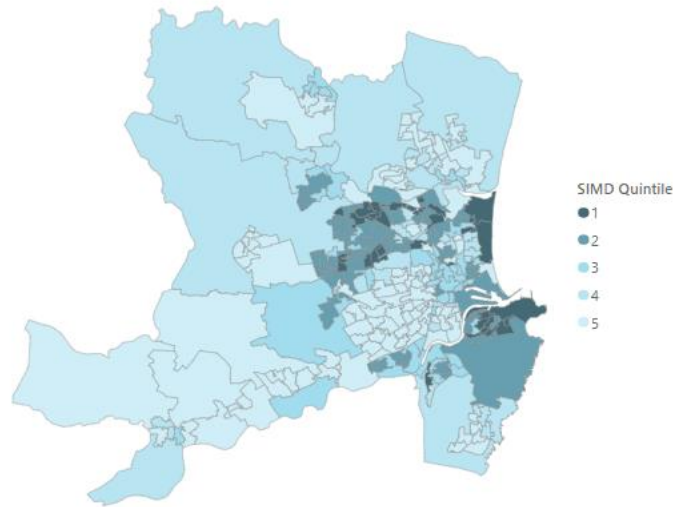


1.16.4 Housing - There is a considerable demand for housing in Aberdeen. Whilst house prices have fallen in recent years, they remain high. Supply of council and social new build properties has recently boosted supply. Recent years have also seen significant increases in supported accommodation both for older people and people with disabilities.

1.16.5 Deprivation - Within Aberdeen there are areas of significant deprivation and inequality. Aberdeen continues to have deprivation ‘hot spots’ that are amongst some of the most deprived areas in the country and these can lie adjacent to some of the least deprived areas. In Aberdeen, 29 areas are among the 20% most deprived in Scotland in 2020, 7 more than in 2016. Highest levels of deprivation are recorded for crime, housing and education domains. Whilst deprivation is a key driver of demand, it has, proportionately, a smaller impact on funding allocated to the council. The Population Needs Assessment prepared in advance of the review of the City’s Local Outcome Improvement Plan in 2021 highlighted the following key points:

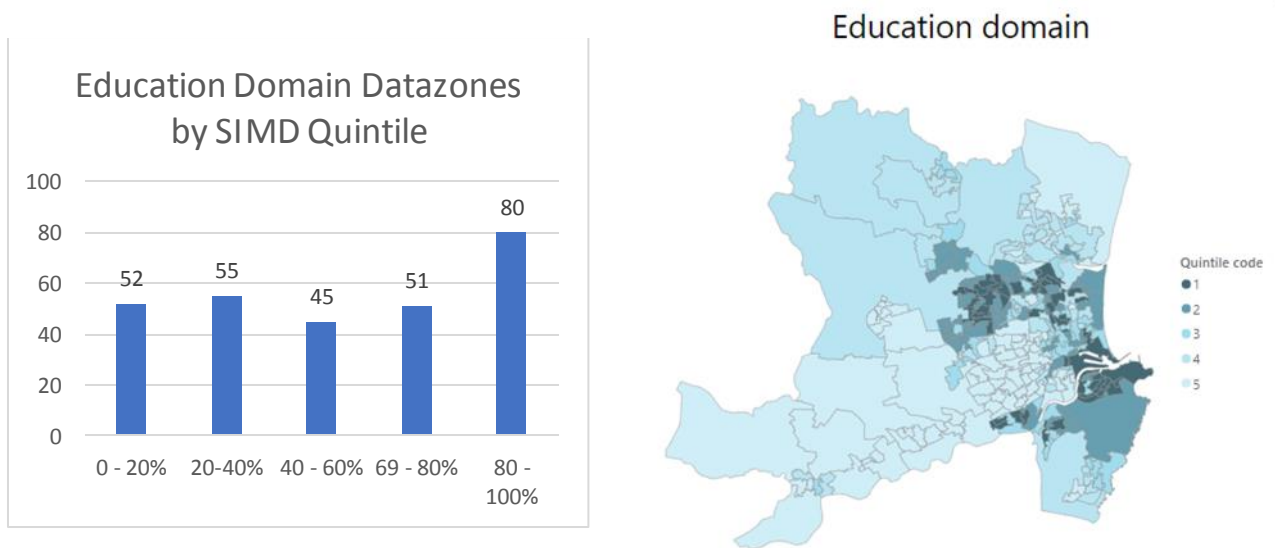
- the impact of the pandemic has been, and will continue to be, felt unequally. This is likely to contribute to greater levels of poverty, inequality and associated vulnerabilities.
- a significant and potentially rapid decline in the working age population is anticipated.
- the city is projected to be amongst the worst affected areas for economic downturn and potential job losses, however, there are still strong economic foundations which can be supported by investment in key infrastructure and a focus on skills, energy transition & diversification.
- rapid and far-reaching change is required to reach the target of net zero by 2045.

Areas of Multiple Deprivation 2020



1.16.6 Education - Significant investment has been made, and continues, to modernise the city’s school buildings. In line with falling population projections and the potential increase in digital methods of learning, the school estate will continue to be reviewed to ensure it matches future levels and nature of demand. Education is the single largest area of spend for the Council and most funding received for schools is based on the population of children and young people. School rolls have increased over recent years; however, the long-term projection is for a reduction in school age children. Should that occur, there will be a significant and corresponding impact on funding levels. Recent years have also seen an increasing trend in the number of pupils with additional support needs and a high demand for child and adolescent mental health services. This will be impacted further because of the pandemic.

1.16.7 There is significant variation in educational outcomes across different areas in Aberdeen with 52 datazones being classed within the 20% most deprived in Scotland for the education domain of the Scottish Indices of Multiple Deprivation in 2020.



1.16.8 Children's Services - Aberdeen has more than 500 children who are "looked after" by the authority (LAC). This is, proportionately slightly higher than the national average (2020 comparisons), a higher rate of the city's LAC are placed either with foster carers or in residential accommodation and a significantly higher proportion of Aberdeen's LAC have a recorded disability. The city is largely consistent with the national average of children on the child protection register (2020 comparisons).

1.16.9 Employment - Aberdeen has had historically high employment. Between April 2020-March 2021 total employment in Aberdeen city was estimated at 119,300. The employment rate for the working age population in the region was 73.5%, which was above the rate for Scotland (72.8%) but below the UK (74.7%). The three major Scottish cities were most affected during the pandemic in terms of job postings, with a larger drop off than the Scottish average. They have also been slower to recover to this baseline level than the national average, providing further evidence of the impact on cities. Most recent September data showed Edinburgh and Glasgow continuing to have monthly postings increases. Aberdeen, after reaching above baseline numbers for the first time in August, then dropped by 10% in September.

1.16.10 Claimant count in Aberdeen City had risen from 4,165 individuals in March 2020 to 9,295 by years end. Since February 2021, numbers have decreased month on month, with the 7,625 individuals of August 2021 the lowest recorded since May 2020. As claimant count provides data on individuals receiving out of work benefit, this shows the situation to be improving. Aberdeen City has 13th highest rate of claimant count receipt as a proportion of working age population of the 32 Scottish local authorities.

1.17 Increased financial risk and sensitivity – what Covid-19 means for the immediate short-term

1.17.1 After over 18 months of the UK having Covid-19 restrictions in place (to varying degrees) it is still impossible to say with any degree of certainty just how long the Covid-19 pandemic will last and when we can expect it to come to an end. There is debate about how we should define "the end" - 2 definitions exist each with a separate timeline:

- An epidemiological end point when herd immunity is achieved; and
- A transition to a form of normalcy characterised by vaccination of the highest risk population, accurate testing, improved treatments.

1.17.2 We know that the need for health and social care undergoes large seasonal fluctuations, peaking in the winter. The size and severity of any influenza epidemic this winter is very difficult to estimate. But regardless, a winter influenza epidemic will further compound the pressures being felt by the Covid-19 pandemic. Vaccination

programmes across the country continue to be rolled out for both Covid-19 and influenza.

- 1.17.3 As both the UK and Scottish governments consider their financial plans for 2022/23 and beyond, they will have to make assumptions about the course the pandemic will take over the financial year 2022/23. A high level of external uncertainties – political, social and epidemiological - will however likely remain into 2022.
- 1.17.4 The council's scenario planning in relation to the epidemiological path of Covid-19, and the related impact of that on the City and Council services, has been ongoing. Surveillance and governance arrangements have been developed to rapidly respond to any movement in restrictions applied across Scotland as transmission rates and harms change.
- 1.17.5 The Coronavirus pandemic specific funding announcements made by the Chancellor of the Exchequer, have led to over £6.5 billion of additional Barnett consequentials for Scotland. Almost all the funding that flowed to local government applied to the last financial year 2020/21, with smaller sums of funding continuing into 2021/22 for education recovery and protection of our most financially vulnerable citizens, through hardship and free school meal funding. Funding through increased General Revenue Grant payments to support Non-Domestic Rates reliefs in the retail hospitality and leisure sectors has been provided to Council.
- 1.17.6 In the current year the Council has seen a continued Covid-19 impact, with behavioural changes that have affected income, ongoing restrictions in relation to the opening of buildings, cultural and hospitality venues, particularly in the early months of the financial year. This has been reported in the Council's quarterly financial performance reports.
- 1.17.7 The impact for next financial year is again difficult to predict with a high level of uncertainty about how the pandemic will continue or end, as described above. At a local government sector level, the speed and scale of economic bounce back economically is crucial to the financial settlement provided to local government, with 100% of the national non-domestic rates (NNDR) income being allocated to local government. If the economic position in 2022/23 means that businesses are unable to create the national income levels, or further reliefs need to be provided to specific sectors of the economy – such as retail, hospitality and leisure this year - then the local government settlement is at serious risk. Pre-Covid-19 NNDR income represented 27% of the total local government funding, after a second full year of reliefs, valued at over £1bn, funded by UK Government consequentials, if the economic conditions don't exist and grant funding is not allocated then the sector faces potentially massive financial reductions. Further risk arises from the consequences of depressed or falling property valuations from the implementation of the Non Domestic Rates (Scotland) Act 2020, Scotland is moving to a three-year revaluation cycle, the next being April

2023, based on property valuations on 1 April 2022. Trading results in the period to 1 April 2022 is going to be particularly important as the valuation is completed.

- 1.17.8 In addition, the local government sector has seen increases in demand for services, a change in the need for our services and is left with the consequences of services being closed or reduced, and the switch to critical and response services. This has resulted in emerging issues for our people and our place. Local government must adapt to these changes, it is not able to ignore these changes but financially this causes enormous pressure, especially as national policy and new commitments are added to the range of activities that local government must do.
- 1.17.9 From the council perspective, the continued loss of income has been particularly challenging as customer behaviour and restrictions from the pandemic having a longer lasting effect than had been expected. This has been particularly relevant with car parking income, venue and events income at risk and planning / building consent monies also predicted to be short of historic levels this year and going forward. Much will depend on changes in customer behaviour. There is also a significantly higher risk associated with the council's arm's length external organisations (ALEOs) if progress is paused, interrupted, or becomes more prolonged. The value of external income they generate to support the size of their organisations may require additional financial commitments from the council, and we have seen a specific guarantee put in place for Aberdeen Performing Arts in financial year 2021/22 (approved at the budget meeting in March 2021).
- 1.17.10 Expenditure pressures from additional requirements, enhanced guidance and good practice all add to extra facilities costs such as cleaning and protective equipment are obvious pressure points.
- 1.17.11 To counteract some of the risk, mitigation in place includes additional funding announced at the tail end of 2020/21 that has been carried on the Council Balance Sheet to support the recovery and income loss being experienced by the council. This has been vital in financing the cost of service delivery for 2021/22 and the emerging cost pressures/income loss that is being reported in-year.
- 1.17.12 The Scottish Government has approved a few fiscal flexibilities, and these are in place to provide a degree of support to the Council. The Council did not use these in 2020/21 to address Covid financial implications therefore they can still be used in the current financial year.. 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 (VS/ER) and transformation costs that must be first met from any

capital receipt received. Permission to use capital receipts for VS/ER also expires at the end of 2021/22.

2. Credit arrangements, for example PPP/PFI service contracts, applying revised international 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 life of the assets rather than the life of the contract). The original intention was evaluated to have a significant impact on the council's payment profile however the current scheme proposed by the Scottish Government has limitations and this adversely impacts the potential impact on council finances to support medium term recovery. Capital accounting and the detail of this flexibility remains the subject of discussion between the Scottish Government, COSLA and Directors of Finance for local government.
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 avoid this flexibility as it will add revenue pressure to the medium to long-term financial scenarios, it remains an important and potentially crucial flexibility for the current year that could assist in the short-term.

1.17.13 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.

1.18 **Conclusion:**

1.18.1 The council's environment remains extremely complex and multi-dimensional with significant demand and a high ambition for improvement. This places pressure on the resourcing of all elements of council activity to the desired level and tension between where funds are deployed for best value.

1.18.2 Unexpected and sustained changes to the environment add to these resource allocation decisions. There remains much uncertainty and debate about what constitutes an end to the Covid-19 pandemic and when that will be. It is clear that 2021 has been affected as 2020 was, but in a different way. The increased expectation of continuing to deliver business as usual being a key element, with reopening of facilities and services while at the same time implementing public health guidance. Despite the positive and pro-active rollout of vaccines during 2021 the virus has not left us, and the council continues to have to deal with the consequences. These

consequences will no doubt vary over time, but it is now likely that the reduction in those will be over several years.

- 1.18.3 Throughout 2020, we saw a considerable financial injection from government to mitigate the impact of the required public health measures to the virus. This has been extended into 2021/22 in the form of business rate relief for businesses, hardship funding for citizens, increased commitment and financial support to the health and social care services and education. Generic financial support to councils has not been forthcoming to any material extent, and it is therefore unlikely to feature in the short to medium term either, the council should consider the settlement it receives (in December 2021) for 2022/23 the full extent of funding that will be available.
- 1.18.4 Drawing from Section 3, at best there is a prospect of flat cash for the year ahead, with financial constraint more than likely applying a downward pressure on the core funding received by the council in the years that follow.
- 1.18.5 Council Tax remains the highest value financial lever that the council has, exercising an increase in the rate annually provides opportunity to increase income of a recurring nature although economic growth will have an impact on the value of uncollected sums and the overall rate of change in the number of chargeable properties.
- 1.18.6 Fees and charges (internal and external) are expected to remain a positive contributor to the council although the impact of the pandemic during 2021/22 and the knock-on behavioural changes from our customers will continue to shape large sums of income going forward.
- 1.18.7 Proposals for a draft 2022/23 budget will be submitted to council's budget meeting in March 2022.

2. THE FUNDING CONTEXT BEYOND 2021/22

2.1 Economic Outlook

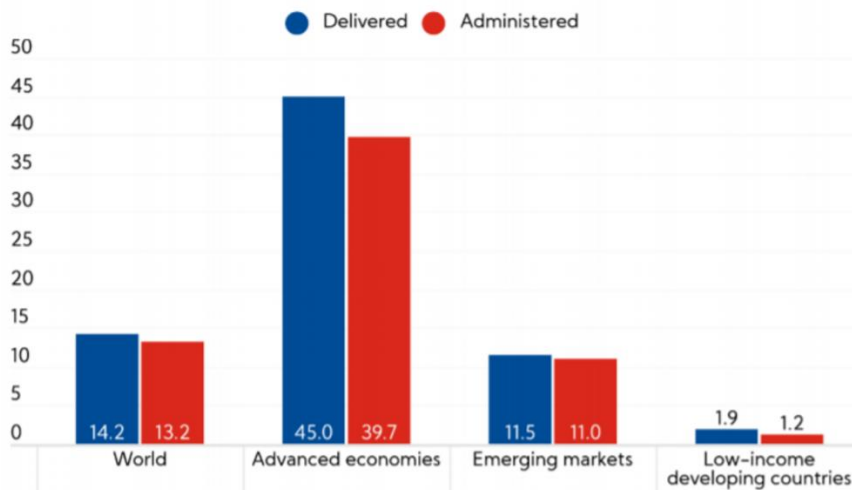
2.1.1 While 2020 will undoubtedly be seen as a year when everything changed it was not meant to be as persistent and dominant moving forward. 2020 saw an unprecedented government intervention in response to the Coronavirus pandemic brought about global changes in how we live our lives and the corresponding consequences on business and the economy.

2.1.2 While there are hopes that most of the economically advanced world (including Western Europe) returns to near normality by the end of this year, even if this optimistic outcome emerges, there will still be significant Covid-19 related worldwide issues to deal with for some time to come. The International Monetary Fund (IMF)³ provided an illustration of just how far behind some parts of the world are in terms of vaccinations, as at July 2021. In particular, only around 1% of the population have been fully vaccinated in parts of Sub-Saharan Africa, Latin America and South and Southeast Asia and are unlikely to be fully vaccinated until late 2022. This delay not only affects on-going restrictions on travel and trade but also allows greater opportunity for variants to emerge and potentially cause further waves in fully vaccinated countries.

Chart 1: Vaccine Rollout

Close to 40 percent of the population in advanced economies has been fully vaccinated, compared with 11 percent in emerging market economies and just 1 percent in low-income developing countries.

(vaccine courses as a percent of the population, as of July 19, 2021)



Sources: Haver Analytics; Our World in Data; Airfinity; and IMF staff calculations.
 Note: Two doses generally assumed for a full course of vaccination, except for J&J and CanSino.

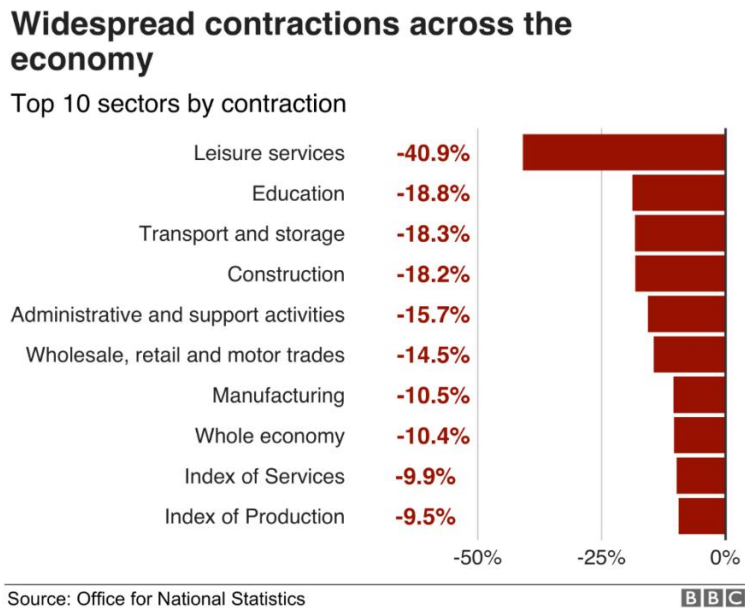


³ [IMF Blog, Drawing further apart, widening gaps in the global economy, 27 July 2021](#)

2.1.3 Data from the Socio-Economic Rescue Plan⁴, presented to the council’s Urgent Business Committee on 30 June 2020, provided the backdrop for the shape and future of the economy, how it may or may not recover and over what timescale.

2.1.4 This included monthly Gross Domestic Product (GDP) data from March to April 2020 that showed the impact of the pandemic on the economy, headline being a fall in GDP in April 2020 that was the biggest shock in the economy since records began, when UK GDP output fell by 20.4%. Sectors reliant on physical distance restrictions were fundamentally challenged including leisure services, education and transport and as Chart 2, below shows.

Chart 2: Economy



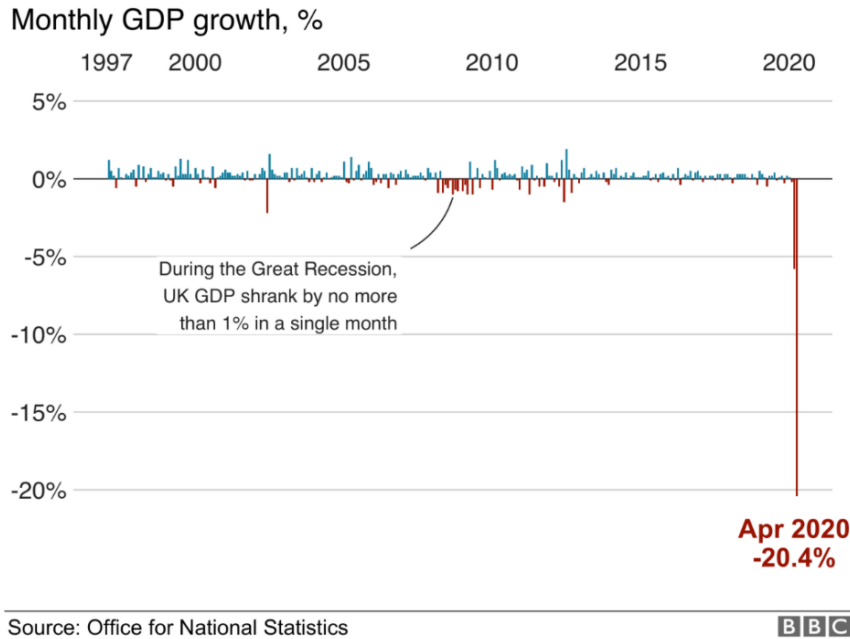
2.1.5 The Office for National Statistics (ONS) described the April falls as “historic” and affected virtually all areas of activity with shutdown restrictions coming into force. They have then continued.

2.1.6 Just how historic this has been is indicated, by comparison, in the last economic shock (2008/09 financial crisis), the largest fall in GDP in any single month was 1%. Illustrated by Chart 3.

⁴ <http://councilcommittees.acc.gov.uk/ieListDocuments.aspx?CId=334&MIId=7423&Ver=4> Item 11 on agenda.

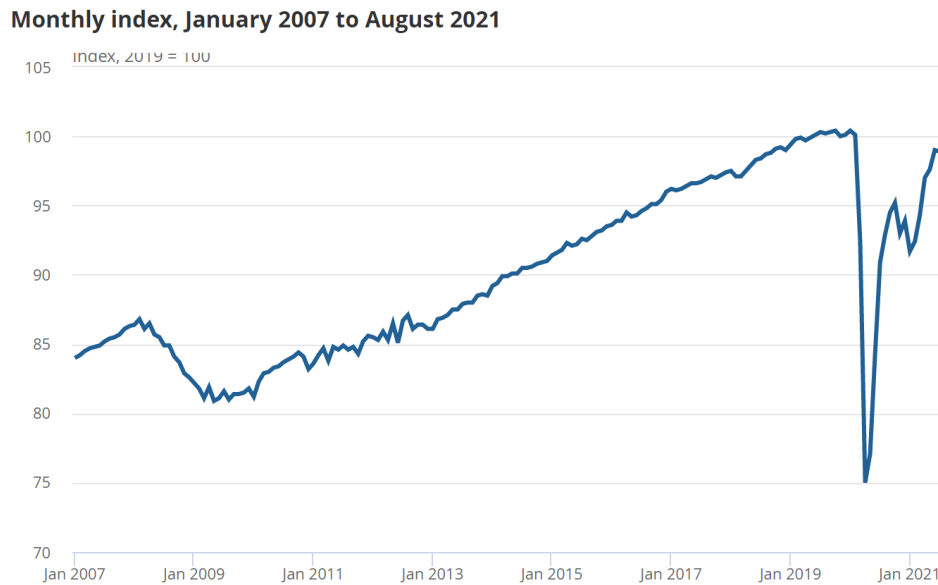
Chart 3: Economy

UK economy shrinks 20.4% in April 2020



2.1.7 Recovery from such a shock is always going to be uncertain and there was much commentary on what would happen. Eighteen months on from the shock the economy has bounced back, with positive signs for key economic indicators such as GDP. The latest update (August 2021) from the Office for National Statistics (ONS) shows an estimate of UK GDP growing by 0.4% in August 2021, and remains 0.8% below pre-pandemic levels, as measured in February 2020. This is shown in Chart 4.

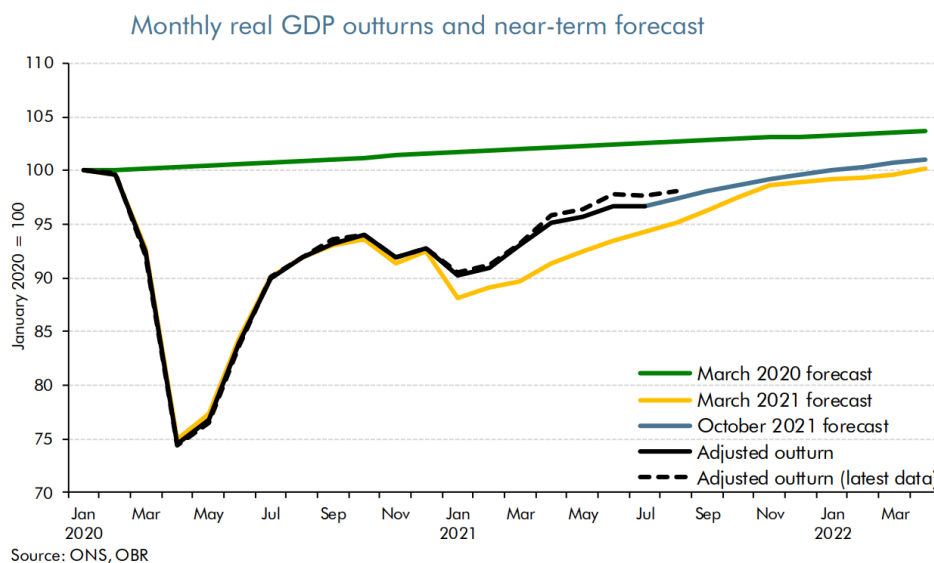
Chart 4:



Source: Office for National Statistics, GDP monthly estimate

- 2.1.8 What does this mean though? The changes need to be compared to the expected economic growth and the impact on government income, that ultimately funds the public sector spending – the UK Budget.
- 2.1.9 On 27 October 2021 the UK Government published its Spending Review and Budget for 2022/23 – 2024/25, the first multi-year Spending Review since 2015. Alongside this the Office for Budget Responsibility (OBR) published its latest fiscal and economic outlook⁵.
- 2.1.10 This OBR report provides insight into what impact the rebound of the economy means in practical terms for the UK public services that are supported. The OBR state that “The vaccines’ high degree of effectiveness, combined with consumers’ and businesses’ surprising degree of adaptability to public health restrictions, has meant that output this year has recovered faster than we expected in March, boosting tax revenues in the process. The stronger economic recovery has also helped to reduce the fiscal cost of pandemic-related support to below our March forecast. The economy is now expected to grow by 6.5 per cent in 2021.”
- 2.1.11 They comment in their October report “Over the medium term, we have revised up real GDP as we now expect post-pandemic scarring of potential output to be 2 per cent – rather than the 3 per cent we assumed in March. Uncertainty around this judgement remains large, however, with limited evidence as yet regarding how smoothly furloughed workers will be reabsorbed into employment”.
- 2.1.12 The forecast for GDP represents a 6.5% increase in 2021, with pre-pandemic levels reached around the end of the calendar year – this being earlier than previous forecasts of March 2022. See Chart 5.

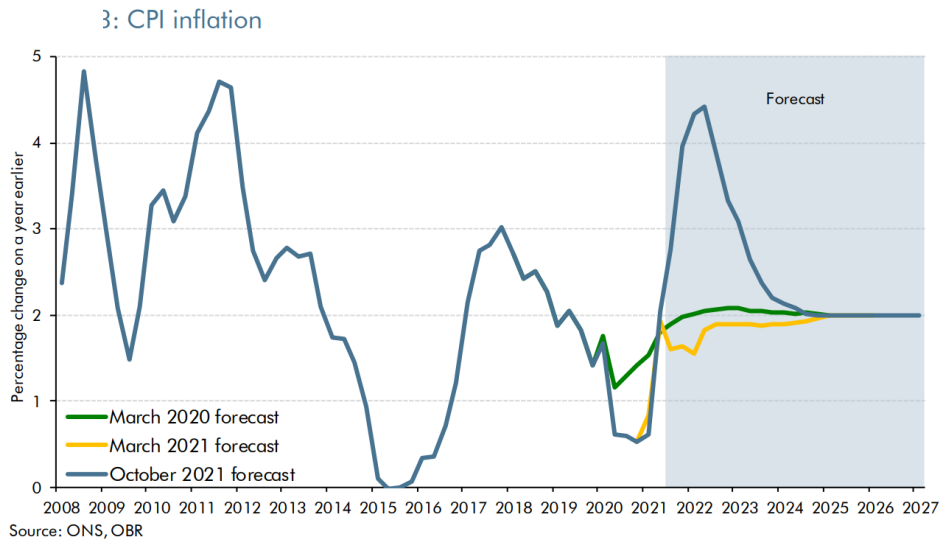
Chart 5: GDP



⁵ [Office for Budget Responsibility, Economic & Fiscal Outlook, October 2021](#)

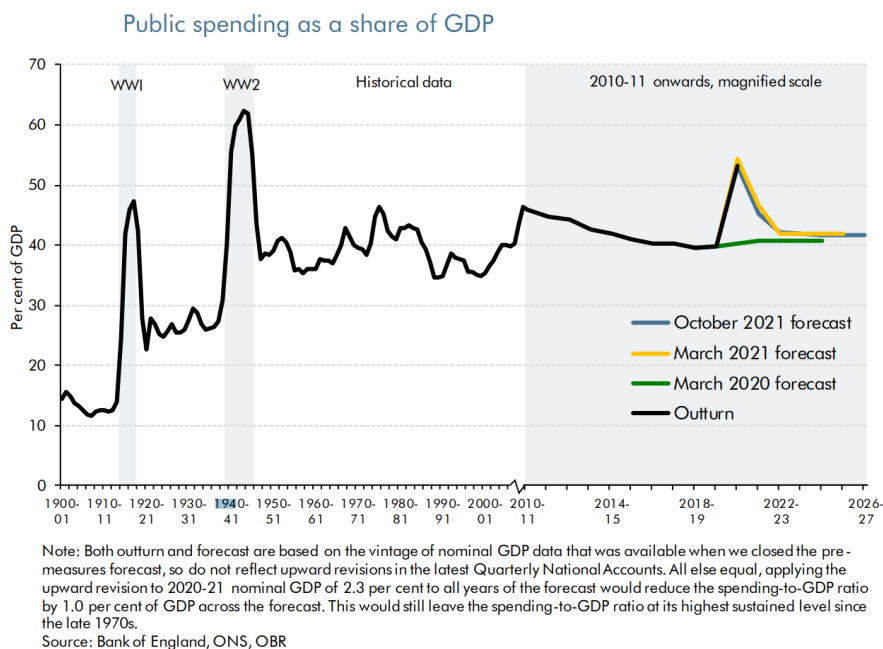
2.1.13 Consumer Prices Index (CPI) is expected to continue to rise, with the forecast that 4.4% will be reached in 2nd quarter of 2022. This is significantly higher than had been forecast by the OBR in March 2021, reflecting higher utility prices in particular. The impact is however expected to be short lived, rather than sustained, at that level, dropping back to the long-term forecast of 2% in 2024. See Chart 6.

Chart 6: CPI



2.1.14 Public spending jumped up by over £230bn in 2020/21 while a fall in GDP resulted in the spending to GDP ratio rising by 13.4% to 53.1%. This is the highest ratio outside World War II and the fastest peacetime increase recorded. The forecast shows a substantial reduction in spending as pandemic related expenditure recedes. The reverse is therefore expected, with increasing GDP and falling spending which impacts positively the spending to GDP ratio in 2022/23. See Chart 7.

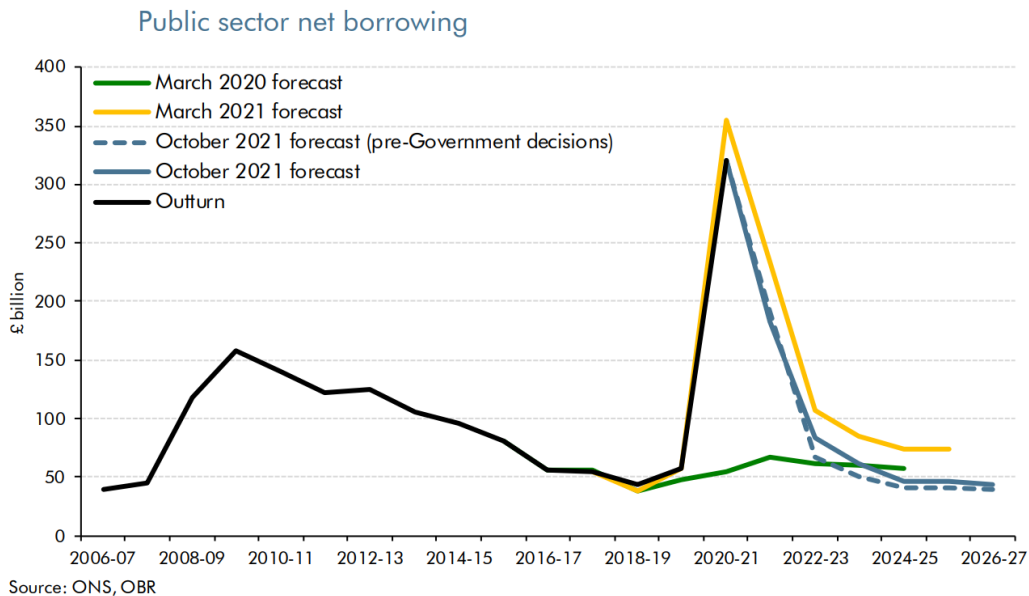
Chart 7: Public Spending



2.1.15 The OBR, in its July 2020 Financial Sustainability Report⁶ referred to the impact on borrowing as “unprecedented peacetime rise in borrowing this year to between 13 and 21 percent of GDP, lifting debt above 100% of GDP in all but the upside scenario.”

2.1.16 The impact of this and resultant Public Sector Net Debt level must be seen in the context of recent changes to net taxes, with not only the 1.25% levy for health and social care on employees, employers and the self-employed, but also the corporate and personal tax increases included in the March 2021 Budget. The OBR⁷ has concluded that “Taking his March and October Budgets together, the Chancellor has raised taxes by more this year than in any single year since Norman Lamont and Ken Clarke’s two 1993 Budgets in the aftermath of Black Wednesday.” Despite the added spending burden that is committed over the same period overall borrowing falls back below £100bn in 2022/23 before declining further to around £44bn (or 1.5% of GDP) in the medium term. See Chart 8.

Chart 8: Borrowing



2.1.17 Despite low borrowing rates, the debt will have to be serviced by the UK budget and ultimately repaid, forecasts have been updated by the OBR reflecting higher inflation in the short term and higher interest rates across their forecasts. With spending priorities demonstrated in the 2021 Budget, the Chancellor provides a platform for new expenditure and commitments to be met from increased spending but for those areas of the public sector that are reliant on the grant funding to deliver universal services that are unprotected, such as local government, there will be challenges ahead to keep pace with rising inflation and rising demand. Therefore, the Council

⁶ [Office for Budget Responsibility, Fiscal Sustainability, July 2020](#)

⁷ [Office for Budget Responsibility, Economic & Fiscal Outlook, October 2021](#)

needs to be prepared to respond and pre-empt the likely scenarios that will arise for the funding of public services going forward, and over the medium to long term. The consequences of the pandemic and the uncertain future will be evident for years to come.

2.2 Other Significant External Risks

- 2.2.1 *Climate Change* – The OBR in its Economic and Fiscal Outlook, October 2021⁸, says that “The fiscal risks presented by climate change include both ‘physical risks’ stemming from global warming itself, as well as ‘transition risks’ relating to the shift towards a low-carbon economy. Since our report in July, the physical risks are largely unchanged and subject to the outcome of the COP26 negotiations but will remain highly uncertain and particularly difficult to forecast and quantify even after that.” The transition risks become clearer from the 2021 Spending Review, with what they describe as “...significant net zero public investment funded within the 2021 Spending Review envelope. Our fuel duty forecast also reflects faster than expected take-up of electric vehicles reducing revenues. But the largest risks from the transition to net zero remain beyond our forecast horizon. And they continue to be dwarfed by the potentially catastrophic risks that unmitigated climate change would bring.”
- 2.2.2 *Exit from the European Union (EU)* – The UK left the EU on 31 January 2020 and entered an 11-month period of transition during which the UK effectively remained within the EU's customs union and single market and continued to be subject to EU rules. That came to an end on the 31 December 2020. The nature of the agreement with the EU and subsequent arrangements put in place, as well as trade deals with non-EU countries, are expected to impact over time on a range of areas such as trade, skills, and EU funding.
- 2.2.3 *Pressures on other public sector organisations* – All public sector organisations are under increasing financial pressure as changes in funding and increases in demand are not supported by funding. Whilst Aberdeen City has a strong record in working with partners to improve outcomes, prevent harm and increase public sector efficiency, the additional pressure on all public sector agencies may raise the risk that preventative activity, which is necessarily multi-agency in nature, may be more difficult for partners to sustain when facing increasing pressure to support responsive services. Behaviours which are not based on a whole system approach and are narrowly defined by attribution of cost benefits to individual organisations should be avoided.
- 2.2.4 *Emergency Response* – Covid-19 was the primary focus of emergency response in 2020, but other emergency events and situations are likely to occur. These may include, for example, incidents related to climate change; terrorist attacks;

⁸ [Office for Budget Responsibility, Economic & Fiscal Outlook, October 2021](#)

infrastructure issues with national implications (e.g. Grenfell Tower); further pandemics, etc. The council's own plans to respond and recover quickly and effectively from longer term emergency incidents are being further strengthened and may require further financial investment.

- 2.2.5 *Corporate Liabilities* – Local authorities are exposed to several liabilities which have significant financial pressures if they occur. For example, the cashflow and cost impact of Developer Obligations not being paid to support required asset enhancement; litigation and claims against the council; and fines can be imposed on councils by the Health & Safety Executive, the Information Commissioner and other regulators.

2.3 The Funding Outlook – UK

- 2.3.1 Commentary⁹ from the Institute of Fiscal Studies (IFS) on the UK Autumn Budget¹⁰ and Spending Review 2021 (27 October 2021) noted that English local government, despite a real increase in spending power, will still struggle, with limits on Council Tax increases, grants being frozen from 2023/24 and demands keep increasing particularly in the social care sector. Critically it will be the consequential of the UK Budget, flowing into through the Barnett Formula and the decisions of Scottish Government that will have the greatest impact on Scottish local government sector.
- 2.3.2 The 2021/22 UK Budget, in March 2021, amounted to £1,053bn. Funding for the budget relies on employment and indirect taxes, for example VAT, therefore the importance of employment levels and individuals having disposable income available to them cannot be understated. The consequence of the economic position described in the previous section made the impact on public sector spending all too stark. UK revenues for 2021/22 were budgeted to be £820bn, a gap of £233bn which will have to be borrowed.
- 2.3.3 Borrowing plugs the gap for the short-term, but as discussed above the situation is unsustainable and the repayment of the net debt must be achieved to provide market stability and maintain strong credit credentials on the global stage.
- 2.3.4 As referenced earlier the significant spending that supported and continues today to support the pandemic response and recovery will not last sustainably. To address the imbalance spending will have to fall and/or taxes will rise. The Chancellors 2021 Budget and Spending Review, delivered on 27 October 2021 emphasised both, with spending supported by increased taxes and commitments to the likes of health and social care from a 1.25% levy on people and businesses being incorporated in the 3-year budget.

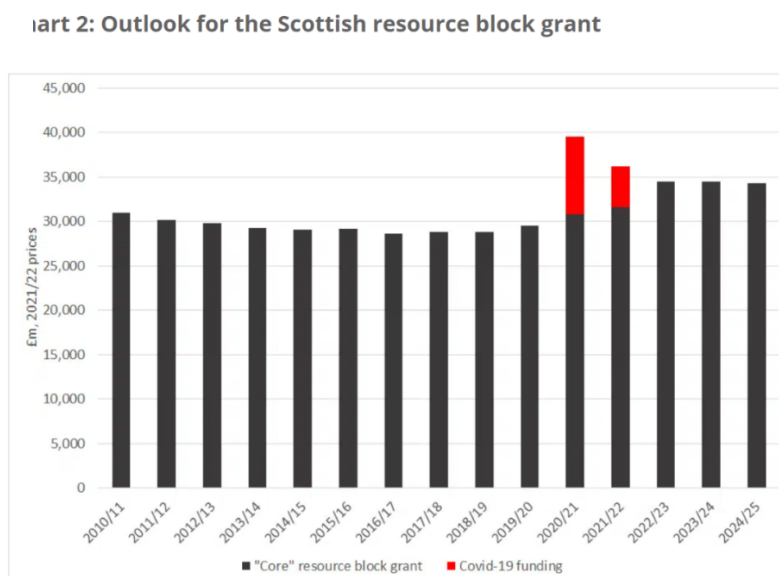
⁹ [Institute for Fiscal Studies, Commentary on Autumn Budget and Spending Review 2021](#)

¹⁰ [UK Government, Autumn Budget and Spending Review 2021](#)

2.3.5 With the Scottish Budget continuing to be heavily reliant on the Barnett formula that distributes the Block Grant to Scotland – approximately two thirds comes to Scotland from the UK Treasury – then any changes in UK Government funding policy and the size of the UK Tax Revenues will have a material impact on Scottish public services. The 2021 UK Autumn Budget and Spending Review¹¹ maintained a strong focus on ‘Levelling Up’ and the desire and mechanisms through which funding can be distributed from UK Government to all parts of the United Kingdom. This agenda has already resulted in opportunities to bid for capital-based funding, and this is described in more detail in Section 4. It is expected that a similar approach to the distribution of the Shared Prosperity Fund will apply, so the Council must be actively tracking the detail on the process to ensure it is in the best place to access the funding when it is released.

2.3.6 From the Block Grant perspective, the Chancellor set out, in his budget, the funding for the devolved administrations, in the context of improved economic outlook, from a quicker than expected recovery this year, and longer-term impact ‘scarring’ is expected to have less of a permanent impact. This means that the underlying block grant for Scotland is going to be higher in 2022/23 to 2024/25 than had been expected. This is front loaded so next year will see a large increase while the following two years will be relatively flat. The Fraser of Allander Institute (FAI) summarised this in their paper¹² following the UK Autumn Budget 2021, in graphical terms it is shown in Chart 9.

Chart 9: Scottish Block Grant, Source FAI



¹¹ [UK Government, Autumn Budget and Spending Review 2021](#)

¹² [Fraser of Allander Institute, UK Autumn Budget 2021, 27 October 2021](#)

2.3.7 The Scottish Government will set out spending plans for 2022/23 on 9 December 2021 only then will be know the effect of the larger block grant on the parts of the devolved public sector, including local government.

2.4 The Funding Outlook – Scotland, Local Government and Aberdeen City Council

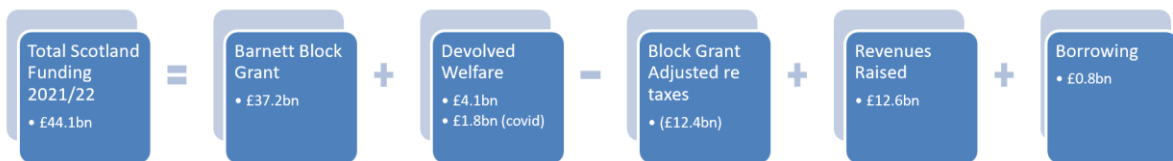
2.4.1 The primary source of funding for the delivery of Council Services is the Scottish Government through the allocation of general revenue and capital grants, and the distribution of national non-domestic rates income. In Scotland local government funding accounts for almost a quarter of the total budget, in 2021/22 approximately £11.7 billion.

2.4.2 With approximately three quarters of the Council’s net revenue funding being received in this way it is simple to see why UK and Scottish Government policies and economic forecasts impact on the level of Council funding.

2.4.3 The Scotland Block Grant from UK Treasury is based on the Barnett Formula, adjusted to take account of taxation and fiscal powers now devolved to the Scottish Government. This adjustment is captured under the Fiscal Framework between the UK and Scottish Governments. The Framework is currently under review, with additional flexibility being sought by the Scottish Government. In turn COSLA are seeking to put in place a Fiscal Framework between Scottish Government and Scottish Local Government.

2.4.4 For financial year 2021/22 Scotland’s Budget, excluding Annually Managed Expenditure (AME)¹³, amounted to £44.1 billion, when set in March 2021. This is the element of the budget the Scottish Parliament can make decisions about.

Diagram 1: Original Scotland Budget 2020/21, excluding AME



2.4.5 The 2021/22 budget reflects the changing picture of devolved powers, including devolved social security payments and farm payments, previously funded by the EU.

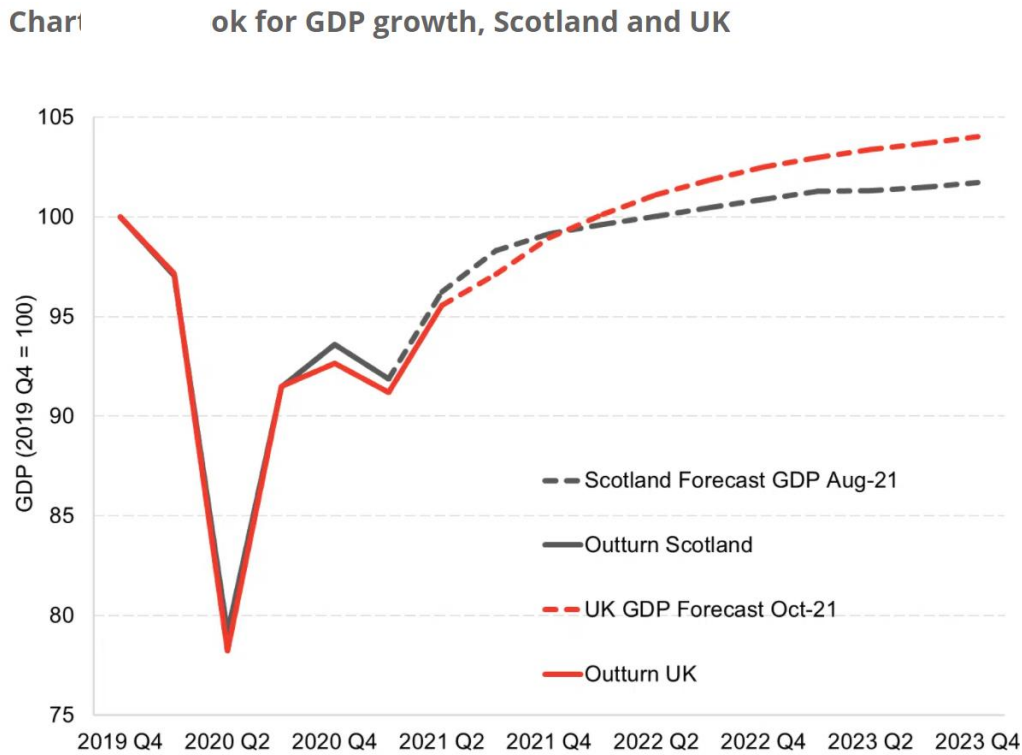
2.4.6 Notable is the adjustment to the block grant for the devolved tax raising powers that now sit with the Scottish Parliament. The size of the Scottish Budget is therefore directly affected by economic performance, through taxation revenues, in Scotland compared to the rest of the UK. In 2021/22 there is a shortfall in the value of the

¹³ AME is specific grant funding paid by UK Government to cover costs such as NHS and teacher pensions and student loans. It amounts to about £9 billion per annum.

adjustment, i.e. more has been taken out of the budget by the Fiscal Framework adjustment calculation than the Scottish Government can put back in. Diverging economic performance could place added pressure on the Scottish Budget in future years.

2.4.7 The FAI¹⁴ shows how economic performance might differ between Scotland and the UK in their budget commentary, October 2021 (see Chart 10). It shows the risk that exists and may emerge as future year adjustments to the overall Scottish Budget. Local government sector funding is naturally a sub-set of the total budget and will be affected by many factors, not just the overall quantum. This includes prioritisation against other public services, political commitments and demand.

Chart 10: Scotland GDP, Source FAI



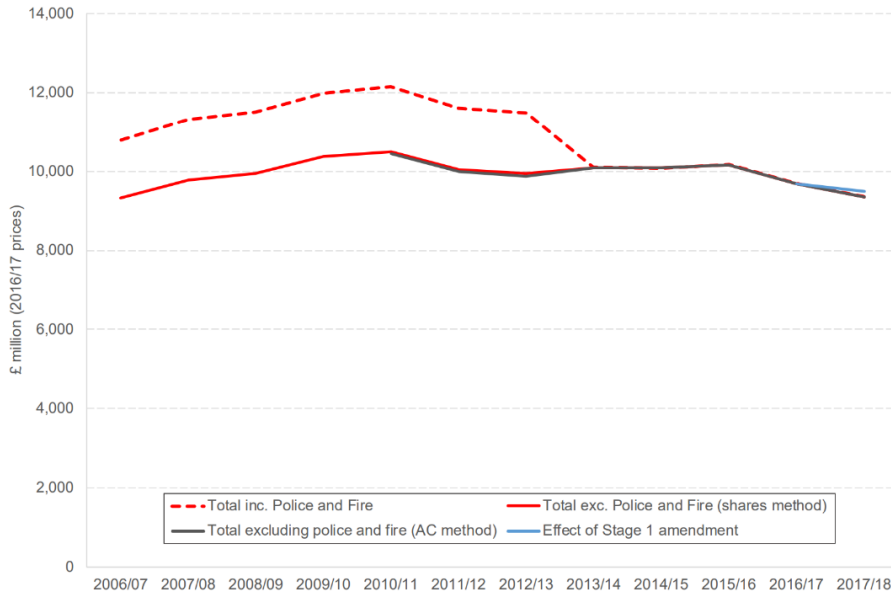
2.4.8 The picture of local government funding, following the peak year of 2010/11 was captured in a report¹⁵ by the Fraser of Allander Institute in 2017, which unravelled the complexity of measuring the impact on local government services as known today. That complexity refers to the removal of Police and Fire Services in 2013/14. They calculated that between 2010/11 and 2017/18, based on the Accounts Commission

¹⁴ [Fraser of Allander Institute, UK Autumn Budget 2021, 27 October 2021](#)

¹⁵ [Fiscal issues facing local government in Scotland, Fraser of Allander, March 2017](#)

methodology the real terms decline for local government was 9.3%, around £1bn lower than in 2010/11.

Chart 11: Total revenue funding to local government (including Non-Domestic Rates and specific grants), 2006/07 – 2017/18

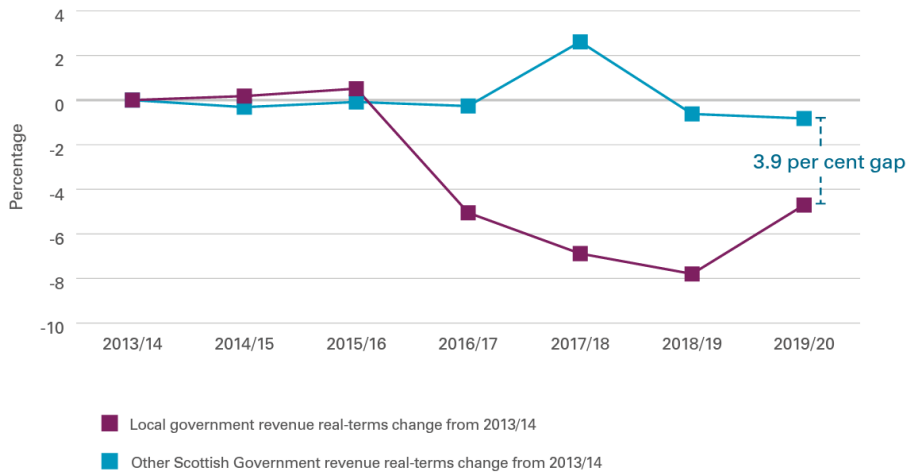


Source: Local Government Finance Circulars, FAI analysis

2.4.9 The Accounts Commission, in their Local Government in Scotland Financial Overview 2019/20¹⁶ report, described the difference in funding between the local government sector and the other areas of the Scottish public sector. Their report described the real terms change in funding since 2013/14 to 2019/20, local government seeing a 4.7% reduction in real terms fall in funding, while the Scottish budget had reduced by to 0.8%. It does present a change from the reduction that had existed the year before, where 7.6% compared to 0.4% reduction elsewhere. This is presented in Chart 12. Moving forward these comparisons will be more complicated due to all the Covid-19 pandemic support funding that has been included in the 2020/21 settlement.

¹⁶ [Accounts Commission, published January 2021](#)

Chart 12:

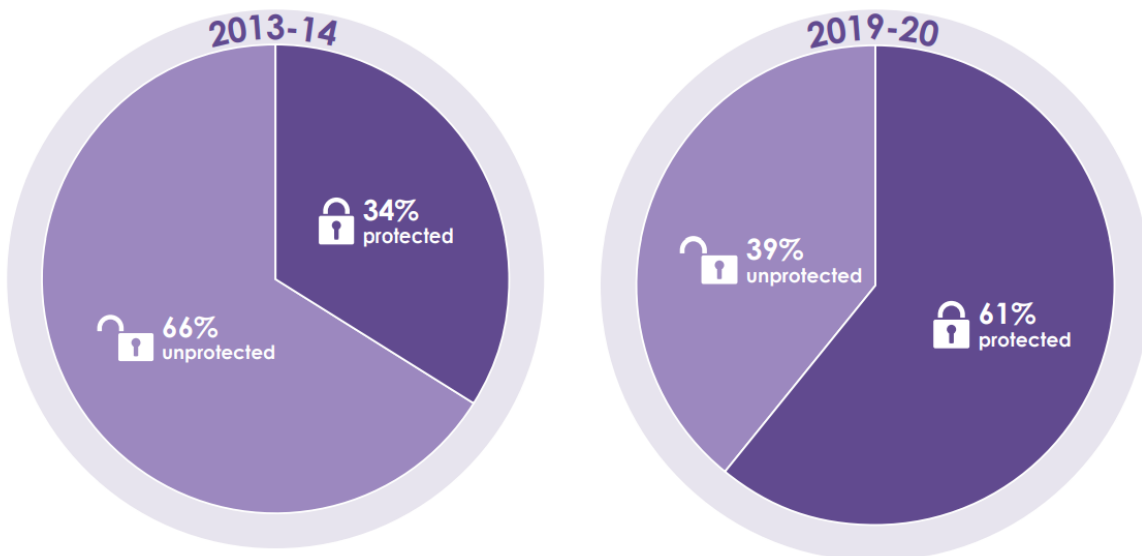


Source: Finance Circulars 04/2020 and Scottish Government budget documents (June 2020 ONS deflators)

2.4.10 While it is acknowledged that in 2020/21 funding in total has reversed this to a certain extent, it is clear from the data that over the period 2013/14 to 2020/21 funding for local government has in real terms reduced by 3.3%.

2.4.11 The quantum of the local government settlement is not the only issue arising, as the funding context for Scotland is one that is driven strongly by national policy and commitments. This is seen in the extent to which the local government budget is truly determined locally. According to the Convention of Scottish Local Authorities (COSLA), in their “Invest in Essential Services” information, “Ring-fencing, national policy initiatives and protections in education, health and social care continue to grow creating increasing protection.”

Diagram 2:



Source: COSLA, Invest in Essential Services

2.4.12 The Accounts Commission said in December 2019¹⁷ “An increasing proportion of council budgets is committed to national policy initiatives. This reduces the flexibility councils have for deciding how they plan and prioritise the use of funding to respond to local priorities.” This point was reiterated in June 2020¹⁸, when they referred to “Councils have less flexibility in how they use funding. Funding dedicated to national policy initiatives increased from £1 billion in 2019/20 to £1.5 billion in 2020/21, equating to 14.1 per cent of council funding from the Scottish Government.”

2.4.13 **Conclusion: Scottish Government Funding**

- I. The allocation of any reduction by Scottish Government across the Scottish public sector portfolios is unknown so for scenario planning the following assumptions have been made.

Table 1:

Upside Scenario	Central Scenario	Downside Scenario
2022/23 – flat cash settlement for underlying duties and obligations, with a 0.5% cash increase annually thereafter. Additional funding assumed for additional expenditure commitments.	2022/23 - flat cash settlement for underlying duties and obligations with additional funding assumed for additional expenditure commitments through policy changes, followed by 1% cash reduction annually	A continuation of the real terms reduction experienced over period 2013/14 to 2019/20, with average over 7 years of 2.6%.

- II. The level of “protection” that Scottish Government applies to its political priorities delivered by local government is also quantified.

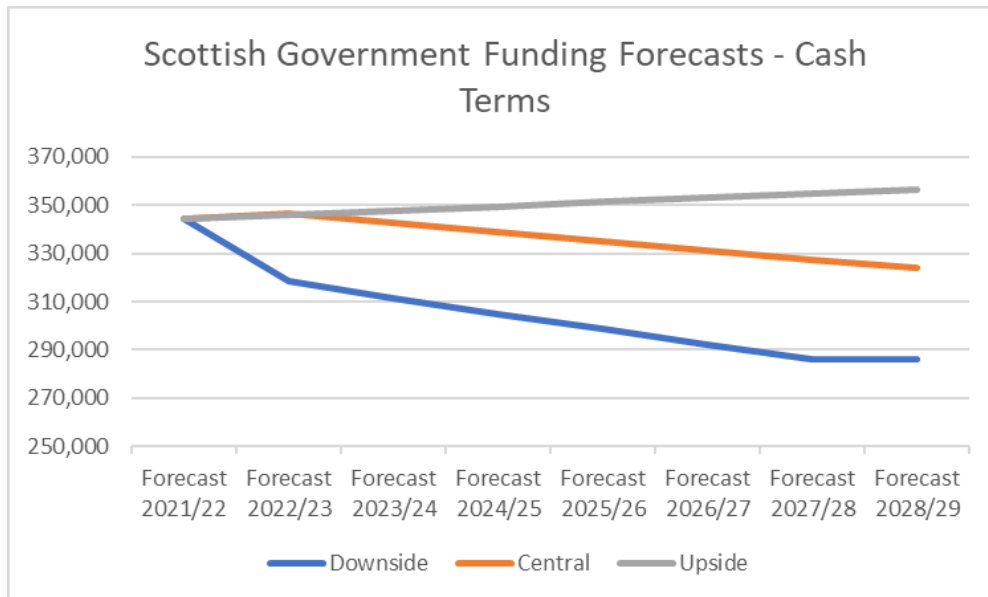
¹⁷ Accounts Commission, Local Government in Scotland Financial Overview 2018/19, December 2019

¹⁸ Accounts Commission, Local Government in Scotland Overview 2020, June 2020

Table 2:

Upside Scenario	Central Scenario	Downside Scenario
Mainstream national priorities and provide flexibility shifting resource protection to less than 10%.	Current level of protection continues, 14.1% of resources directed nationally.	Greater control directed nationally to deliver national priorities, raising protection to over 20% of local government resources.

Chart 13: Scottish Government Grant Scenarios



III. From an approved 2021/22 budget level of government funding of £344m, the upside and central position looks at scenarios of a small increase in funding £2m to £346m in 2022/23, before diverging to upside seeing an increase in funding to £356m by 2027/28, while the central scenario reduces income for the Council in cash terms to £323m in the same time period. On the downside, and with greater likelihood the value of core funding could be as low as £286m, a funding range of £70m.

2.4.14 Limits placed on funding local government receives means that local authorities must turn to the fiscal levers they have, to exercise control and to influence the level of income they have, to pay for services. Primarily this means looking carefully at the power to raise funds locally from Council Tax, and to review / apply fees and charges for services that are delivered.

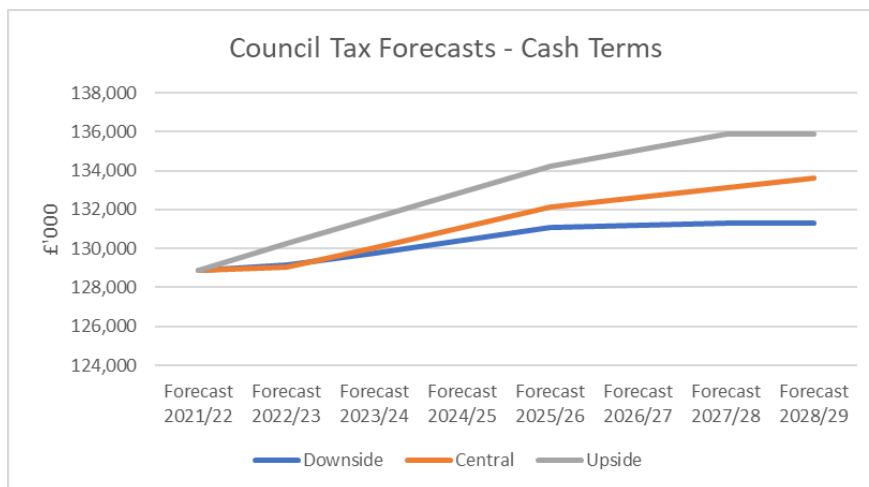
2.4.15 Exercising discretion over these fiscal levers is, again, not straightforward. The local government financial settlement puts restrictions on the most significant fiscal lever local authorities have, setting the Council Tax. The cap on Council Tax increases was introduced in 2017/18, following a nine-year Council Tax freeze, from 2008/09. The initial cap condition was absolute in cash terms at 3% and in 2019/20 a real terms limit of 3% was introduced, the cash limit therefore being higher. Despite this it offers local authorities limited opportunity to raise the funds they need to meet rising costs. For 2021/22 the council again was offered funding to avoid an increase in Council Tax. For Aberdeen City this was the equivalent of a 3.3% increase in the rate. The Council accepted this offer (as all local authorities did).

2.4.16 Limiting the value and / or missing the opportunity to increase Council Tax undermines the future value of this funding stream for the council. The underlying assumption is that Council Tax income will increase, but for 2022/23 the effect of the pandemic cannot be ignored and there has been a shift to lower levels of collection with more people claiming Council Tax Reduction, which means that income gained by increasing the rate / or government grant is offset by a reduction in income collectable.

2.4.17 It is worthy of note that the Scottish Government’s Programme for Government¹⁹, published earlier this year commits “...to reforming Council Tax to make it fairer, working with the Scottish Green Party and COSLA to oversee the development of effective deliberative engagement on sources of local government funding, including Council Tax, that will culminate in a Citizens’ Assembly.” The Council will want to participate to ensure that developments are appropriate financially for the Council and locally for our citizens.

2.4.18 **Conclusion: Council Tax**

Chart 14: Council Tax Scenarios



¹⁹ [Scottish Government, Programme for Government, 7 September 2021](#)

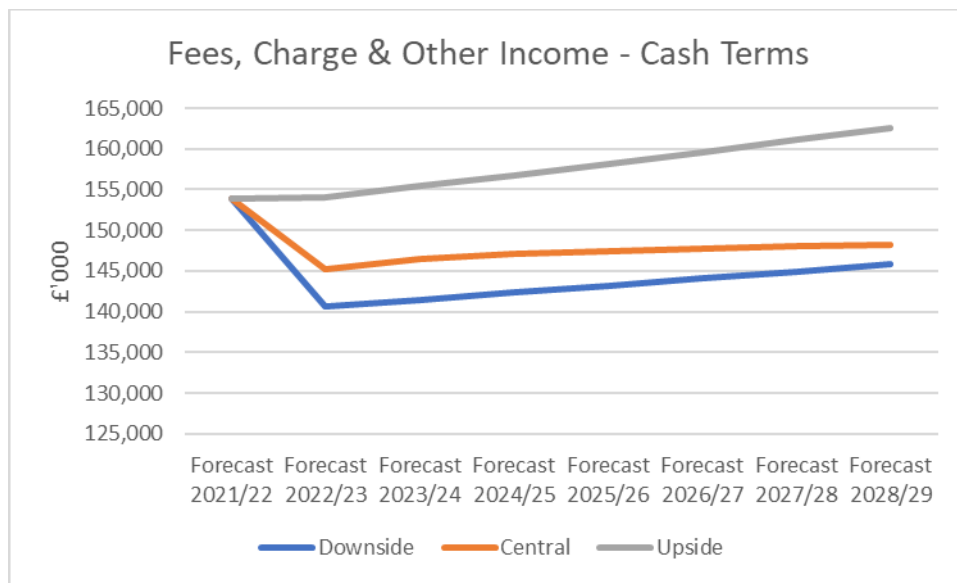
2.4.19 Fees and charges are an important source of funding for local authority services, and some provide a positive inflow of cash to support the overall revenue budget, a common example being car parking income. Other external income raised through fees and charges will often recover a proportion of the cost of delivering a specific service, lowering the overall cost to the General Fund revenue budget. Securing an income from a strong customer base, with repeat use can help to avoid public subsidy for discretionary services.

2.4.20 Statutory and regulatory limits do hinder local government and in areas of planning and licensing, for example, the price paid by the customer is not set by the council and does not cover the cost of services delivered.

2.4.21 Income has shown, through the Council’s financial performance reports, this year that income continues to be depressed and as such the income projection have been revised downwards for 2022/23. This creates an adverse impact on next year, but provides a lower base for fees, charges and other income to be built. It is anticipated that with more data on the behaviour of our customers and our cost these forecasts can be reversed in future years. For now, the forecasts are prudent.

Conclusion: Fees and Charges

Chart 15: Fees and Charges Scenarios



2.4.22 Beyond these fiscal powers local authorities have very limited access to raise monies. Recent actions to open opportunities to local authorities has centred on infrastructure-based levies, including road pricing, workplace parking and an infrastructure levy included in the Planning (Scotland) Act 2019. In addition, local authorities have sought to have the powers to collect a transient visitor levy.

2.4.23 While there is a mixed picture of legislation already in place to support these levies, further regulation and statutory instruments are required to provide local authorities

the powers to implement them and as was seen at the start of the coronavirus pandemic the Scottish Government announced (March 2020) a delay in the transient visitor levy legislation. It is going to be some time before local authorities can draw any benefit from such fiscal freedom.

2.4.24 Conclusion: Discretionary Powers

I. Table 3: Analysis of Emerging Discretionary Powers

Discretionary Powers	Primary legislation in place (yes/no)	Required statutory regulation in place (yes/no)	Anticipated year we can expect to be able to use power?
Transient Visitor Levy	No. Consultation on Levy completed December 2019.	No.	Unclear. Scottish Government announced in March 2020 that work to introduce a TVL had been halted by COVID-19. It is not clear if this is a temporary halt or a permanent halt.
Workplace Parking Levy	Yes. Transport (Scotland) Act 2019	No. Part 7 of the Transport (Scotland) Act 2019 has not yet been brought into force.	Unclear. Unlikely to be until after the COVID-19 situation is resolved - meaning 2022/23 financial year at earliest.
Infrastructure Levy	Yes. Planning (Scotland) Act 2019	No. The power to make regulations about an infrastructure levy is not yet in force and, as such, no regulations have been made.	Unclear. Unlikely to be progressed until after COVID-19 situation is resolved meaning 2022/23 financial year. Planning (Scotland) Act 2019 provides that the power to introduce a levy will lapse by 25 July 2026.

- II. As the underlying statutory framework is not yet in place the scenario plans have not been affected by additional income arising from exercising these powers.
- III. The council should continue to identify and evaluate emerging discretionary powers on a regular basis to determine their applicability to Aberdeen City.

3. THE CONSOLIDATED MEDIUM-TERM OUTLOOK FOR THE GENERAL FUND

3.1 Medium Term Financial Strategy – Quantification of the Funding Gap

3.1.1 Overall, the medium-term outlook is that increasing demand and pay and price inflation will drive costs up at a faster rate than the council can expect to raise income. This gap must be addressed for each individual year, but also sustainably for the future.

3.1.2 Details of the key assumptions are contained in the tables below. The calculations that flow from these assumptions reveal a particular sensitivity to Scottish Government funding levels and general pay and price inflation assumptions, while key components of the demand underpin rising costs, such as population demand changes.

Table 4: Funding and Income (percentages are shown in cash terms)

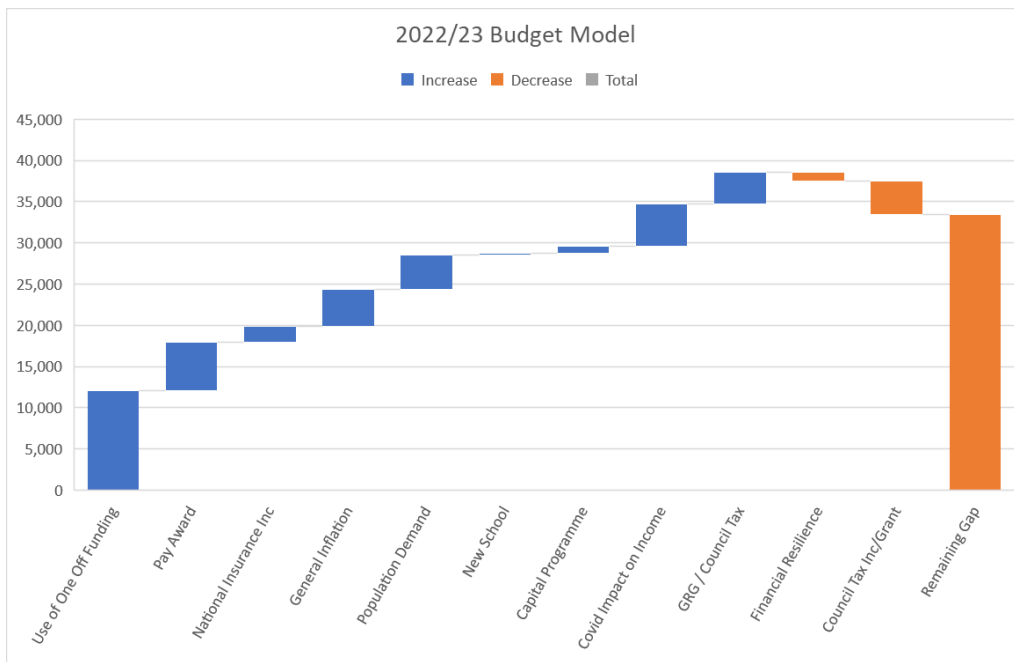
Source	Description	Upside Scenario	Central Scenario	Downside Scenario
Scottish Government Revenue Grant	Combined grant income from General Revenue Grant and Non-Domestic Rates.	Year 1 0% Year 2-7 0.5%	Year 1 0% Year 2-7 -1%	Year 1 -3% Year 2-7 -2%
Council Tax	Increasing the rate is a council decision made at budget setting time, the Band D rate has therefore not been increased in any scenario, The budget decision will provide a solution to address the scenarios. It is expected that Council Tax income will be increased in 2022/23 based on either a grant to freeze Council Tax at current levels or to increase the rate by 3.3%.			
Council Tax	Tax base increase from additional chargeable properties.	Year 1-7 total 6,969 properties	Year 1-7 total 5,283 properties	Year 1-7 total 2,700 properties
Fees, Charges and Other Income	External income raised from customers. Approval for rate increases is a council decision, therefore rates charged in 2021/22 have continued to be applied to each scenario. The budget decision will provide a solution to address the scenarios.			
Fees, Charges and Other Income	External income changes due to Covid-19 impact	Year 1 £1.9m loss & return to current by year 3	Year 1 £6.2 loss & return to current by year 5	Year 1 £9.2m loss & return to current not achieved by year 7
One-off funding streams	2021/22 Budget made use of Balance Sheet resources and one-off funding streams these must be replaced as they are non-recurring. Assumption for 2022/23 only, £12.1m			

Table 5: Expenditure (percentages are shown in cash terms)

Source	Description	Upside Scenario	Central Scenario	Downside Scenario
Inflation	Pay	Year 1-7 1% annually	Year 1 2% ; Year 2-7 2.58% avg. Year 2-7 3% avg. (Teachers)	Year 1-3 3% ; Year 4-7 2.5% Year 4-7 3% (Teachers)
Government Policy	National Insurance	Year 1-7 9%	Year 1-7 9%	Year 1-7 9%
Inflation	Price – including contracts, grants and ALEOs	Between 0% and 1.25%	Between 0% and 2.5%	Between 1.25% and 3%
Inflation	Utilities, including Gas, Electric, Heating Oil, Water	Gas -1% Electricity 2.5%	Gas 0% Electricity 5.7%	Gas 5% Electricity 9%
Population Demand	Children, schools impact	Total Year 1-7 £8.1m increase		
Covid-19 Demand	Council Tax Bad Debt	Year 1 £1.7m increase & return to current by year 3	Year 1 £1.7m increase & return to current by year 4	Year 1 £2.6m increase & return to current by year 6
Covid-19 Demand	Increased Contingencies	Year 1 £1m Year 2 £0.5m Year 3-7 £0	Year 1 £1m Year 2 £0.5m Year 3-7 £0	Year 1 £1m Year 2 £0.5m Year 3-7 £0
Capital Investment Demand	Capital Financing	Year 1 2% Year 2 -3% Year 3-7 -4%	Year 1 2% Year 2 16.4% Year 3-4 4% Year 5-7 -1% avg.	Year 1 10% Year 2 10% Year 3-7 2%

3.1.3 The forecast position, central scenario, can be represented by the graph in Chart 16.

Chart 16: ACC General Fund 2022/23



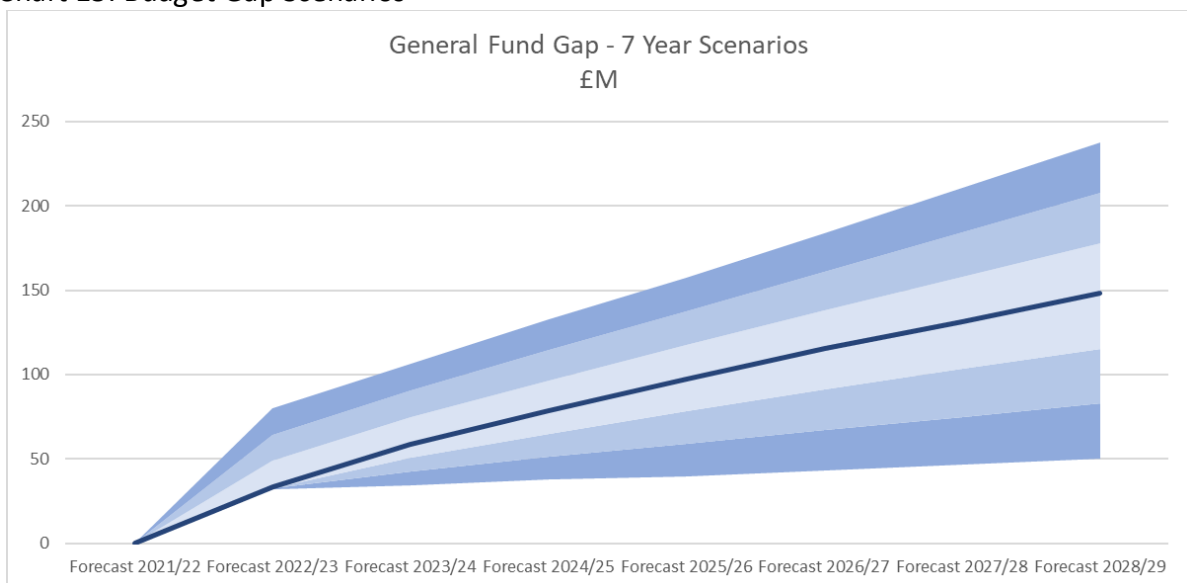
3.1.4 The impact of income and expenditure assumptions is shown in the table below

Table 6: Budget Gap Scenarios

General Fund Budget Gap	Budget 2021/22	Forecast 2022/23	Forecast 2023/24	Forecast 2024/25	Forecast 2025/26	Forecast 2026/27	Forecast 2027/28	Forecast 2028/29
	£m	£m	£m	£m	£m	£m	£m	£m
Upside Scenario	0	32	34	38	40	43	47	50
Central Scenario	0	33	59	78	98	115	132	148
Downside Scenario	0	80	106	132	157	184	211	238

3.1.5 More clearly shown in graphical form, below, it shows the range of scenarios that may happen over the course of the years ahead.

Chart 15: Budget Gap Scenarios



3.1.6 The scenario plans reveal a range for 2021/22 of between £32m and £80m, with a central scenario that is towards the upside set of assumptions, this is because of a close alignment in these scenarios of income levels, and of the lack of opportunity for extra income to be generated by the council in the current climate.

4. CAPITAL FUNDING AND INVESTMENT

4.1 The Funding Outlook – Scotland, Local Government and Aberdeen City Council

- 4.1.1 Drawing on the funding outlook for the UK, described in Section 2, the overall expectation for capital funding being made available has the added dimension that capital investment can stimulate the economy and be a lever to support businesses, supply chain and economic growth in times of crisis.
- 4.1.2 The Chancellor set out in his 2021 Autumn Budget and Spending Review a budget is multi-year, as referenced earlier, and this included the capital funding commitments that provides the information the public sector requires to plan for capital investment. The three-year budget figures were linked to the Levelling Up agenda, so that for many areas of the UK there was relevant and specific reference to funding commitments being made.
- 4.1.3 This included Scotland, where outside the Scottish Block funding announced there was also £170m of capital investment made directly by the UK Government into Scotland, through Scottish Local Authorities. This link between UK Government and Scottish Local Government provides an opportunity to tap into additional funding, not currently available. For the Council this has resulted in the announcement by the Chancellor of the full £20m from the Levelling Up Fund, for the Aberdeen Market project.
- 4.1.4 It is particularly important that as the Levelling Up Fund is not a single source of funding, but a Fund that will seek bids in the future, the Council remains agile and aware of the opportunities that exist in accessing the valuable funding stream. Other Funds many also emerge with the expectation that the UK Shared Prosperity Fund will operate in a similar way, specifically allocating and distributing funding outside the Scottish block grant directly to projects in Scotland and other devolved nations. The detail of the quantum and process for applying for this funding has yet to be announced.
- 4.1.5 The Scottish Government published its Infrastructure Investment Plan for Scotland 2021/22 to 2025/26²⁰ on 4 February 2021. The Scottish Government described the purpose of this as “Our Infrastructure Investment Plan covers 2021-22 to 2025-26 and delivers our National Infrastructure Mission commitment to boost economic growth by increasing annual investment in infrastructure by 1% of 2017 Scottish GDP by 2025-26.”
- 4.1.6 Investment in infrastructure can provide stimulus and economic growth, evidenced through increases in GDP, therefore having this national picture is important to

²⁰ [Scottish Government, Infrastructure Investment Plan 21/22-25/26, February 2021](#)

understand financial commitments, resource allocation decisions and to provide context for local decisions being made. Following the 2021 Scottish Parliamentary elections the Scottish Government published its Programme for Government²¹ where capital investment continues to be expanded but noted that prioritisation of health and social care continues to dominate with a commitment, for example, to “Capital investment of £10 billion over the next decade will see health facilities built and refurbished across Scotland.”

- 4.1.7 The eyes of the world are on Scotland as COP26²² takes place in Glasgow this month. Clear commentary from both UK and Scottish Governments demonstrate both funding being available, and investment required within the “Green Economy”. The Scottish Governments Infrastructure Investment Plan has as its first Theme: Enabling the transition to net zero emissions and environmental sustainability. It describes why this is important “Public infrastructure investment has a critical role to play in tackling the twin crises of climate change and biodiversity loss. We will increase spending on low carbon measures, climate resilience, and nature-based solutions.”
- 4.1.8 With Council ambition laid out in the Net Zero Vision, the Council must seek to harness this over the medium term and is well placed to capitalise on its position within the energy market.
- 4.1.9 Clear alignment within the Local Development Plan (LDP) and the future investment within the city (both by the public and private sector) are critical to providing land availability to allow future investment to take place.
- 4.1.10 The LDP clearly has ear-marked land for the Energy Transition zone and outline business cases are already in development to bring this aspect of the planning regime to life.
- 4.1.11 This is coupled with the already approved Strategic Investment Plan²³ approved by the Council and begins to articulate the future investment required to ensure the city is at the forefront of future energy sources as well as moving towards a net zero carbon footprint.
- 4.1.12 Investment in electric and hydrogen vehicles, sustainable energy sources for heating as well as Low Emission Zones will all be key to delivering a successful city of the future. All these investment strands are being brought forward at a pace to help deliver against this climate change backdrop. The Capital Programme approved in March 2021, took forward several initiatives, including investment in electric and hydrogen vehicles, charging infrastructure and hydrogen hub.

²¹ [Scottish Government, Programme for Government, 7 September 2021](#)

²² <https://ukcop26.org/>

²³ [Net Zero Vision and Infrastructure Plan, UBC May 2020](#)

- 4.1.13 However, a city must be able to offer a much more diverse offering to attract the investment to make it a city of choice in terms of where to live and work. While pre-Covid-19 urbanisation was seen as the future in a post Covid-19 world this becomes blurred as human behaviour may well have changed forever.
- 4.1.14 As individuals and businesses seek to find a new “norm” the pressure on cities to redefine themselves will become ever more important. As people potentially work from home, children are educated out with a traditional school setting, on-line shopping becomes even more prevalent and other health issues begin to manifest themselves traditional capital investment by a local authority needs to be paused and re-examined.
- 4.1.15 Where people live and the type of housing they live in will no doubt change in the future. For example, people working from home and children being educated in a blended way means the Council will have to adapt.
- 4.1.16 The current house building programme approved by the Council in February 2020, presciently, set a new “Gold Standard” which would ensure space in a residential setting would provide for:
- Space to work from home;
 - Energy Efficiency and tackling fuel poverty;
 - Dedicated space for children to learn at home;
 - Dedicated “Green Space”; and
 - Encouraging fit and healthy lifestyle (cycling and walking).
- 4.1.17 In line with this, the vision for the city as agreed at the May 2020 Urgent Business Committee is: “We want Aberdeen to become a climate positive city at the same time, helping to lead the world on the rapid shift to a net zero future by leveraging its unique assets and capabilities to support the global energy transition”.
- 4.1.18 In support of the vision, the Net Zero Vision prospectus recommends five co-dependent strategic objectives that will support the economic imperative to transition to a different energy future beyond oil and gas anchoring talent and the energy supply chain; innovation and technology transfer; a new energy destination of choice; and leading and advocating for the city and energy sector:
- i. Leading the Global Transition - Our city is a world-class destination for inward investment in alternative energy research, innovation, and commercialisation, underpinned by our credentials and track record;
 - ii. Accelerating Transition Demand - Our city and its institutions are an anchor of demand and aligned local investment for alternative energy technologies, infrastructure and services, particularly those relating to hydrogen, offshore wind, carbon capture, utilisation and storage, and decommissioning;

- iii. Resilient, Productive and Dynamic Place - Our city is recognised the world over as the resilient, productive and dynamic place at the heart of a world-class energy transition cluster;
- iv. Climate Positive Exemplar - We play our full part – as a climate positive advocate and exemplar – in meeting the headline global goal of the Paris Agreement on Climate Change by limiting average global warming to no more than 1.5oC above pre-industrial levels;
- v. Putting People First - Everyone contributes to and shares in the proceeds of an equitable, sustainable and prosperous transition and future.

4.1.19 The plan aligns to the overall objective of Aberdeen meeting the net carbon zero target by 2045 and, ultimately, to achieve climate positive status, and the goals of:

- Clean energy supply for the city, UK and internationally
- Aberdeen’s infrastructure is adaptable to changes in climate
- Sustainable mobility
- Building Energy Efficiency
- Sustainable Waste Management

4.1.20 Building on all of this, capital investment decisions on the future infrastructure requirements of the city will have to align to these principles.

4.1.21 The current Capital Programme for the General Fund was approved in March 2021 with investment of £557m in city projects over the five years to 2025/26. Details of the programme are shown in Appendix 2, and include an additional £150m over the five years to ensure the Council transforms the City Centre and the Beach area.

4.1.22 Shaping the future, taking account of the ambition described above will be managed within the framework of the Prudential Code for Capital Finance in Local Authorities, which requires this to be prudent, affordable and sustainable.

5. RESPONSE TO THE CONSOLIDATED MEDIUM-TERM OUTLOOK FOR THE GENERAL FUND

5.1 2021/22 - The Council's allocation of resources and budget is set annually within the context of a commissioning cycle which aligns available resources to a broad range of commitments which are described through:

- Statutory duties;
- Implementation of the Council's Policy Statement;
- Commissioning intentions which support the delivery of the Local Outcome Improvement Plan and other strategic outcomes; and
- Service standards which specify the level of service to be delivered.

5.2 The monitoring of the current year has been carried out in line with the Council's quarterly financial reporting and while cost pressures arising from the pandemic continue to place the Council in a challenging position, from both income receivable and expenditure commitments, the Council's financial resilience is sufficient to be confident that the budget will be balanced using earmarked reserves. No adjustments have been made to the allocation of resources, except for commitments made to new national policy announcements for which the Council is receiving additional funding.

5.2 2022/23 and beyond - Resource allocation for future years will be derived from the council's commissioning cycle. Specifically, the services which the Council delivers will be reviewed annually with **analysis** of the operating environment through:

- Horizon scanning
- Scenario planning
- Strategy review
- An analysis of statutory duties
- An analysis of current and projected demand
- Performance levels achieved
- An analysis of financial data
- An analysis of contracts
- An analysis of workforce data

This analysis informs **planning** of future service designs which, at a detailed level, set:

- Services to be commissioned and delivered
- Services to be changed through recommissioning
- Services to be decommissioned
- Eligibility criteria for those services
- Customer Access/ Channels/ Standards

- Income levels
- Organisation structure and workforce
- Location / Assets
- Suppliers and contracts
- Digital / Data systems
- The cost of services
- Significant risks associated with delivery of the service

5.3 Future Transformation Priorities - The Council's Transformation Portfolio has, over the last 3 years, supported the implementation of the Target Operating Model (TOM) by developing the necessary organisational capabilities. This has fundamentally changed the organisation through, amongst other things, an aligned strategy and policy framework; the joint outcome based commissioning approach; a systematic approach to identifying and managing demand; a revised Scheme of Governance to facilitate the strategic use of resources through commissioning; a new organisational structure; multiple digital achievements including increasing efficiency through online customer service and increasing our digital capability; guiding principles and behaviours co-created with staff; a capability framework and workforce plan.

5.4 Specific council services have developed new operating models in line with the overall council TOM, including children's social work and education for which we have established a three-year direction of travel to both address emerging risks and focus on long term sustainability. This approach is ensuring that on-going budget reductions are managed within a context of promoting quality and effective delivery of the Council Delivery Plan. Themes for this direction of travel are:

- Redirecting resource into primary prevention and early intervention to transform how we manage demand
- Use of digital technology to reduce headcount and improve the quality of the curriculum
- Transforming the Senior Phase to improve quality and efficiency
- Partnership integration to improve wellbeing and attainment in the first 1000 days and beyond

5.5 In addition to the Council's own transformation programmes, we have established a Multi-agency Transformation Management Group and have worked collaboratively with partner agencies on transformational activity relating to digital services; use of assets; early intervention and prevention through the management of demand; and the design of specific services, with a particular focus on children's services.

5.6 Looking forward and within the context described by this medium-term financial strategy, the Transformation Portfolio has been reviewed during 2021 and refocused

on the capabilities and actions to support deeper and broader service redesign which will be required to ensure financial stability in future years. The priorities for the next phase of the Transformation Portfolio will build upon our systemic redesign of services to ensure we respond to and shape future demand. Specifically, this transformation activity will focus on:

- Taking full advantage of the opportunities which are presented through the rapid acceleration of digital technology, the availability and management of data and how this can support both planning and transactional services for our customers. The council has, and will continue to, invest in new IT systems and technologies, to increase productivity and efficiency through end-to-end processes, customer journey and improvements in information and technology;
- The flexibility of our workforce and the ability to respond to different demands and a different environment. We will continue to invest in the culture, training and development that will deliver a diverse and inclusive workforce for the future;
- The use of our physical assets to support transformation of our services and deliver an increased return for the Council. The council holds significant physical resources such and through the implementation of an updated Asset Strategy we will continue to work to optimise the use of our assets. We will improve the use of data to ensure we fully understand the nature and value of our assets to support informed decision making; and
- Working closely with our partners, customers and communities to deliver inclusive, whole system redesign. Building on our work to identify and reduce negative demand, much of the demand which local authorities experience can only be effectively reduced through early intervention and prevention activity delivered jointly with our partners including, where appropriate “co-production” of local services with communities. Our partnership work will be driven through both Community Planning Aberdeen and the North East Multi-Agency Transformation Management Group.

5.7 Linked Strategies - The Strategic Commissioning Committee agreed in November 2019 a revised Strategy Framework²⁴ which reframed the formal strategies of the Council to ensure their full alignment to the Local Outcome Improvement Plan and their consistency with each other. Through the adoption of the commissioning cycle, the council’s strategies have a fundamental role in the strategic allocation of resources. This MTFS is a key plan which provides context and sets principles which must be reflected within the council’s strategies. The council’s agreed strategies are shown at Appendix 1.

²⁴ [Strategy Framework, SCC, November 2019](#)

6. RESERVES AND FINANCIAL RESILIENCE FRAMEWORK

Useable Reserves

- 6.1 Local authorities must consider the level of reserves needed to meet estimated future expenditure when calculating the budget requirement. The Chief Officer - Finance is required, as part of the budget setting process each year, to provide a statement on the adequacy of reserves that is subject to an external audit review to assess value for money and a going concern opinion.
- 6.2 The Council keeps a level of reserves to protect against the risk of any uncertainties or unforeseen expenditure. This is considered best practice and demonstrates sound financial planning. Much like using savings to offset monthly household bills the use of financial reserves cannot solve a budget problem outright but allows for smoothing of impacts or allows the Council time to ride any short-term situations before returning to normal.
- 6.3 Therefore, reserves are mainly available to;
- ✓ Manage the impact of cuts over a longer period;
 - ✓ Invest in schemes that allow services to be delivered cheaper;
 - ✓ Take “one-off hits” for the council as a whole without the need to further reduce service budgets;
 - ✓ Provide capacity to absorb any non-achievement of planned budget reductions in each year;
 - ✓ To temporarily roll over unused portions of grants that can legally be used at a later date;
 - ✓ To insure against major unexpected events (such as flooding);
 - ✓ To guard against general risk (such as changes in contingent liabilities);
 - ✓ To guard against emergent specific risks (such as Covid-19).
- 6.4 These risks are predicted to continue to increase.

Reserves Policy²⁵

- 6.5 The council’s policy on reserves is outlined within the MTFS principles as follows:
- The council will maintain its general reserve at a minimum of £12m to cover any major unforeseen expenditure. The council will aim to balance its revenue budget over the period of the MTFS without reliance on the use of the unearmarked General Fund Reserve.
 - The council will maintain earmarked reserves for specific purposes which are consistent with achieving its key priorities. The use and level of earmarked reserves will be reviewed annually.

²⁵ [Council Reserves Policy, March 2021, Report number 4, Appendix 5](#)

- The council's general reserve is available to support budget setting over the period of the MTFS and usage should be linked to the achievement of financial sustainability over the medium term.

Review of Reserves

- 6.6 A review of reserves is undertaken twice a year and covers:
- The purpose for which the reserve is held,
 - An assessment of the appropriate level of the reserve to meet potential future liabilities, in line with the Council's reserves policy and aligned to the risk management framework,
 - Procedures for the reserve's management and control,
 - A process and timescale for future reviews to ensure continuing relevance and adequacy.
- 6.7 The Audited Accounts for 2020/21 show the balance of General Fund usable reserves of £72m (including earmarked reserves of £59m).
- 6.8 In setting the 2021/22 General Fund budget the Council determined that it would use £6.5m of earmarked reserves from the general sums held to support the recovery from the pandemic. An explanation of each earmarked reserve and values as at 31 March 2021 can be found in the council's audited annual accounts for 2020/21.
- 6.9 For financial resilience the council may need to consider use, replenishment and increase of the unearmarked General Fund Reserve over the MTFS period.
- 6.10 The overall level of financial resources available to the council is finite and therefore any continued use of reserves cannot be sustained in the longer term without placing the council's financial position at risk. The MTFS recognises that the council's financial reserves are maintained at a prudent level to protect present and future council services.
- 6.12 The council accepts that while balancing the annual budget by drawing on general reserves can be in certain circumstances a legitimate short-term option it is not considered good financial management to finance recurrent expenditure in this way. Where this approach is adopted, the council will be explicit as to how such expenditure will be funded in the medium to long term to achieve financial sustainability. The council recognises that usage of reserves is one-off in nature and must be linked with expenditure and income plans to support financial sustainability in the medium term.

Financial Resilience Framework

6.13. Introduction

- 6.14 For Local Authorities generally, the measure of financial resilience has been to consider rely on in-year contingencies and its Reserves Policy.
- 6.15 The Council acknowledged, in the reports to the Urgent Business Committee and City Growth and Resources Committee in 2020, that financial resilience was a crucial aspect of financial management that became more important in times of crises, such as a global pandemic.
- 6.16 It was recognised that financial resilience was more than about its reserves and there was a need to be more comprehensive in the assessment of the measures of resilience. In the Medium Term Financial Strategy 2020, approved on 28 October 2020 it was agreed that the Council's approach to financial resilience was to be developed further.
- 6.17 While the Covid-19 pandemic brought a specific focus to the subject, it was not the sole reason for further work. The ongoing national debate on the financial sustainability of the local government sector in Scotland, the increasing number of local authorities in England in recent years that have found themselves in financial difficulty, resulting in Chief Financial Officers having to prepare formal s114 notices.²⁶
- 6.18 There has been greater emphasis from external auditors on the assurance and demonstration of the concept of 'going concern' for local authorities and this being a key area of audit activity now.
- 6.19 All of this adds up to the need for greater attention to be paid to the financial resilience of the Council and to consider what financial resilience is, how it is defined and measured and what it leads us to do.
- 6.20 The development of a financial resilience framework to shape the Council's understanding of key aspects of financial strength is the starting point and to define the areas that are most appropriate to consider. Further work will be done to develop this further, to look at the comparators and where this applies, and to consider in more detail the exposure the Council has from its Group entities.
- 6.21 The framework set out here is designed to be the first stage of addressing the instruction to the Chief Officer – Finance from the City Growth and Resources Committee to further develop the approach to financial resilience.

²⁶ Section 114 notices are the mechanism through which English local authorities report that they are unlikely to achieve a balanced budget for the financial year.

6.22 **Background**

- 6.23 The Council has always reviewed and paid attention to its usable reserves, those that it can draw on in a time of need. To this effect the Council has in place its Reserves Policy, which it reviews annually as part of the budget setting process. This is done in the context of assessing the level of reserves needed to meet estimated future expenditure when calculating the budget requirement. The Chief Officer - Finance is required, as part of the budget setting process each year, to provide a statement on the adequacy of reserves that is subject to an external audit review to assess value for money and a going concern opinion.
- 6.24 The Council keeps a level of reserves to protect against the risk of any uncertainties or unforeseen expenditure. This is considered best practice and demonstrates sound financial planning. Much like using savings to offset monthly household bills the use of financial reserves cannot solve a budget problem outright but allows for smoothing of impacts or allows the Council time to ride any short-term situations before returning to normal.
- 6.25 Therefore, reserves are mainly available to;
- ✓ Manage the impact of cuts over a longer period;
 - ✓ Invest in schemes that allow services to be delivered at lower cost;
 - ✓ Take “one-off hits” for the council as a whole without the need to further reduce service budgets;
 - ✓ Provide capacity to absorb any non-achievement of planned budget reductions in each year;
 - ✓ To temporarily roll over unused portions of grants that can legally be used at a later date;
 - ✓ To insure against major unexpected events (such as flooding);
 - ✓ To guard against general risk (such as changes in contingent liabilities);
 - ✓ To guard against emergent specific risks (such as a pandemic or financial crisis).
- 6.26 Financial resilience of the Council needs to be looked as a much wider subject as it is about our ability to anticipate, prepare for and respond to the changing financial environment, derived from internal decisions and external factors. To be financial resilient, is to know what would be available in the time of crisis, is to understand the exposure to loss of income, and commitment to expenditure, as well as understanding the flexibility the Council has in terms of accessing funds when they are needed.

6.27 In the Medium Term Financial Strategy financial resilience has been broken into the following four areas:

- Review of the Council's Balance Sheet
- Capital financing; investment, and borrowing
- Build financial resilience and independence
- Identify those that should pay by minimising fraud and avoidance

6.28 Maintaining a strong balance sheet provides the assurance that the Council can respond in the time of crisis, it can meet its obligations and provides confidence in the Council's ability to participate with our full range of stakeholders. They include our external auditors, our bond holders, credit rating agency, contractors and suppliers, and ALEOs. Notably the Local Government Benchmarking Framework (LGBF), in the analysis of 2019/20 incorporated financial sustainability information which is of a similar nature. This provides a Scotland wide comparison of some of the key elements that are included in the Council Framework.

6.29 Supporting our resilience in our balance sheet includes:

- In-year financial performance to manage the budget position, including cashflow;
- An annual review of the balance sheet by our treasury advisors, with a focus on capital financing requirement, liquidity and long-term borrowing;
- Regular review of usable reserves and the appropriateness of sums earmarked; and
- Regular review of provisions held.

6.30 Bringing all of this together to provide the information to the Council in a form that it can take account of in its decision making is an important next step. To inform that, further consideration has been given to the LGBF financial sustainability measures, CIPFA Resilience Index that has been prepared with English Local Authorities, Moody's credit rating assessment reports and careful thought about what is important to the resilience of the Council the areas will be refined to be more specific.

6.31 **Framework**

6.32 It is proposed to expand and redefine the components of financial resilience originally included in the MTFS. That expansion results in the following framework:

- Council reserves and liquidity (*the availability of resources*);
 - Reserves

- Net Worth
 - Liquidity
 - In this section further work is anticipated regarding the Council exposure to its Group
 - Capital financing; investment, and borrowing (*the creation of resources and gearing*);
 - Capital Finance Requirement
 - Debt
 - Prudential indicators
 - Investment
 - Build financial resilience and independence (*the longevity and trends in resources*);
 - Top income streams
 - Top expenditure commitments
 - Operational Cashflow understanding
 - Exposure to areas of high demand (e.g. Adult and Children Social Care, Education)
 - In this section further work is anticipated regarding the Council exposure to its Group
 - Identify those that should pay by minimising fraud and avoidance (*the security of resources*).
 - Counter fraud policy and procedure
 - Counter fraud resource
 - National Fraud Initiative
 - Internal and external audit assurance
- 6.33 The Council's financial resilience framework now sits within this document and will be populated based on audited information up to 31 March 2021. The refresh of the MTFS provides the first analysis of the framework.
- 6.34 The proposal is to obtain relevant information to measure the Council finances using the Financial Statements and additional information obtained from the audited Annual Accounts. This will provide the data to calculate a consistent set of relevant ratios that are important to measuring the strength and depth of the Council finances.

- 6.35 The intention is to go further and understand other aspects of the Council's financial position using trend data to consider the impact of history and where possible to look forward based on Council approved plans and strategies.
- 6.36 The relevance and purpose of ratios needs to be carefully considered as they should all have a purpose. The proposal is to avoid simply listing lots of calculations just because they can be calculated, they will have a defined purpose. Examples of the type of ratio that are likely to be included are:

Ratios/Measures	2018/19	2019/20	2020/21	
Availability of Resources				
Usable Reserves / Net Revenue inc. HRA (%)	11.0%	10.8%	16.4%	☉
Usable Reserves - GF / Net Revenue (%)	8.0%	7.7%	14.2%	☉
Usable Reserves - HRA / HRA Revenue (%)	12.8%	12.7%	14.3%	☉
Reserves Sustainability Measure	4.3	6.6	100.0	☉
Level of Usable Reserves	11.0%	10.8%	16.4%	☉
Change in Usable Reserves	-41.3%	-31.4%	50.7%	☉
Council Tax Requirement / Net Revenue (%)	26.6%	26.9%	24.5%	☹
Unallocated Reserves	2.4%	2.6%	2.5%	☉
Earmarked Reserves	5.6%	5.1%	11.7%	☉
Change in Unallocated Reserves	-8.5%	5.4%	10.0%	☉
Change in HRA Reserves	13.9%	13.3%	24.6%	☉
Current Ratio	69.7%	77.2%	81.6%	☹
Working Capital	£0k	£0k	£0k	☹
Creation of Resources & Gearing				
Net Worth / Net Direct & Indirect Debt (%)	103.2%	88.1%	101.8%	☉
Net Direct & Indirect Debt / Net Revenue inc. HRA (%)	233.6%	247.6%	228.9%	☉
Capital Financing Requirement / Total Gross Income (%)	122.2%	119.7%	115.8%	☉
Short-Term Direct Debt / Direct Debt (%)	18.0%	16.9%	18.8%	☹
Interest Payments - GF / Net Revenue (%)	9.7%	10.0%	7.9%	☉

Ratios/Measures	2018/19	2019/20	2020/21	
Interest Payments - HRA / HRA Revenue (%)	7.7%	7.4%	5.7%	⊙
Interest Payments / Net Revenue inc.HRA (%)	9.3%	9.6%	7.5%	⊙
Net Worth	£1,288.9m	£1,216.0m	£1,413.2m	⊙
Gross External Debt	£1,248.5m	£1,380.3m	£1,387.7m	⌘
Longevity & Trends in Resources				
Adult Social Care Ratio	19.4%	19.6%	18.4%*	⌘
Children Social Care Ratio				
Education Ratio	37.2%	39.0%	36.5%*	⌘
<p>* Note: 2020/21 figures show the impact of increased government funding to support the Covid-19 pandemic, which means that Net Revenue for the year was increased beyond the approved Local Government financial settlement, money was received late in the financial year and remained unspent at 31 March 2021, also resulting in increased useable reserves. This should be considered when reviewing the indicators – 2020/21 was not a regular year.</p>				

- 6.37 The data on income and expenditure trends has been taken from audited Annual Accounts, budgets, CIPFA and Scottish Government returns, the contracts register and Scottish Government finance circulars.
- 6.38 For the purposes of materiality and relevance, the proposal is to focus on the highest value 'top 20' income streams and expenditure commitments that the Council has.
- 6.39 Security of resources will rely on the three lines of defence in the Risk Assurance Maps, including findings and the opinion of internal and external auditors.
- 6.40 **Using the Financial Resilience Framework**
- 6.41 Financial resilience ratios, trends and data collated to support a comprehensive view of the Council is not about there being one answer, nor is about a statement of right or wrong. Instead, it is about providing context for decision making and planning. Through understanding other aspects of Council finance, I expect the Council to be able to consider more than simply balancing the budget. This might include decisions to grow reserves or address an adverse trend in expenditure commitments or reduce borrowing. This will assist the Council to be well informed and can make the choices it is entitled to make.
- 6.42 Councils have a very long history and decisions have been taken at different times for different reasons both at a local and national government level that leaves each

Council today in the situation it is. Therefore, every Council is in a different position, no two Councils will have experienced the same history and it is inevitable the financial resilience of all will be different.

- 6.43 The financial resilience framework proposed should, in my view, be used as the basis for understanding the underlying financial position of the Council, from which decisions must be taken, to provide the basis for highlighting where action is required or where it should be considered. The opportunity to get an insight into aspects of Council finance that may only emerge over time and that on an annual cycle could be overlooked or not given sufficient consideration.
- 6.44 I see some ratios having a direct impact on the short-term financial planning of the Council, while other being considered with aspiration and objectives stretching out over the medium to long term.
- 6.45 The data can act as triggers for action, with the final chosen ratios, where appropriate, to have in place some parameters to define or describe the urgency, scale and pace of action that is required. As the information accumulates then it can act as an early warning of emerging pressures.
- 6.46 Interpretation of the values is still work in progress. I have indicated in the table at 6.36 if the ratio appears to be stable or improving ☺ or if we should be watching it ☹.
- 6.47 In relation to the “Availability of Resources” indicators there is an unnatural financial position created by the funding provided to support the Covid-19 pandemic as at the end of March 2021. Increased income was paid late in financial year 2020/21, resulting in large sums of funding being carried forward by the Council and this was replicated in all other Scottish Local Authorities. The indicators do show that the Council is in, what I’d describe, as a strong position going into financial year 2021/22 with a healthy value of usable reserves and an appropriate sum uncommitted for specific purposes. Given the financial pressure in 2021/22, as reported in the Quarter 2 financial performance report, there is expected to be a downward impact on the level and value of resources available at the end of this financial year.
- 6.48 The ‘Creation of Resources & Gearing’ indicators show the cost of capital investment being affordable, the reasons include improving interest rate levels on which payments are charged as well as the changes that the Council has made to accounting policy in respect of the capital financing, prudently extending the useful lives of assets to better reflect the actual consumption of the assets. The value of total external debt must be viewed in the context of the overall assets and resources of the Council as debt arises from investment in our assets. The Net Worth of the Council, after accounting for the debt owed, was £1.4bn at 31 March 2021. The value of debt has increased over the years in line with the capital programme decisions that have been

made for both General Fund and Housing. Through reference to the approved Prudential Indicators, that accompanied the 2021/22 budget in March 2021, the capital financing requirement is planned to increase and there will be corresponding increases to the annual repayment values. These have been included in the financial scenario planning within this Medium Term Financial Strategy.

6.49 The longevity and trends in resources is the least developed currently, and while there is information available it requires further analysis before fully presenting it. That includes the schedule of most valuable income streams and highest value contractual obligations. This includes a risk assessment, and specific consideration should be given to variable sums receivable from specific grants, developer obligations and external bodies. Further information in this regard will be incorporated into the Budget report for financial year 2022/23 in March 2022.

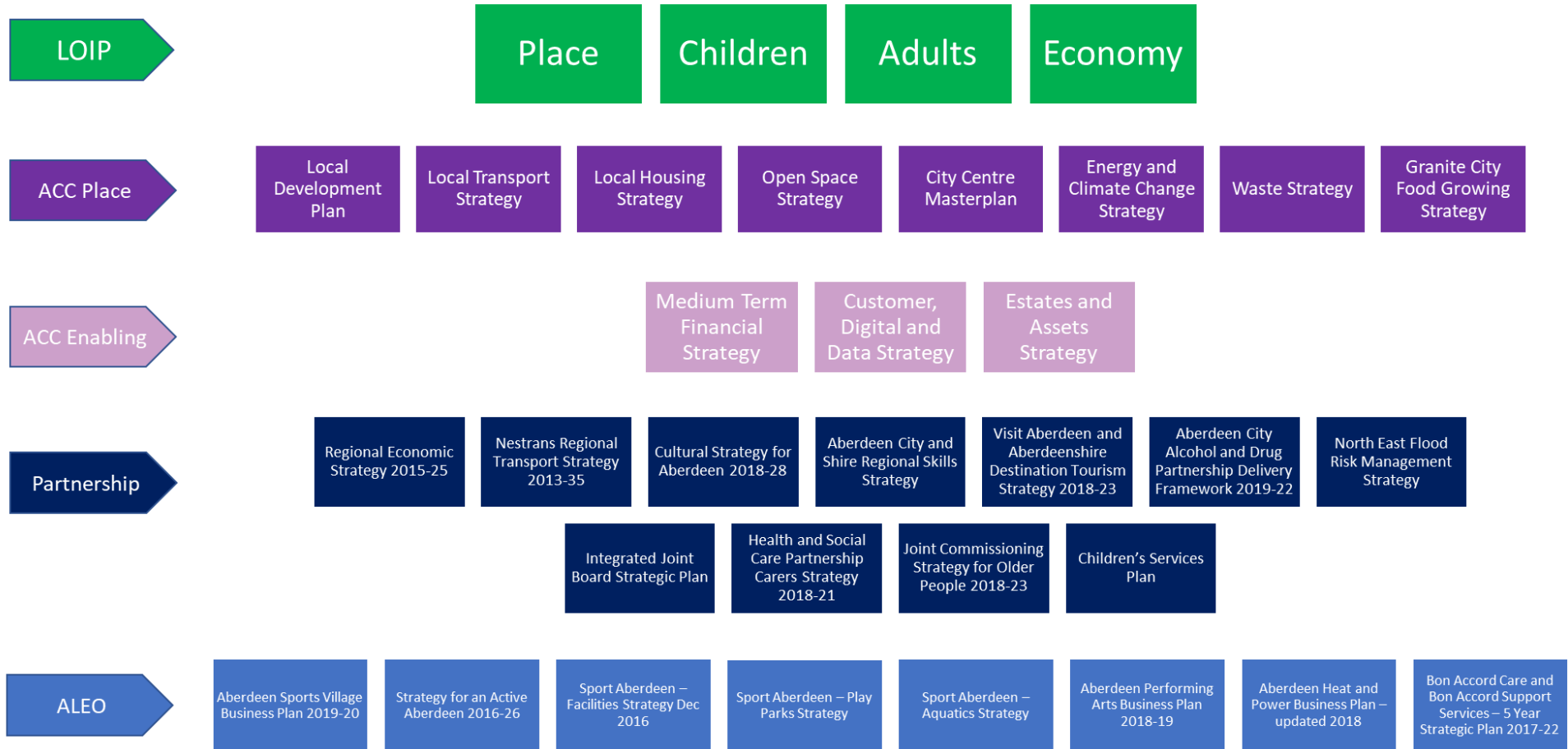
6.50 **Future development**

6.51 As referred to above, the Council has group entities that are incorporated into its accounts and therefore holds risk and reward from the relationships that it has. Given the impact of the pandemic on the group entities, I propose that over the next year, in conjunction with them, we do further work to understand the relevant exposure that the Council has to each and to document this in an appropriate way

6.52 The ambition is that with further development and engagement with stakeholders in Scotland this can become more meaningful. Work already published in the LGBF for 2019/20 shows the extent of variation in respect of some of the key indicators that support sustainability and care needs to be taken in interpreting the results, particularly differences between Councils where, for example, some no longer have Housing Revenue Accounts. Further work will have to be done on appropriate comparison with other Councils to set the Aberdeen City data in context, rather than for direct comparison, as each Council is following a different strategic plan and are at different stages in those plans and by using information from a common data set, prepared using the same accounting standards it gives the opportunity to compare the Council with its peers. I will update the Committee as this moves forward.

Appendix 1

Strategies on a Page



APPENDIX 2: 2021 GENERAL FUND CAPITAL PROGRAMME, APPROVED MARCH 2021

Outturn 2020/21 £'000	NHCP No.		Budget 2021/22 £'000	Budget 2022/23 £'000	Budget 2023/24 £'000	Budget 2024/25 £'000	Budget 2025/26 £'000	5 Year Total £'000
Projects Due for Completion in 2020/21								
5	794	Hydrogen Buses	0	0	0	0	0	0
39	810G	Co-mingled MRF & Depot	0	0	0	0	0	0
83	811	Social Care Facilities - Len Ironside Centre	0	0	0	0	0	0
53	843	Station House Media Unit Extension	0	0	0	0	0	0
26	850	Community Growing Spaces	0	0	0	0	0	0
21	857	Central Library Roof & Parapets	0	0	0	0	0	0
2	858	Crematorium Refurbishment	0	0	0	0	0	0
285	859	ICT: Human Capital Management System	0	0	0	0	0	0
1,738	870	Town Centre Fund	0	0	0	0	0	0
120	871	Low Emissions Zone	0	0	0	0	0	0
2,372			0	0	0	0	0	0
Rolling Programmes								
2,902	294	Corporate Property Condition & Suitability	7,515	9,000	9,000	9,000	8,000	42,515
400	tbc	Northfield Swimming Pool	1,814	2,215	50	0	0	4,079
1,002	551	Cycling Walking Safer Streets	1,001	0	0	0	0	1,001
1,300	765G	Nestrans Capital Grant	4,288	1,295	1,295	1,295	1,295	9,468
400	779	Private Sector Housing Grant (PSHG)	900	900	900	775	700	4,175
Fleet Replacement Programme								
2,475	784	(including Zero Waste Strategy Fleet)	7,390	6,017	4,700	4,900	5,100	28,107
3,000	789	Planned Renewal & Replacement of Roads Infrastructure	7,244	5,968	5,968	4,968	4,968	29,116
350	789E	Street Lighting	1,200	1,272	1,200	1,000	1,000	5,672
1,029	835	Street Lighting LED Lanterns (PACE 5 Year programme)	1,946	2,121	0	0	0	4,067
1,000	861	Additional Investment in Roads	5,000	2,810	0	0	0	7,810
868	875	Investment in Digital Transformation	2,253	1,996	1,996	1,945	1,500	9,690
14,726			40,551	33,594	25,109	23,883	22,563	145,700

City Region Deal							
0	825	City Deal	44	0	0	0	44
0	845	City Deal: Strategic Transport Appraisal	910	0	0	0	910
189	847	City Deal: Digital Infrastructure	1,394	1,871	0	0	3,265
375	852	City Deal: City Duct Network	2,873	1,610	0	0	4,483
150	854	City Deal: Transportation Links to Bay of Nigg	0	0	0	0	0
1,179	860	City Deal: Expand Fibre Network	628	0	0	0	628
73	862	City Deal: Digital Lead	73	194	0	0	267
1,966			5,922	3,675	0	0	9,597
Fully Legally Committed Projects							
689	587	Access from the North / 3rd Don Crossing	572	0	0	0	572
2,534	627	Aberdeen Western Peripheral Route	7,000	7,000	443	0	14,443
300	776	Orchard Brae	354	0	0	0	354
4,210	799B	Art Gallery Redevelopment - Main Contract (HLF)	0	0	0	0	0
100	805	Technology Investment Requirements & Digital Strategy	552	0	0	0	552
100	807	A96 Park & Choose / Dyce Drive Link Road	830	0	0	0	830
38	808B	New Academy to the South - Infrastructure Improvements	250	0	0	0	250
7,043	809	New Milltimber Primary	10,832	3,069	0	0	13,901
20	810C	Energy from Waste (EfW) Procurement and Land Acq.	1,140	0	0	0	1,140
26,095	810K	Energy from Waste (EfW) Construction	25,843	16,212	0	0	42,055
569	812	Kingsfield Childrens Home	400	0	0	0	400
173	819	Tillydrone Community Hub	1,800	25	0	0	1,825
5,608	821	New Aberdeen Exhibition & Conference Centre	8,176	0	0	0	8,176
594	824	Provost Skene House	1,397	35	0	0	1,432
6,421	824	Union Terrace Gardens	16,325	824	0	0	17,149
0	828	Greenbrae Primary Extension and Internal Works	582	0	0	0	582
0	831	Stoneywood Primary	507	0	0	0	507
5,210	848	JIVE (Hydrogen Buses Phase 2)	0	0	0	0	0
94	849	Cruyff Court	30	0	0	0	30
2,320	873	Queen Street Redevelopment (including Mortuary)	215	0	0	0	215
50	876	Campus Model for Co-location of Public Services	200	0	0	0	200
62,168			77,005	27,165	443	0	104,613

Partially Legally Committed Projects								
0	791	Strategic Land Acquisition	4,093	0	0	0	0	4,093
1,080	806A	South College Street (Phase 1)	3,153	5,550	850	0	0	9,553
1,000	806B	CATI - Berryden Corridor (Combined Stages 1, 2 & 3)	1,553	1,803	7,546	0	0	10,902
316	820	Investment in Tenanted Non-Residential Property Portfolio	2,000	0	0	0	0	2,000
316	824	City Centre Regeneration	1,096	1,000	300	0	0	2,396
1	836	Flood Prevention Measures: Flood Guards Grant Scheme	100	100	100	100	67	467
0	844	Sustrans Active Travel Infrastructure Fund	290	0	0	0	0	290
15,000	855	Early Learning & Childcare	5,965	1,123	0	0	0	7,088
200	868	Car Parking Infrastructure	850	250	0	0	0	1,100
95	869	Safety and Security Measures (including CCTV)	2,470	0	0	0	0	2,470
18,008			21,570	9,826	8,796	100	67	40,359
Projects with indicative budgets								
50	810J	Bridge of Don Household Waste Recycling Centre (HWRC)	50	1,300	0	0	0	1,350
106	810K	Torry Heat Network	8,164	5,966	0	0	0	14,130
0	838	Flood Prevention Measures: Millside & Paddock Peterculter	0	1,000	2,000	0	0	3,000
1,535	840	Tillydrone Primary School	7,835	11,750	1,789	955	0	22,329
1,460	841	Torry Primary School and Hub	12,030	9,141	280	0	0	21,451
1,110	865	Countesswells Primary	8,775	7,745	6,405	0	0	22,925
0	872	Smart City	360	0	0	0	0	360
0	874	B999 Shielhill Road Junction Improvements	50	100	490	0	0	640
0	tbc	St Peters RC Primary Relocation (Design Development)	250	250	0	0	0	500
0	tbc	The Woodies Environmental Improvements	75	0	0	0	0	75
0	tbc	Electric Vehicle Infrastructure	135	135	135	135	135	675
0	tbc	Aberdeen Hydrogen Hub	11,500	7,500	0	0	0	19,000
0	tbc	Auchmill Community Woodland Path	120	0	0	0	0	120
0	tbc	City Centre and Beach Masterplans	20,000	25,000	25,000	40,000	40,000	150,000
4,261			69,344	69,887	36,099	41,090	40,135	256,555
103,501		Totals	214,392	144,147	70,447	65,073	62,765	556,824

Outturn 2020/21 £'000	NHCP No.	Non-Housing Capital Programme	Budget 2021/22 £'000	Budget 2022/23 £'000	Budget 2023/24 £'000	Budget 2024/25 £'000	Budget 2025/26 £'000	5 Year Total £'000
(1,002)	551	Cycling Walking Safer Streets	(1,001)	0	0	0	0	(1,001)
0	587	Access from the North / 3rd Don Crossing	(2,000)	0	0	0	0	(2,000)
(300)	765	Nestrans Capital Works Fleet Replacement Programme	0	0	0	0	0	0
(176)	784	(including Zero Waste Strategy Fleet)	0	0	0	0	0	0
(62)	789	Planned Renewal & Replacement of Roads Infrastructure	0	0	0	0	0	0
(512)	799B	Art Gallery Redevelopment - Main Contract (HLF)	(7,931)	0	0	0	0	(7,931)
(3)	805	Technology Investment Requirements & Digital Strategy	0	0	0	0	0	0
(3)	806B	CATI - Berryden Corridor (Combined Stages 1, 2 & 3)	0	0	0	0	0	0
(31)	809	New Milltimber Primary	(1,869)	0	0	0	0	(1,869)
0	810C	Energy from Waste (EfW) Procurement and Land Acq.	(136)	0	0	0	0	(136)
(109)	810K	Energy from Waste (EfW) Construction & Torry Heat Network	0	0	0	0	0	0
(1,800)	821	New Aberdeen Exhibition & Conference Centre	(25,757)	0	0	0	0	(25,757)
(35)	824	City Centre Regeneration	(142)	0	0	0	0	(142)
0	828	Greenbrae Primary Extension and Internal Works	(682)	0	0	0	0	(682)
(307)	831	Stoneywood Primary	(3,715)	0	0	0	0	(3,715)
0	836	Flood Prevention Measures: Flood Guards Grant Scheme	(80)	(80)	(80)	(80)	(54)	(374)
0	838	Flood Prevention Measures: Millside & Paddock Peterculter	0	0	(2,400)	0	0	(2,400)
63	844	Sustrans Active Travel Infrastructure Fund	0	0	0	0	0	0
(5,900)	848	JIVE (Hydrogen Buses Phase 2)	0	0	0	0	0	0
(20)	849	Cruyff Court	(25)	0	0	0	0	(25)
(375)	852	City Deal: City Duct Network	(2,873)	(1,610)	0	0	0	(4,483)
(150)	854	City Deal: Transportation Links to Bay of Nigg	0	0	0	0	0	0
(15,000)	855	Early Learning & Childcare	(9,040)	0	0	0	0	(9,040)
(1,179)	860	City Deal: Expand Fibre Network	(628)	0	0	0	0	(628)
(73)	862	City Deal: Digital Lead	(73)	(194)	0	0	0	(267)
0	865	Countesswells Primary	(1,542)	(2,500)	(2,500)	(2,500)	0	(9,042)
(1,738)	870	Town Centre Fund	0	0	0	0	0	0
(120)	871	Low Emission Zone	0	0	0	0	0	0
0	874	B999 Shielhill Road Junction	(50)	(100)	(150)	0	0	(300)

0	tbc	Aberdeen Hydrogen Hub	(9,500)	(5,500)	0	0	0	0
<u>(28,832)</u>		1. Programme Funding Streams Sub-Total	<u>(67,044)</u>	<u>(9,984)</u>	<u>(5,130)</u>	<u>(2,580)</u>	<u>(54)</u>	<u>(84,792)</u>
(18,654)		2. Capital Grant	(18,512)	(18,512)	(18,512)	(18,512)	(18,512)	(92,560)
<u>(56,015)</u>		3. Borrowing	<u>(128,836)</u>	<u>(115,651)</u>	<u>(46,805)</u>	<u>(43,981)</u>	<u>(44,199)</u>	<u>(379,472)</u>
<u>(103,501)</u>		Sub-total	<u>(214,392)</u>	<u>(144,147)</u>	<u>(70,447)</u>	<u>(65,073)</u>	<u>(62,765)</u>	<u>(556,824)</u>
<u>0</u>		Net Position	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>

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ABERDEEN CITY COUNCIL

COMMITTEE	City Growth & Resources
DATE	10 November 2021
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Place Based Investment Programme
REPORT NUMBER	COM/21/259
DIRECTOR	Gale Beattie
CHIEF OFFICER	Richard Sweetnam
REPORT AUTHOR	Stuart Bews
TERMS OF REFERENCE	1.1.7

1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to update Committee on the applications received and to seek instruction from Committee on the allocation of the remaining £545,000 from the Place Based Investment Programme (PBIP) Fund. The report also asks members to commit to an allocation from the anticipated 2022/23 Place based Investment Programme Fund.

2. RECOMMENDATION(S)

That the Committee:-

- 2.1 Awards up to £44,014 to the Belmont Filmhouse for the Accessibility Programme of Works project;
- 2.2 Awards up to £32,750 to Aberdeen Arts Centre for the Children's Theatre project;
- 2.3 Awards up to £164,680 to Aberdeen Performing Arts for the Repair, Rebuild, Revitalise project;
- 2.4 Awards up to £40,000 to Aberdeen Inspired for the City Centre Parklets Phase 2 project;
- 2.5 Awards up to £124,471 to Woodside Gateway for the Street Design project;
- 2.6 Awards up to £50,000 to Greyhope Bay for the Greyhope Bay Centre project;
- 2.7 Awards up to £41,460 to Donside Village for the Tillydrone Gateway Feature;
- 2.8 Agrees to commit to an award of up to £400,000 from the anticipated 2022/23 Place Based Investment Fund to the Inchgarth Community Centre Extension

project, subject to a successful outcome from the Regeneration Capital Grant Fund 2022/23 with an offer of grant of at least £1,500,000; and

- 2.9 Agree that any remaining funds from 2021/22 be allocated to any other approved project which may require additional resources following consultation with Convener of City Growth and Resources committee.

3. BACKGROUND

- 3.1 The 2020-21 Programme for Government announced the creation of a Place Based Investment Programme Fund with £275million of capital funding to support community led regeneration, town centre revitalisation, community wealth building and 20 minute neighbourhoods (neighbourhood location where people can access most of their basic needs within a 20-minute walk.) It is a multi-annual capital fund with the Scottish Government distributing £38 million this financial year to local government, of which £975,000 was allocated to Aberdeen City Council to be administered locally.
- 3.2 The main objectives of the Place Based Investment Programme Fund are:
- to link and align place-based initiatives and establish a coherent local framework to implement the Place Principle;
 - to support place policy ambitions such as town centre revitalisation, community led regeneration, 20 minute neighbourhoods and Community Wealth Building;
 - to ensure that all place-based investments are shaped by the needs and aspirations of local communities;
 - to accelerate ambitions for net zero, wellbeing and inclusive economic development, tackling inequality and disadvantage, community involvement and ownership.
- 3.3 The Place Based Investment Programme Fund has been launched following the closure of the Scottish Government Town Centre Fund, however the focus within The Place Based Investment Programme Fund is targeted at the Place Principle. The Place Principle was adopted by Scottish Government and COSLA as a basis for collaborative working to ensure that future local investment is relevant to local communities and for the benefit of local people. Bringing relevant services, enterprise, and communities together to make our towns and neighbourhoods more viable. The Place Based Investment Programme, alongside the developing Place Framework, aim to embed the Place Principle.
- 3.4 Under the five year Programme Councils will receive an annual share of the fund of the following values: £38m in 2021/22, £33m in 2022/23, £23m in 2023/24, £23m in 2024/25 and £23m in 2025/26. For 2021/22 Aberdeen City Council received an allocation of £975,000.
- 3.5 On 25th August 2021 City Growth and Resources Committee allocated up to £430,000 to the proposed new play equipment within Union Terrace Gardens. This report brings options for the allocation of the remaining £545,000 as instructed by that same Committee.

3.6 Officers placed information on the remaining funds on the Aberdeen City Council website including an application form and supporting guidance documents. Eleven applications were received and are summarised within the table below. Further detail on each project is also provided within the appendix to this report. All applications have been assessed by officers against the fund criteria. Where a project is proposed to be unsuccessful, or only partially successful in their grant request, the reasons are summarised within the officer review outcome column of table 1.

Table 1.

Applicant	Project	Total Project Cost	Grant Requested	Officer Review Outcome	Grant Proposed to award from PBIP 21/22
Belmont Filmhouse	Belmont FilmHouse Accessibility Programme	£78,574	£61,294	Remove revenue costs of £17,280 for Community engagement programme and Community engagement and Learning manager as not eligible.	Partially successful £44,014
OpenSpace trust	St Mary's Chapel Refurbishment	£357,287	£357,287	Unsuccessful - failed to address a number of PBIP objectives. - no evidence of Community led regeneration provided. No evidence of supporting LOIP objectives provided. Officers will support Open Space Trust to explore other	£0

Applicant	Project	Total Project Cost	Grant Requested	Officer Review Outcome	Grant Proposed to award from PBIP 21/22
				funding options where the project may have a fit with criteria	
Aberdeen Arts Centre	31 King Street: The Children's Theatre	£37,750	£32,750	Successful	Up to £32,750
Aberdeen Performing Arts	Repair, Rebuild, Revitalise	£207,680	£182,680	Partially successful – removed cost of crowd barriers. As these will not be permanent features but occasional use which is not in line with fund expectation	Up to £164,680
Aberdeen Inspired	City Centre Parklets Phase 2	£40,000	£40,000	Successful	Up to £40,000
Grampian Housing association	Preservation of Historical Building on Victoria Road School Site	£74,015	£49,015	Unsuccessful – this is a temporary piece of work to preserve a site until building works commence. There is no community engagement for this element of work which funds are sought for.	£0

Applicant	Project	Total Project Cost	Grant Requested	Officer Review Outcome	Grant Proposed to award from PBIP 21/22
					Up to £45,000
Woodside gateway	The Street Design Project	£124,471	£124,471	Successful	Up to £124,471
Greyhope Bay	Greyhope Bay Centre	£240,000	£50,000	Successful	Up to £50,000
Donside Village	Tillydrone Gateway feature	£53,460	£41,460	Successful	Up to £41,460
TOTAL			£938,957		£497,375

3.7 An application was submitted by Aberdeen City Council on behalf of Inchgarth Community Centre for a proposed extension. This project has been invited to a stage 2 application of the Regeneration Capital Grant Fund following approval of a stage 1. The application is seeking up to £400,000 to complete the required funding package and it is recommended that this be committed from the anticipated 2022/23 Place Based Investment Fund to enable confirmation of match funding to be provided with the Regeneration Capital Grant Fund Stage 2 submission. This is an unusual approach to take, however it is the only practical measure available due to the timescales of the funding programmes to ensure that we can confirm the match funding is in place and ensure the submitted application has the best chance possible of success. It must be noted that there is no intention to set a precedent in this approach and it is driver by the desire to progress the stage 2 application to the Regeneration Capital Grant Fund without delay.

Table 2.

Applicant	Project	Total Project Cost	Grant Requested	Officer Review Outcome	Grant Proposed to award from PBIP 22/23
Aberdeen City Council – on behalf of Inchgarth Community Centre	Inchgarth Community Centre Extension	£1,900,000	£400,000	Successful	Up to £400,000

4. FINANCIAL IMPLICATIONS

- 4.1 The Council has been allocated £975,000 in 2021/22. Further funds will be allocated for 2022/23 in due course by the Scottish Government. Up to £430,000 was allocated for the Union Terrace Gardens Play Park Project by this Committee in August with options to allocate the remaining £545,000 being brought forward in this report. This report makes recommendations to allocate £497,375. This would leave a balance of £47,625 which is intended to be held in reserve in the event of any approved project requiring additional resource.
- 4.2 The full £975,000 must be committed by 31st March 2022 and this is considered to be a commitment of expenditure which can be evidenced by a fully awarded contract or commencement of works. The eligible costs for which the grant can be used are capital costs incurred by the local authority or third parties which are in line with the main objectives of the fund. These costs must be additional to that which is already or would otherwise be allocated to the 2021/22 budget. The Programme is therefore not a substitute for existing or committed spend. All projects recommended to receive funds have demonstrated that they can achieve this.
- 4.3 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.
- 4.4 Any funds which remain uncommitted at 31st March 2022 will be expected to be returned to the Scottish Government.

5. LEGAL IMPLICATIONS

- 5.1 Grant Agreements will require to be put in place between Aberdeen City Council and those organisations which are awarded grant funding

6. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
Strategic Risk	No risks identified	L	None
Compliance	Non-compliance with grant conditions will require return of grant	L	External Funding team are familiar with the compliance requirements and will advise and monitor projects as required to ensure compliance
Operational	No risks identified	L	None

Financial	<p>As per the grant conditions the money must be committed by the end of Financial Year 2021/22</p> <p>Any unspent, or unallocated funds will require to be returned to Scottish Government</p> <p>Covid – Any future lockdowns may cause delays to delivery. Failure to deliver within agreed timescales would result in non-compliance and loss of funds.</p> <p>There is a risk that Aberdeen city council is not awarded any Place Based Investment Programme Funding for 2022/23</p>	L	<p>Projects recommended to be awarded funding have demonstrated their ability to deliver within the required timescales within the application.</p> <p>Close project monitoring will take place throughout to ensure these timescales will be met.</p> <p>Scottish Government has committed to the Place Based Investment Programme as a multi-year fund. Calculations to determine Council allocations were agreed through COSLA.</p>
Reputational	Risk of reputational damage if funds are not spent in accordance to the grant conditions	L	Officers will work with projects to ensure proposals and applications meet the conditions of grant
Environment / Climate	No risks identified	L	None

7. OUTCOMES

<u>COUNCIL DELIVERY PLAN</u>	
	Impact of Report
Aberdeen City Council Policy Statement	All applicants were requested to detail the contribution of their project to Aberdeen City Council policy and strategies.
Aberdeen City Local Outcome Improvement Plan	
Prosperous Economy Stretch Outcomes	All applicants were requested to detail the contribution of their project to the LOIP as part of the application process.
Prosperous People Stretch Outcomes	All applicants were requested to detail the contribution of their project to the LOIP as part of the application process.

Prosperous Place Stretch Outcomes	All applicants were requested to detail the contribution of their project to the LOIP as part of the application process.
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8. IMPACT ASSESSMENTS

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

9. BACKGROUND PAPERS

COM/21/176 Place Based Investment Programme report to City Growth And Resources Committee on 25th August 2021.

10. APPENDICES

Appendix 1 - Place Based Investment Fund – Summary of applications received.

11. REPORT AUTHOR CONTACT DETAILS

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ABERDEEN CITY COUNCIL

COMMITTEE	City Growth and Resources
DATE	03 November 2021
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Unrecoverable Debt
REPORT NUMBER	CUS/21/248
DIRECTOR	Andy MacDonald
CHIEF OFFICER	Jacqui McKenzie
REPORT AUTHOR	Wayne Connell
TERMS OF REFERENCE	1.1.13

1. PURPOSE OF REPORT

- 1.1 To advise numbers and values of Council Tax, Non-Domestic Rates, Housing Benefit Overpayments, Penalty Charge Notices, Bus Lanes Enforcement Charge Notices and Council House Rent debts made unrecoverable during 2020/21 as required in terms of the Council's Financial Regulations.

2. RECOMMENDATION(S)

That the Committee: -

- 2.1 Note - the Financial Regulations number, value and reasons for debts written off for Council Tax, Non-Domestic Rates, Housing Benefit Overpayments, Penalty Charge Notices, Bus Lanes Enforcement Charge Notices and Council house rent during 2020/21.

3. BACKGROUND

- 3.1 It must be emphasised that prior to completing the list, full advice, where appropriate, has been received from the Council's Debt Recovery Agents (Sheriff Officers) in determining that debts are indeed unrecoverable.
- 3.2 Despite a debt being deemed unrecoverable, should the debt become collectable, e.g., debtor subsequently located, the debt will be reinstated and pursued. Where a debt has been previously written off e.g., sequestration and a dividend from the Accountant in Bankruptcy is received, the write off amount will be adjusted accordingly.
- 3.3 The figures included within this report relate to those debts treated as unrecoverable during the financial year 2020/21. These figures include where write offs have been reinstated or adjusted.
- 3.4 Apart from Sequestrations, debts are not deemed unrecoverable where there is on-going liability. The sums mostly relate to previous years where all approved recovery procedures have been followed. Full bad debt provision has been made in the accounts.

3.5 Council Tax:

3.5.1 In total 10,022 debts were deemed unrecoverable by the Chief Officer - Finance and Chief Officer – Customer Experience with a value of £1,339,211.08. This is compared with the previous year where 10,449 debts were deemed unrecoverable with a net value of £1,197,166.61.

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

3.6 Housing Benefit Overpayments:

3.6.1 In total 573 debts were deemed unrecoverable by the Chief Officer - Finance and Chief Officer – Customer Experience with a value of £158,435.57. This is compared with the previous year where 1,855 debts were deemed unrecoverable with a value of £281,704.08. Less overpayments were raised during 2020/21 accounting for a smaller amount required to be written off.

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

3.7 Non-Domestic Rates:

3.7.1 There were no debts written off during 2020/21 for Non-Domestic Rates. This is due to the Non-Domestic Rates Team processing Business Support Grants and applying new Covid Reliefs to customers. All debts that are due to be written off will be actioned during 2021/22.

3.8 Penalty Charge Notices and Bus Lanes Enforcement Charge Notices

3.8.1 The processing of Penalty Charge Notices and Bus Lanes Enforcement Charge Notices has been amended to write off fines rather than cancel where the debt is no longer collectable. This is as per an audit recommendation. For 2020/21 1,174 Penalty Charge Notices and Bus Lanes Enforcement Charge Notices with a value of £74,022 were deemed by the Chief Officer-Finance as unrecoverable during 2020/21.

3.8.2 A breakdown of the reasons is shown in Appendix 3.

3.9 Council House Rents

3.9.1 The value of Council House Rent deemed by the Chief Officer – Early Intervention and Community Empowerment as unrecoverable during 2020/21 was £266,528.45. This is compared with the previous year where £171,006 was deemed unrecoverable.

3.9.2 A breakdown of the reasons is shown in Appendix 4.

4. FINANCIAL IMPLICATIONS

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

4.2 To put the level of unrecoverable debt into context, Council Tax collected during 2020/21 (including water charges) was £158,709,524 (0.8% Write-Off). The total rent charged for Council Housing during 2020/21 was £84,975,023. The sums deemed unrecoverable cover a number of financial years.

5. LEGAL IMPLICATIONS

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

6. MANAGEMENT OF RISK

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

7. OUTCOMES

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

8. IMPACT ASSESSMENTS

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

9. BACKGROUND PAPERS

None

10. APPENDICES

Appendix 1 – Council Tax Write Offs 2020/21

Appendix 2 – Housing Benefit Overpayments Write Offs 2020/21

Appendix 3 – Penalty Charge Notices and Bus Lanes Enforcement Charge Notices 2020/21

Appendix 4 - Council House Rent 2020/21

11. REPORT AUTHOR CONTACT DETAILS

Name	Wayne Connell
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Council Tax Write Offs 2020/21

Appendix 1

<u>Reason</u>	<u>Bills</u>	<u>Prior Years</u>	<u>2012/13</u>	<u>2013/14</u>	<u>2014/15</u>	<u>2015/16</u>	<u>2016/17</u>	<u>2017/18</u>	<u>2018/19</u>	<u>2019/20</u>	<u>2020/21</u>	<u>Total</u>
Unable to Trace	759	13,243.80	-960.94	535.26	547.14	868.81	-77.80	3,350.85	7,748.45	12,005.40	13,942.43	51,203.40
Deceased	1,150	-125,818.87	-9,472.01	-10,762.88	-12,713.48	-13,229.48	-16,583.71	-12,509.16	-20,569.68	-26,712.67	-8,682.59	-257,054.53
Sequestration	1,139	-78,089.62	-14,343.05	-12,767.32	-13,521.09	-14,905.96	-22,422.96	-36,765.02	-49,761.52	-76,707.45	-20,402.56	-339,686.55
Unrecoverable/No Assets	3,558	-783,427.80	-233.85	-67.91	-44.73	-407.58	-1,421.08	-1,821.16	-1,590.05	-2,791.28	-788.63	-792,594.07
Uneconomical	3,416	-303.45	22.96	40.20	26.49	-10.04	-58.78	-55.22	-716.90	-814.85	790.26	-1,079.33
	10,022	-974,395.94	-24,986.89	-23,022.65	-25,705.67	-27,684.25	-40,564.33	-47,799.71	-64,889.70	-95,020.85	-15,141.09	-1,339,211.08

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HOUSING BENEFIT OVERPAYMENT WRITE-OFFS 2020/21

Appendix 2

<u>Reason</u>	<u>Cases</u>	<u>Total</u>
Deceased	41	25,333.60
Sequestration	161	121,260.24
Unrecoverable - no assets	371	11,841.73
	<u>573</u>	<u>158,435.57</u>

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Penalty Charge Notice Write Offs 2020/21

Appendix 3

<u>Reason</u>	<u>Cases</u>	<u>Value</u>
No Trace	481	30,357.00
Sequestration	11	1,020.00
Unrecoverable	12	1,020.00
	504	32,397.00

Bus Lane Enforcement Charge Notice Write Offs 2020/21

<u>Reason</u>	<u>Cases</u>	<u>Value</u>
No Trace	618	38,520.00
Sequestration	3	190.00
Unrecoverable	49	2,915.00
	670	41,625.00

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COUNCIL HOUSE RENT WRITE-OFFS 2020/21

Appendix 4

<u>Reason</u>	<u>Total</u>
Unable to trace	49,068.16
Sequestration	8,092.72
Uneconomical	-22,111.04
Unrecoverable - no assets	231,478.61
	<u><u>266,528.45</u></u>

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ABERDEEN CITY COUNCIL

COMMITTEE	City Growth and Resources
DATE	10 November 2021
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Developer Obligations Update
REPORT NUMBER	COM/21/246
DIRECTOR	Gale Beattie – Director of Commissioning
CHIEF OFFICER	David Dunne – Interim Chief Officer of Strategic Place Planning
REPORT AUTHOR	David Berry – Developer Obligations Team Leader
TERMS OF REFERENCE	1.1.1

1. PURPOSE OF REPORT

- 1.1 Following the instruction from Council on 10th March 2021, this report summarises the status of the developer obligations fund (at 30th September 2021) and provides an overall summary of the extant developer obligations which the Council has entered into with developers. It also provides an update on the receipt and spend of developer obligations during the first nine months of the 2021 calendar year.

2. RECOMMENDATIONS

That the Committee:-

- 2.1 Note the contents of this report; and
- 2.2 Note that future reports on developer obligations will be prepared annually as soon as practicable after the end of each financial year in accordance with the emerging requirements of the Planning (Scotland) Act 2019.
- 2.3 Instruct the Chief Officer of Strategic Place Planning, to monitor risks associated with the Developer Obligations process and to highlight these to the Chief Officer of Finance so that an assessment of financial risk can be carried out and included in the Councils financial performance and budget reports.

3. BACKGROUND

Background to Developer Obligations

- 3.1 Although new development can have a positive impact on an area by providing new homes, jobs and economic development, it can also put pressure on existing infrastructure such as roads, schools, community centres, health

services, and sport and recreation facilities. Where existing infrastructure and facilities do not have enough capacity to absorb the extra demand that new development will create, financial contributions can be sought from developers to mitigate the impact of their proposals. These contributions must be used to provide new or enhanced infrastructure and facilities, and they are generally referred to as Developer Obligations (DOs).

- 3.2 DOs can be used to mitigate the direct impacts of individual developments or the cumulative impacts of a number of developments in an area. They are used to make development proposals acceptable in cases where planning permission would otherwise have to be refused.
- 3.3 It is important to note that all DOs must meet a series of strict tests in national planning policy¹. In particular, DOs cannot be used to fund improvements to infrastructure and facilities that are not needed as a direct consequence of development. Similarly, DOs cannot be used to resolve pre-existing problems or deficiencies with infrastructure and facilities.
- 3.4 Relevant Council services and external partner agencies (eg NHS Grampian and Sport Aberdeen) are consulted at the planning application stage for all development proposals which exceed specific size thresholds. Their advice is then used to help determine the DO requirements for individual development proposals based on site-specific circumstances and with reference to policies in the Local Development Plan.
- 3.5 Having established the DO requirements for individual developments, the DOs are normally secured through a legal agreement between the Council and the applicant/developer. The legal agreement is entered into when planning permission is granted.
- 3.6 The legal agreement will outline what DOs are required and when they are payable. DO payments are often made in instalments linked to the rate of development on site. This means it is inherently difficult to predict when DO payments are likely to be received, as the rate of development on any site can be influenced by a range of external factors beyond the Council's control. In some cases, the agreed DO payments may not be received at all (eg if the planning permission is not implemented, or if the development does not progress beyond a specified payment 'trigger point').
- 3.7 The legal agreement for each development will also usually specify what the relevant DOs are to be spent on and the period within which they must be spent. The spend conditions are generally very clearly defined (eg to deliver specific works at a particular school) and the period for spending DOs is usually a specified number of years from the date when payment is received in full (periods of 5-7 years are typical). The DOs must be used in accordance with the spend terms set out in the legal agreement, otherwise there is a significant risk that they may need to be repaid to the developer. In most cases there is therefore very little flexibility in how DOs can be spent.

¹ Circular 3/2012: ['Planning Obligations and Good Neighbour Agreements'](#).

- 3.8 Once DOs have been paid by developers, it is normally the responsibility of relevant Council services and external partners (eg NHS Grampian and Sport Aberdeen) to use the funds to deliver appropriate enhancements to local infrastructure and facilities. In order to facilitate this, the relevant services and partner organisations are provided with regular updates which summarise the DO that has been collected and identify how and when it needs to be spent.

DO Fund Status (30th September 2021)

- 3.9 Table 1 overleaf provides an extract from the DO database which summarises the status of the DO fund at 30th September 2021. The table categorises the DOs that have been paid to the Council according to the overall purpose for which they are to be used. However, as outlined in paragraph 3.7 above, it is important to note that each individual contribution will usually also have more specific spend terms which must be complied with.
- 3.10 As can be seen from Fig 1.0 and Table 1, the Council currently holds DO funds amounting to approximately £25.3m. Education contributions account for the highest proportion of these funds (approx. 44% of the total). Roads and transport related contributions also account for a high proportion (approx. 21% of the total), with affordable housing accounting for just under 10% of the total. Taken together, these types of contribution account for just under 75% of the total DO funds currently held by the Council.
- 3.11 It is significant to note that of the £25.3m DO payments currently held by the Council, approximately £15m is made up of part paid contributions. These are contributions from ongoing developments, where the DO is being paid in instalments. The Council is unlikely to be under any immediate time pressure to spend these contributions as the time period for spending DO does not normally start until payment has been received in full.
- 3.12 Furthermore, records from the DO database indicate (Fig 2.0) that of the £10.3m fully paid contributions, approximately £1.4m are upfront payments which have been received from sites where development has not yet commenced. The Council is unable to spend these DO funds at present, as they may need to be returned if development does not begin on the relevant sites and the planning permissions subsequently expire.

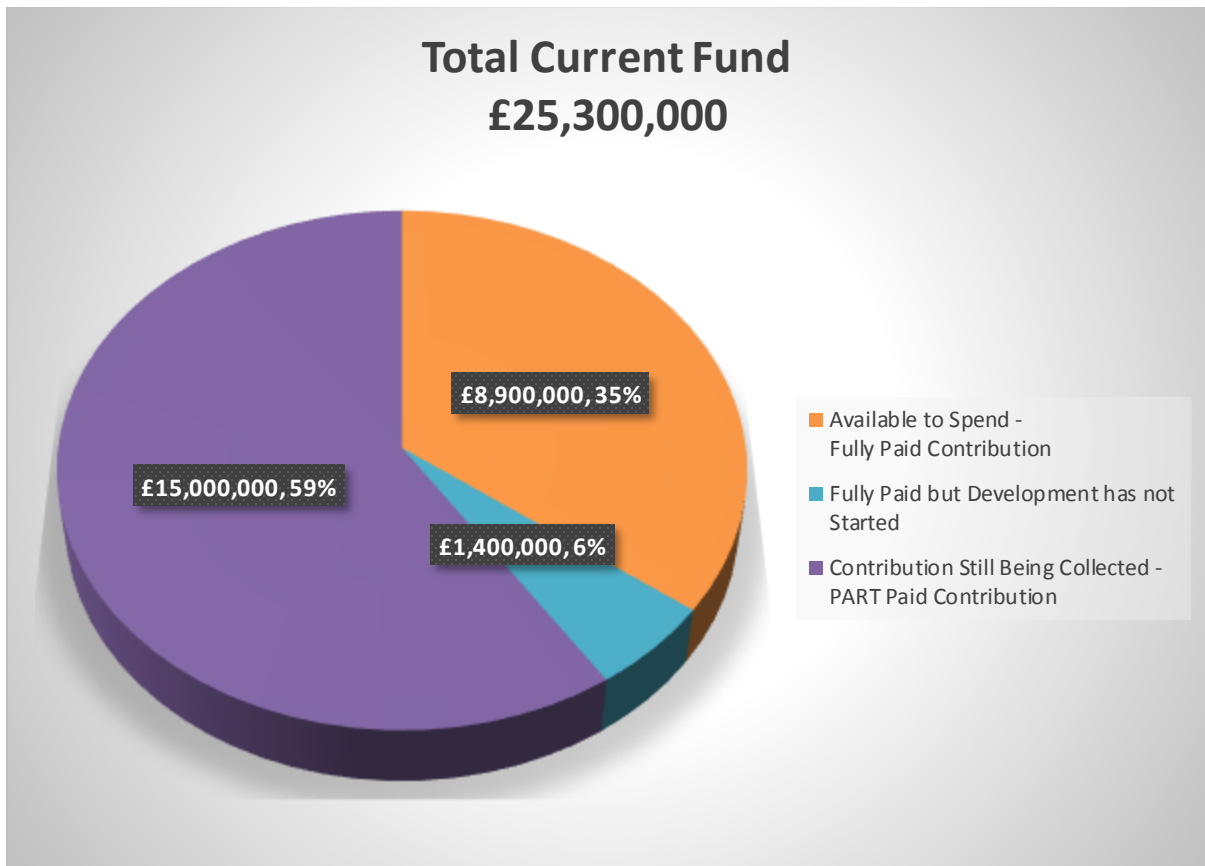


Fig 1.0 – Current DO Fund

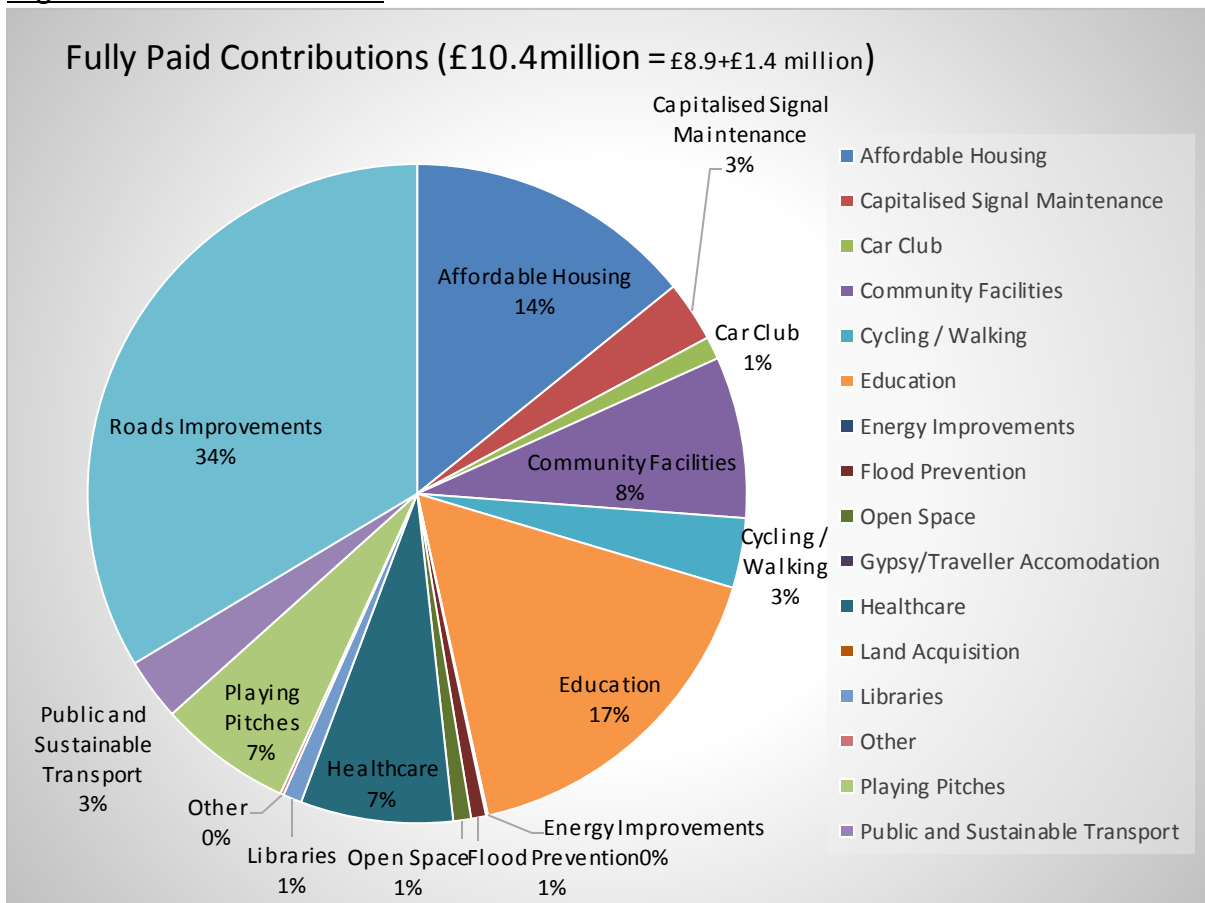


Fig 2.0 – Breakdown of Fully Paid Contributions Available to Spend

Table 1: Overall Status of the DO Fund (30th Sep 2021)

Contribution Type / Purpose	Available Balance (£)	
Affordable Housing	Fully Paid Contributions	£ 1,452,242
	Part Paid Contributions	£ 770,522
	Total	£ 2,222,764
Capitalised Signal Maintenance	Fully Paid Contributions	£ 304,114
	Part Paid Contributions	£ -
	Total	£ 304,114
Car Club	Fully Paid Contributions	£ 113,585
	Part Paid Contributions	£ 1,417
	Total	£ 115,002
Community Facilities	Fully Paid Contributions	£ 811,182
	Part Paid Contributions	£ 858,777
	Total	£ 1,669,959
Core Paths / Cycling / Pedestrian Facilities	Fully Paid Contributions	£ 350,722
	Part Paid Contributions	£ 199,755
	Total	£ 550,477
Education	Fully Paid Contributions	£ 1,734,191
	Part Paid Contributions	£ 9,323,106
	Total	£ 11,057,297
Energy Improvements	Fully Paid Contributions	£ 9,800
	Part Paid Contributions	£ -
	Total	£ 9,800
Flood Prevention	Fully Paid Contributions	£ 75,000
	Part Paid Contributions	£ -
	Total	£ 75,000
Grounds Maintenance / Open Space / Play Equipment	Fully Paid Contributions	£ 89,689
	Part Paid Contributions	£ 3,533
	Total	£ 93,222
Gypsy/Traveller	Fully Paid Contributions	£ -
	Part Paid Contributions	£ 163,204
	Total	£ 163,204
Healthcare Facilities	Fully Paid Contributions	£ 765,765
	Part Paid Contributions	£ 880,861
	Total	£ 1,646,626
Land Acquisition	Fully Paid Contributions	£ -
	Part Paid Contributions	£ 291,311
	Total	£ 291,311
Libraries	Fully Paid Contributions	£ 93,981
	Part Paid Contributions	£ 68,388
	Total	£ 162,369
Multiuse / Other	Fully Paid Contributions	£ 16,770
	Part Paid Contributions	£ 540,032
	Total	£ 556,802
Playing Pitches / Sport & Recreation	Fully Paid Contributions	£ 669,559
	Part Paid Contributions	£ 408,276
	Total	£ 1,077,835
Public Transport Unit / Sustainable Transport	Fully Paid Contributions	£ 311,425
	Part Paid Contributions	£ 100,164
	Total	£ 411,589
Road Improvements / Streetscape / Traffic Management / TRO	Fully Paid Contributions	£ 3,440,715
	Part Paid Contributions	£ 1,417,620
	Total	£ 4,858,335
Overall Total	Fully Paid Contributions	£ 10,238,740
	Part Paid Contributions	£ 15,026,966
	Total	£ 25,265,706

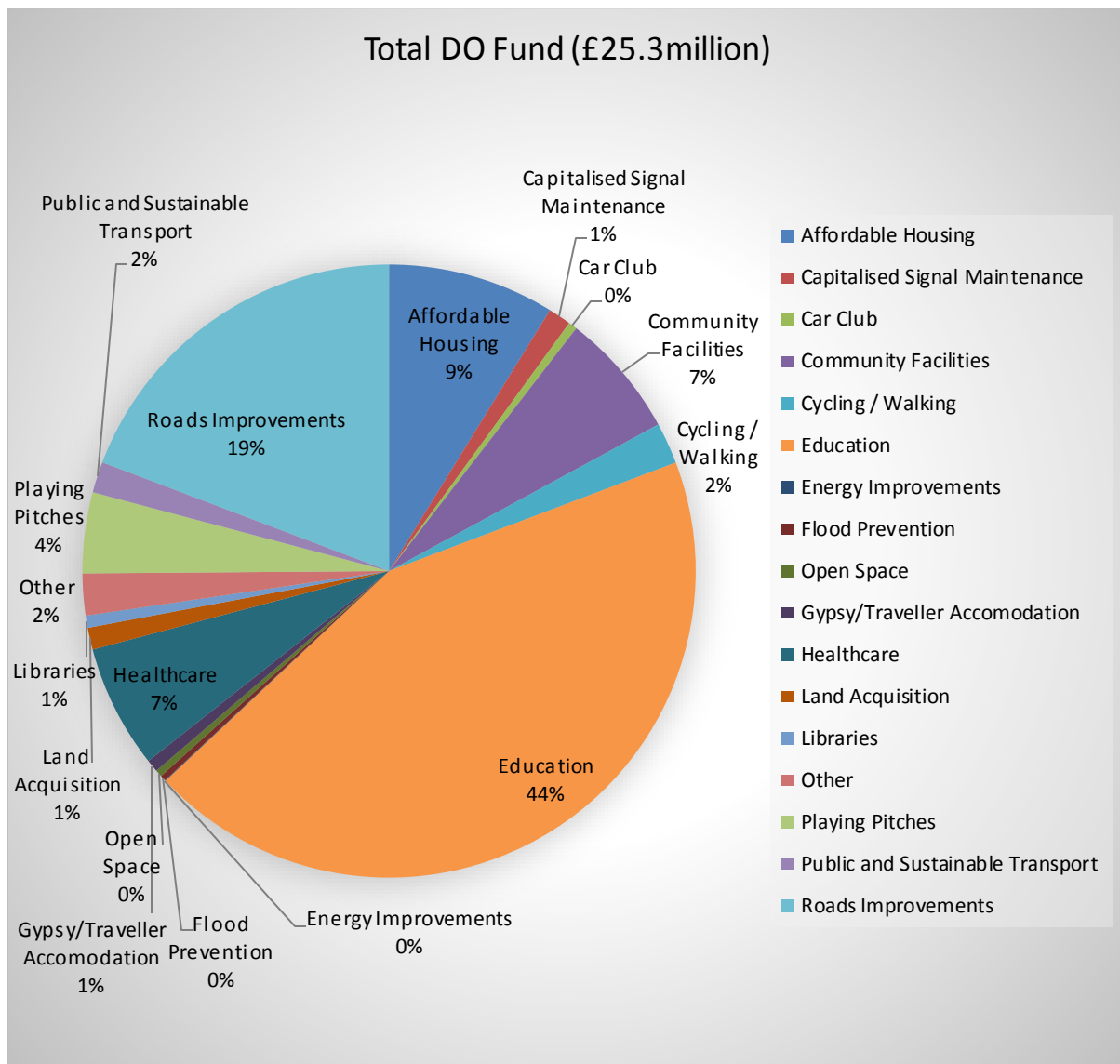


Fig 3.0 – Breakdown of Total DO Fund

Payments Into the DO Fund 1st January – 30th September 2021

- 3.13 Table 2 below provides a summary of payments into the DO fund during the first nine months of the 2021 calendar year. Again, the payments are categorised according to the overall purpose for which they are to be used, but each payment will usually also have more specific spend conditions which must be complied with.
- 3.14 The table shows that DO payments amounting to just over £5.2m were received during the period from 1st January – 30th September 2021, with payments towards education accounting for more than 50% of this total. Payments towards affordable housing, community facilities and road improvements also accounted for a large proportion of the overall receipts (with each of these accounting for approximately 10% of the total).

Table 2: Payments Into the DO Fund (1st Jan – 30th Sep 2021)

Contribution Type / Purpose	Amount (£)	% of Total
Affordable Housing	£ 523,954	10.0%
Capitalised Signal Maintenance	£ -	0.0%
Car Club	£ 47,571	0.9%
Community Facilities	£ 477,747	9.1%
Core Paths / Cycling / Pedestrian Facilities	£ 143,043	2.7%
Education	£ 2,867,412	54.9%
Energy Improvements	£ -	0.0%
Grounds Maintenance / Open Space / Play Equipment	£ 5,390	0.1%
Gypsy / Traveller	£ 45,120	0.9%
Healthcare Facilities	£ 347,248	6.6%
Land Acquisition	£ 88,276	1.7%
Libraries	£ 11,791	0.2%
Multiuse / Other	£ -	0.0%
Playing Pitches / Sport & Recreation	£ 119,818	2.3%
Public Transport / Sustainable Transport	£ 20,164	0.4%
Road Improvements / Streetscape / Traffic Management / TRO	£ 524,662	10.0%
Total	£ 5,222,196	100%

Payments Out of the DO Fund 1st January – 30th September 2021

- 3.15 Table 3 overleaf provides a summary of DO spend during the first nine months of the 2021 calendar year. For the avoidance of doubt, Table 3 includes contributions that were received before the beginning of 2021 and were spent during the specified period, as well as any contributions that were both received and spent during the specified period. Table 3 again categorises DO expenditure according to the general purpose for which the funds were used.
- 3.16 The table shows that approximately £5.5m of DO funds were spent during the period from 1st January – 30th September 2021. The majority of this related to the use of affordable housing DO to help deliver the Council's ongoing affordable housing new build programme. However, DO funds were also spent on a range of other purposes during the period. For example, DO contributions have also been made towards the ongoing works at Union Terrace Gardens and the delivery of new primary schools at Milltimber and Countesswells. A selection of the other projects which have received DO funding during the period include: the Council's ongoing traffic signal maintenance programme; car club enhancements; upgrades to the path network at Stewart Park; refurbishment of the Foundation Centre/258 North Balnagask Road to bring it back into use as a community facility; installation of digital equipment to enhance capacity at Woodside Library; and enhancement works at Hazlehead Park.

Table 3: Payments Out of the DO Fund (1st Jan – 30th Sep 2021)

Contribution Type / Purpose	Amount (£)	% of Total
Affordable Housing	£ 4,594,725	84.2%
Capitalised Signal Maintenance	£ 43,506	0.8%
Car Club	£ 43,979	0.8%
Community Facilities	£ 118,559	2.2%
Core Paths / Cycling / Pedestrian Facilities	£ 32,054	0.6%
Education	£ 560,418	10.3%
Energy Improvements	£ -	0.0%
Grounds Maintenance / Open Space / Play Equipment	£ 42,556	0.8%
Gypsy / Traveller	£ -	0.0%
Healthcare Facilities	£ -	0.0%
Land Acquisition	£ -	0.0%
Libraries	£ 5,766	0.1%
Multiuse / Other	£ -	0.0%
Playing Pitches / Sport & Recreation	£ 10,420	0.2%
Public Transport / Sustainable Transport	£ -	0.0%
Road Improvements / Streetscape / Traffic Management / TRO	£ 6,000	0.1%
Total	£ 5,457,983	100%

DO Risk Management and Alignment with ACC's Capital Programme

- 3.17 In the case of large-scale developments (eg major new urban extensions or new settlements such as Countesswells, Grandhome, Newhills etc) total DO payments can amount to several £Ms and are intended to be used by the Council as a contribution towards the delivery of major new infrastructure such as schools and road improvement schemes. Such large-scale infrastructure projects will usually need to be included in the Council's capital programme to ensure they are delivered at an appropriate stage in the development. These projects generally require additional Council funding as DO payments rarely cover the full cost of delivering them.
- 3.18 If these developers fail to make DO payments as expected, this is likely to have an impact on the budget for delivering the relevant infrastructure and result in increased costs for the Council. It is also important to note that if developers believe there is evidence that previously agreed DO requirements are no longer necessary or can no longer be justified, they can formally apply to vary their DO requirements at any time. If approved, any such applications would also have an impact on project budgets and may result in increased costs for the Council. Where the Council disagrees with a proposal to vary an existing legal agreement, the developer may also appeal that decision to the Scottish Government, which will appoint a Reporter to independently assess the appeal.
- 3.19 In response to these risks, initial work has been undertaken to review all existing projects within the capital programme to confirm the extent to which they are reliant on DO receipts. Regular monitoring/reporting will ensure that

any emerging risks associated with these DO receipts (eg if a developer falls behind with their DO payments or makes a request to modify or renegotiate their existing DO commitments) will be reported via the internal DO Working Group² and, if necessary, escalated at a corporate level via the Risk Board.

- 3.20 In addition to the above, as part of the ongoing management of the DO process, and in preparation for the expected introduction of the annual reporting on DO under the Planning (Scotland) Act 2019, it is intended to introduce a new process to improve transparency. Currently services responsible for spending DO are given condensed extracts of the database to allow them to factor these contributions into their service plans. The intention moving forward would be to refine these and make them available to elected members. Given the complexity of the DO process it is intended to introduce this process as soon as members have been given suitable training to allow them to understand legal framework within which DO can be collected and utilities. This will allow members to engage with the relevant services around the DO process.

Use of Developer Obligations

- 3.21 The time period between agreeing a developer obligations package via a legal agreement, and that development paying its full contribution can be significant. Large developments can see this period extend out to 10 or 15 years. Even in smaller developments work may not commence on site for many years after a legal agreement has been signed. In that context it is important that services reevaluate the appropriateness of the contribution when it comes to identifying a project to use the collected DO. Where a scheme is no longer required or puts an unnecessary or ongoing burden on the council, it may be more appropriate to return a contribution than to use it. It should be noted that DO contributions are intended to build capacity, and are therefore generally only for capital works, the ongoing burden of maintenance of those facilities falls on the council. In other instances where the identified project comes in underbudget it may be necessary to return any remaining contribution. While these are unusual examples, as building costs remain volatile and maintenance burdens increase, it will likely become more commonplace.
- 3.22 As part of the process of releasing DO the Working Group now require project proposals to be agreed with the relevant services Senior Management Team to ensure it aligns with the commissioning intentions before they are presented to the DO Working Group. The Working Group will then assess the project in the context of the LOIP and any relevant strategies and asset plans before agreeing its release.
- 3.23 The time period for spending DO will vary between legal agreements, and the type of contributions sought. Where a project is identified and there is a risk

² Membership of the DO Working Group includes the Chief Officers of Strategic Place Planning, Capital, Corporate Landlord and Early Intervention & Community Empowerment. Representatives from the legal and finance teams also sit on the DO Working Group.

that the project cannot be completed within the identified time period within the legal agreement, approaches can be made to the relevant developers to seek extensions.

Future DO Reporting Arrangements

- 3.24 As a consequence of new requirements under the Planning (Scotland) Act 2019, the Council will in the future be required to publish an annual report as soon as practicable after the end of each financial year. This report will be expected to include the following information –
- a) the number of planning obligations that are:
 - i. entered into in that year,
 - ii. entered into in a previous year and not yet expired,
 - iii. entered into in a previous year and not yet complied with,
 - b) the development to which each planning obligation relates, and
 - c) the name of the person that has entered into the planning obligation
- 3.25 These new statutory requirements have not yet come into force. However, it is possible that they will come into effect by the end of the current financial year. Future annual reports will be prepared in accordance with these emerging requirements and will be presented to Members prior to publication.

4. FINANCIAL IMPLICATIONS

- 4.1 There are no direct financial implications arising from the recommendations of this report.
- 4.2 When a project funded by Developer Obligations is added to the Capital Programme it will include an expenditure profile driven by the project's milestone and delivery profile, and also a funding profile based on expected availability of DO funds. This project funding profile is included within the overall funding envelope for the Capital Programme. Where there is any deviation between the expected and actual receipt of DO funds, the capital programme is required to "cashflow" the balance by amending the amount of borrowing applied to the programme. This is regularly reviewed and is included within the financial monitoring and approvals of the capital programmes.

5. LEGAL IMPLICATIONS

- 5.1 There are no direct legal implications arising from the recommendations of this report.
- 5.2 The framework for planning obligations, including the scope and purpose of a planning obligation, conditions, registration and enforcement, is set out by Section 75 of the Town and Country Planning (Scotland) Act 1997.

6. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
Strategic Risk	Although this report is for noting only, as outlined above if developers fail to make their anticipated DO payments this may have an impact on the delivery of projects within the capital programme	M	Regular monitoring will ensure that any emerging risks associated with DO receipts for projects within the capital programme (eg if a developer falls behind with their DO payments or makes a request to modify or renegotiate their existing DO commitments) will be reported via the internal DO Working Group and, if necessary, escalated at a corporate level via the Risk Board
Compliance	None identified as a result of this report	N/A	N/A
Operational	None identified as a result of this report	N/A	N/A
Financial	Although this report is for noting only, as outlined above if developers fail to make their anticipated DO payments this may have an impact on the funding available for projects within the capital programme and may result in increased costs for the Council	M	Regular monitoring will ensure that any emerging risks associated with DO receipts for projects within the capital programme (eg if a developer falls behind with their DO payments or makes a request to modify or renegotiate their existing DO commitments) will be reported via the internal DO Working Group and, if necessary, escalated at a corporate level via the Risk Board
Reputational	Although this report is for noting only, failing to collect and use DO towards enhancements to local infrastructure and facilities could result in reputational damage for the Council as a “place leader”	L	Continuing to collect and use DO in accordance with development plan policy

Environment / Climate	None identified as a result of this report	N/A	N/A
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7. OUTCOMES

<u>COUNCIL DELIVERY PLAN</u>	
Impact of Report	
Aberdeen City Council Policy Statement	<p>Although this report is for noting only, the continued collection and use of DO will help to support delivery of the following policy statements;</p> <ul style="list-style-type: none"> • Economic Policy Statement 4 - Increase the city centre footfall through delivery of the City Centre Masterplan / Union Terrace Gardens • Economic Policy Statement 9 - Maximise community benefit from major developments • People Policy Statement 1 - Completion of the school estate review and development of estate strategy for next 5-10 years • People Policy Statement 10 – Build 2,000 new Council homes and work with partners to provide more affordable homes
Aberdeen City Local Outcome Improvement Plan	
Prosperous Economy Stretch Outcomes	Although this report is for noting only, the continued collection and use of DO towards enhancements to local infrastructure and facilities will help to support the general delivery of sustainable economic growth
Prosperous People Stretch Outcomes	Although this report is for noting only, the continued collection and use of DO towards enhancements to local infrastructure such as education facilities will help to support the general delivery of LOIP Stretch Outcomes 3 and 5 with respect to educational attainment
Prosperous Place Stretch Outcomes	Although this report is for noting only, the continued collection and use of DO towards enhancements to local infrastructure such as core paths and sustainable transport facilities will help to support the general delivery of LOIP Stretch Outcome 15 with respect to walking and cycling targets
Regional and City Strategies	Although this report is for noting only, the continued collection and use of DO towards enhancements to local infrastructure and facilities will help to support the general delivery of Regional Economic Strategy objectives with respect to sustainable economic growth

8. IMPACT ASSESSMENTS

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

9. BACKGROUND PAPERS

None

10. APPENDICES

None

11. REPORT AUTHOR CONTACT DETAILS

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ABERDEEN CITY COUNCIL

COMMITTEE	City Growth & Resources Committee
DATE	10 November 2021
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Aberdeen City's Strategic Housing Investment Plan 2022/23 – 2026/27
REPORT NUMBER	COM/21/245
DIRECTOR	Gale Beattie
CHIEF OFFICER	David Dunne
REPORT AUTHOR	Mel Booth
TERMS OF REFERENCE	1.1.7

1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to seek approval of the Strategic Housing Investment Plan (SHIP) for the period 2022/23– 2026/27 which is due to be submitted to the Scottish Government by 29 October 2021. The SHIP will be submitted to the Scottish Government subject to Committee approval.

2. RECOMMENDATION(S)

That the Committee:

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

3. BACKGROUND

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

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

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

- 3.3 All local authorities are required to submit their SHIP on an annual basis. The SHIP can be updated as and when required and Committee have previously received reports seeking agreement to add sites into the SHIP which reflects continuous discussions with RSLs and developers to identify opportunities for the delivery of affordable housing. After submission of the SHIP, new opportunities will be reported to Committee as and when they arise to ensure the maximisation of the delivery of affordable housing from all available resources.
- 3.4 Aberdeen City Council, with the involvement of its key partners via the SHIP Working Group has prepared this SHIP submission. The SHIP illustrates how the council and its RSL partners will seek to deliver the city's affordable housing investment needs and priorities identified in the Aberdeen City Local Housing Strategy 2018-2023 over a rolling 5-year planning programme. The SHIP Working Group is the Council's key working group that is responsible for development of the SHIP and the ongoing review of new and current projects through collaboration with Scottish Government via quarterly meetings.
- 3.5 The SHIP has been drafted in accordance with the Resource Planning Assumptions as provided by the Scottish Government. Overall, the SHIP shows the potential to deliver 5,030 units in the next 5 years by the Council and its RSL partners.
- 3.6 There is more certainty about projects and delivery numbers for the initial three years with the final two years showing lower numbers. This will change as new projects are developed and 'windfall' opportunities arise.
- 3.7 There are projects within the current SHIP with the potential to spend £56.447m Scottish Government Grant in 2022/23. However, the Scottish Government grant expenditure is limited to the allocated grant, but guidance suggests that a minimum slippage factor of 25% be applied on an annual basis. Affordable Housing Supply Programme 5-year resource planning assumptions have been issued for 2021/22 – 2025/26 and are detailed at 4.3.
- 3.8 Council house new build programme
- 3.8.1 Aberdeen City Council has made a commitment to provide an additional 2,000 council homes for social rent. Funding has been identified through the allocation of Section 75 Agreements and Council Tax funds to contribute to this with £25,727,076 being allocated to all the council new build homes to date.
- 3.8.2 In 2020/21, £36.971m was allocated to developments at Wellheads, Summerhill, Auchmill Road and £1.680m to the council buy back scheme through the Affordable Housing Supply Programme.
- 3.8.3 All of the council's new build homes for social rent are to be built to the council's "gold standard" and are to incorporate dementia friendly design, with a minimum 15% being delivered as fully wheelchair accessible.

3.9 Affordable Housing Delivery 2020/21

3.9.1 The table below shows the location, developer and type of affordable homes completed in 2020/21.

Location	Developer	Type	No. of units
Council Buy Backs	ACC	Social Rent	76
George Street	ACC	Social Rent	3
Wellheads, Dyce	ACC	Social Rent	67
NHT Froghall	Grampian	Social Rent	19
King Street	Grampian	Social Rent	28
Countesswells	Hillcrest	Social Rent	18
Abbotswell Road	Hillcrest	Social Rent	114
St Machar	Hillcrest	Social Rent	34
NHT Mugiemoos	Hillcrest	Social Rent	35
Cults	LAR Housing Trust	Mid-Market Rent	4
Rowett South	Places for People	Social Rent	19
Rowett South	Places for People	Mid-Market Rent	23
Rowett South	Places for People	Shared Equity	21
Total			461

4. FINANCIAL IMPLICATIONS

- 4.1 There are no direct financial implications arising from the recommendations of this report. Given the extent of the affordable housing projects seeking grant funding over the next five years, all Scottish Government grant will be utilised, and any potential underspends from other local authorities will be sought from Scottish Government.
- 4.2 Any proposal for grant funding to a Registered Social Landlord (RSL) requires to be considered against the State Aid rules. Such grants come within the ambit of the Services of General Economic Interest block exemption which permits funding to Registered Social Landlords in social housing, however the service consults with Legal Services on individual cases where necessary.
- 4.3 Through the Affordable Housing Supply Programme, the Scottish Government has confirmed the Resource Planning Assumptions from 2021/22 – 2025/26. However, for planning purposes, the 2025/26 RPA has been used as the basis of funding for the final year of this SHIP period.

Year	2022-23	2023-24	2024-25	2025-26	2026-27	Total
Allocation(m)	£16.026	£15.981	£16.037	£16.302	£16.302	£80.648

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
Strategic Risk	Failure to deliver affordable housing.	L	Council has an ambitious new build programme and RSL partners work with us to deliver affordable housing across the city.
Compliance	Provision of affordable housing ensures compliance with the council's duty to house homeless households. Failure to deliver may result in there being insufficient housing to meet the demand.	M	Approval of the recommendations would prevent this from occurring
Operational	Provision of affordable housing is a priority for residents of Aberdeen City Council. Failure to deliver may result in housing need and demand levels not being met. The delivery of affordable housing identified in the SHIP will significantly increase the supply of affordable housing in the city. In addition to providing new homes, it will provide significant employment opportunities during	L	Ensure the provision of affordable housing continues across the city via the council and RSL partners.

	the construction of the houses.		
Financial	Failure to allocate fund through developer obligations may result in funds being paid back.	L	Ensure robust procedures are in place to monitor developer obligations.
Reputational	The SHIP identifies significant opportunities for the delivery of affordable housing. The delivery of these sites require partnership working across the public and private sector. Failure to fully utilise funds may harm the council's reputation when affordable housing is much needed across the city.	L	The relationships are already well developed to deliver the positive outcomes. There is a low risk that some projects may not progress as quickly as envisaged. That said there are other opportunities which will ensure all grant is spent and the affordable housing delivered.
Environment / Climate	Provision of new build affordable housing is built to current building regulations which has a reduced carbon footprint.	L	Ensure the provision of affordable housing continues across the city.

7. OUTCOMES

<u>COUNCIL DELIVERY PLAN</u>	
	Impact of Report
Aberdeen City Council Policy Statement	The proposals within this report support the delivery of Policy Statement 10 – Build 2,000 new Council homes and work with partners to provide more affordable homes.
Aberdeen City Local Outcome Improvement Plan	
Prosperous Economy Stretch Outcomes	The proposal within this report supports the delivery of LOIP Stretch Outcome 1 – 10% increase in employment across priority and volume growth sectors by 2026. The paper seeks approval for the allocation of funds which will help to deliver the LOIP Improvement Project Aim ‘to increase the number of people employed in growth sectors by 5% by 2021. The affordable housing programme represents

	significant investment in the city which contributes to a prosperous economy and relates to 1.1 of the LOIP.
Prosperous People Stretch Outcomes	The proposal within this report supports the delivery of Stretch Outcomes 11 - Healthy life expectancy (time lived in good health) is five years longer by 2026. The paper seeks approval for the allocation of funds which will help achieve the LOIP Improvement Project Aim “Supporting vulnerable and disadvantaged people, families and groups.”
Prosperous Place Stretch Outcomes	The proposal within this report supports the delivery of LOIP Stretch Outcome 14 – Addressing climate change by reducing Aberdeen's carbon emissions by 42.5% by 2026 and adapting to the impacts of our changing climate. The paper seeks approval for the allocation of funds which will help to contribute to the delivery of new build housing which is energy efficient.
Regional and City Strategies	The proposals within this report support the City Region Deal and the Strategic Development Plan through the delivery of affordable housing.
UK and Scottish Legislative and Policy Programmes	The report sets detail in relation to affordable housing which fulfils the requirements placed upon the Council by the Housing (Scotland) Act 1987.

8. IMPACT ASSESSMENTS

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

9. BACKGROUND PAPERS

9.1 Previous committee reports in relation to this are detailed below:

CHI 01 November 2016
 CHI 24 May 2017
 CGR 18 September 2018
 CGR 26 September 2019
 CGR 28 October 2020

10. APPENDICES

Appendix 1 – Strategic Housing Investment Plan 2022/23– 2026/27

Appendix 2 – Strategic Housing Investment Plan 2022/23– 2026/27 Tables

11. REPORT AUTHOR CONTACT DETAILS

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**Strategic Housing
Investment Plan
2022/23– 2026/27**

Contents

1. Introduction
2. Strategic Context
3. Aberdeen City SHIP 2022-2027
4. Prioritisation
5. Consultation
6. Resources
7. Wheelchair Accessible Housing
8. SHIP Summary
9. Council Approval of SHIP

1. Introduction

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

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

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

1.3 In 2020/21 there were 461 affordable housing completions which, despite the impacts of Covid-19, is the highest number of affordable homes delivered in Aberdeen through the Affordable Housing Supply Programme. As of 30 September 2021, 79 affordable housing completions have taken place across the city, with 806 units being projected for completion in 2021/22. The table below shows the location, developer and type of affordable homes completed in 2020/21.

Location	Developer	Type	No. of units
Council Buy Backs	ACC	Social Rent	76
George Street	ACC	Social Rent	3
Wellheads, Dyce	ACC	Social Rent	67
NHT Froghall	Grampian	Social Rent	19
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Rowett South	Places for People	Social Rent	19
Rowett South	Places for People	Mid-Market Rent	23
Rowett South	Places for People	Shared Equity	21
Total			461

2. Strategic Context

2.1.1 Local Housing Strategy

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

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

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

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

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

2.1.6 The SHIP is aligned with the priorities in the LHS, and the investment priorities are consistent with the strategic priorities. The delivery of affordable housing through the SHIP contributes to all but the one of the strategic priorities identified in the LHS; consumer knowledge, management standards and property condition are improved in the private rented sector.

2.2 Empty Homes

2.2.1 A full-time Empty Homes Officer has been in post since November 2018 to reflect the changing requirements of empty homes across the city and to ensure empty homes are brought back into use.

2.2.2 The Empty Homes Officer works with owners to bring empty properties back into use. As of 31 March 2021, 189 empty properties have been brought back into use with a further 80 as of September 2021. Work is ongoing with landlords and letting agents across the city to “match” people from housing waiting lists with owners/letting agents of empty Private Rented Sector properties through the council’s Matchmake to Rent Scheme.

2.2.3 The Council utilises the Council Tax (Variation for Unoccupied Dwellings) (Scotland) Amendments Regulations 2016 which allow local authorities to charge increased Council Tax on certain homes that have been empty for one year or more. The power contained in the Regulations is intended as an additional tool to help local authorities encourage owners to bring empty properties back into use, both to increase the supply of housing for those who need homes and to reduce the blight on communities caused by houses being left empty and allowed to fall into disrepair.

2.3 Gypsy/Travellers

2.3.1 The lack of suitable secure accommodation underpins many of the inequalities that may be experienced. It often leads to Gypsy/Travellers using public and private land to set up unauthorised encampments which sometimes creates tensions between Gypsy/Travellers and the settled community. Establishing new permanent and transit sites can help alleviate some of the problems that Gypsy/Travellers face.

2.3.2 In order to address this, the Local Development Plan 2017 has identified sites as part of the 25% affordable housing contribution offering opportunities to the north, west and south of the city. Grandhome, Newhills, and Loirston are considered most appropriate for on-site provision of smaller transit sites with a net area of approximately 0.5 hectares providing six pitches on each site. Provision at the remaining locations will take the form of a commuted sum (equivalent to 15 affordable units) as set out in the Local Development Plan Supplementary Guidance.

2.3.3 The Council has one permanent Gypsy/Traveller site at Clinterty. £1.8m has been identified through Council funds and £2.775m has been sought through the Scottish Government’s capital funding programme for Gypsy/Traveller accommodation to carry out capital works to this site. If the funding is approved, the site will be demolished and rebuilt to ensure it meets current and future needs of Gypsy/Travellers.

2.4 Rapid Rehousing Transition Plan (RRTP)

2.4.1 The strategic housing priorities in this SHIP are aligned and consistent with the priorities detailed in the LHS and the Council’s RRTP.

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

2.5 Child Poverty Action Plan Report

2.5.1 The Local Outcome Improvement Plan 2016-26 has been adopted as the local Child Poverty Action Plan for the years 2019-22. The SHIP links with the Child Poverty Action Plan and recognises that investment in the provision of affordable housing can reduce the costs of living which can directly impact on child poverty.

2.6 Buy-Back Policy

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

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

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

2.6.3 112 properties have been purchased through the buy-back scheme between 2019/20 and 2021/22.

3. Aberdeen City SHIP 2022 – 2027

3.1 The Aberdeen City Affordable Housing Programme details a range of affordable housing projects including RSL and Council Social Rent. It also includes RSL mid-market rent, and LAR Housing Trust mid-market rent as well as Low-Cost Home Ownership (LCHO) which are properties that housing developers will deliver directly.

3.2 In order to monitor the deliverability of projects, the council meets on a regular basis with the Scottish Government and/or RSLs to ensure projects are

progressing and to try to resolve any development constraints that arise which are slowing down or preventing delivery.

3.3 Officers of the council are also consulted on planning applications which presents opportunities to inform developers to contact RSLs at an early stage to discuss the affordable housing requirements. This is helpful because many of the projects coming forward in the SHIP are reliant on Section 75 Agreements being completed. Many of the RSLs in Aberdeen do not have the financial capacity to compete with developers to acquire sites for their own use, therefore the SHIP is reliant on Section 75 Agreements to deliver affordable housing.

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

4. Prioritisation

4.1 Projects submitted have been assessed using the following criteria:

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

5. Consultation

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

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

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

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

6. Resources

6.1 Through the Affordable Housing Supply Programme, the Scottish Government has confirmed the Resource Planning Assumptions (RPA) from 2021/22 – 2025/26. However, for planning purposes, the 2025/26 RPA has been used as the basis of funding for the final year of this SHIP period.

Year	2022-23	2023-24	2024-25	2025-26	2026-27	Total
Allocation(m)	£16.026	£15.981	£16.037	£16.302	£16.302	£80.648

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

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

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

6.4.1 Local authorities have the discretion to reduce or retain the Council Tax discount on second homes and long-term empty properties. Aberdeen City Council uses this power, and the additional income is retained locally and used as grant funding for Aberdeen City Council for the provision of new-build affordable social housing.

6.4.2 Income received and paid up to 31 March 2021 is shown below.

	£
Income received	22,808,176
Paid/Committed	20,876,528
Available Balance (at 31.3.21)	1,931,648

6.4.3 The Council Tax on second homes and long-term empty properties provided an income of £1.973m in 2020/21. Based on current void rates in both the private and public sector, projected annual income is assumed to be around this figure, but shall be closely monitored every year and assumptions adjusted accordingly. These funds are disbursed by the City Growth & Resources Committee to support the delivery of affordable housing.

6.5 Section 75 Affordable Housing Contributions

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

6.5.2 Such agreements to date have provided an income as detailed at 6.5.3. These payments are linked to completions on site therefore it is difficult to accurately predict the total to be collected during 2022/23.

6.5.3 Section 75	£
Income received	13,138,229
Interest received	204,597
Total Received	13,342,826
Grants previously paid to RSL	3,620,991
Grants previously paid to ACC	8,055,517
Grants committed to ACC	1,561,042
Set aside (advertising)	5,000
Available Balance (at 31.3.21)	100,276

6.5.4 The funding comes with a requirement to be spent within five - seven years of receipt and must be held in an interest-bearing account. Aberdeen City Council has utilised all funds received up until February 2020. There is therefore no likelihood that any money would have to be repaid to developers, permitting Aberdeen City Council to disburse further grant up until February 2025.

6.6 Local Authority Funding

6.6.1 The council is significantly investing in the delivery of affordable housing using funding from a variety of sources including Council Tax second homes and long-term empty properties detailed at 6.4 above, Developer Obligations detailed at 6.5 above, Council Housing Revenue Account – Capital from Current Revenue and Council Borrowing from Public Works Loan Board. These sources of funding alongside grant which may be available through the Affordable Housing Supply Programme will enable the council to deliver its ambitious new build programme.

7. **Wheelchair Accessible Housing**

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

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

7.2 Evidence Base

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

7.2.2 The Housing Needs Assessment Team (HNAT) assess and prioritise applicants with particular needs for Council housing. The table below shows the number of applicants and their housing requirements, including those who need fully wheelchair accessible accommodation. It shows that 1,255 people require ground floor accommodation, 102 require level access and 65 require full wheelchair accessible design.

	1 bed	2 bed	3 bed	4 bed	5 bed	Total
Ground Floor	993	152	83	21	6	1,255
First Floor	59	58	69	20	4	210
Level access	65	35	11	4	1	116
Wheelchair access	26	26	10	1	2	65
Able for stairlift	0	4	3	0	0	7
Community Alarm recommended	16	6	0	0	0	22
Extra Bedroom	0	33	37	22	3	95
Other or multiple recommendations	977	164	94	36	7	1,278
Total	2,136	478	307	104	23	3,048

7.2.3 In 2020/21 there has been a reduction in the number of applicants applying for accessible housing. There has been a 7.8% reduction in applications for those requiring ground floor accommodation, falling from 1,361 to 1,255; 14% increase for those applying for level access, rising from 102 to 116. The number of people applying for fully wheelchair accessible housing has remained relatively stable, showing only a 2% reduction from 67 to 65 applicants. This demonstrates the ongoing requirement for accessible housing. It should be noted that the response to the pandemic and Covid-19 restrictions may have had an impact on the number of housing applications received during 2020/21.

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

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

7.3 Approach to increase provision

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

- 7.3.2 Aberdeen City's Health and Social Care Partnership's Strategic Plan identifies the challenges of an ageing population and the desire to support people in a community setting. To meet these challenges an adequate supply of good quality accessible housing needs to be in place. The Housing Contribution Statement that underpins the role that housing plays was refreshed in 2018/19 and can be accessed here: <https://www.aberdeencityhscp.scot/globalassets/governance/housing-contribution-statement-2019.pdf>. The next iteration of the Strategic Plan is under development. An innovative approach will be adopted to ensure that housing's contribution forms an integral part of the plan. Joint consultation is underway to determine strategic priorities and actions and the refreshed document is due to be published by April 2022.
- 7.3.3 The intended approach is to increase the overall provision of wheelchair accessible properties and is articulated in the Local Housing Strategy 2018 – 2023. This sets a 15% target for delivery of wheelchair accessible social rented housing.
- 7.3.4 The target for wheelchair accessible housing in affordable housing is in place and engagement with private developers will continue, to encourage an increased provision of wheelchair accessible housing across all tenures. Scotland's Fourth National Planning Framework Position Statement states our policies should reflect our diverse housing and accommodation needs, including the housing needs of older people and disabled people. We will work with developers to encourage more wheelchair accessible homes through National Planning Framework 4.
- 7.4 Number of wheelchair accessible homes
- 7.4.1 The LHS identifies an affordable housing target with a minimum 15% being fully wheelchair accessible.
- 7.4.2 The Council plans to deliver 2,000 new homes, which could deliver over 300 accessible properties. The current programme takes account of the needs of disabled people. The two sites at Smithfield and Manor Avenue which have already been completed has provided 44 houses and 16 flats that have been designed with a ground floor bedroom and accessible shower room. Phase one at Wellheads has delivered 67 units designed to housing for varying needs standards (Category B). Further sites at Craighill, Kincorth and Kaimhill will have at least 15% of the homes as fully wheelchair accessible which will significantly increase the numbers of wheelchair accessible homes across the city.
- 7.4.3 RSL partners are also encouraged to deliver a minimum 15% as fully wheelchair accessible where this is possible.

7.4.4 Based on the 15% target, there is the potential to provide 520 specialist provision properties which includes a commitment for 212 wheelchair accessible properties and 40 specialist provision properties for people who require supported accommodation through the SHIP by the council and RSL partners by 2026/27.

7.4.5 In relation to the private sector, the Council will make the case for greater numbers of accessible homes to be delivered during the consultation on National Planning Framework 4 (NPF4). Engagement with private developers will continue to encourage an increased provision of fully wheelchair accessible housing in the private sector, in line with the requirements of NPF4.

8. SHIP Summary

8.1 The SHIP 2022 – 2027 has the potential to provide up to 5,030 new affordable homes which will deliver significantly more units than are suggested in the affordable housing supply targets identified in the Local Housing Strategy. This will significantly help meet housing need and demand across the city.

8.2 Table 1 - Years 2022/3 – 2026/27

8.2.1 This table shows there is the potential to complete 5,030 affordable units during this period. If all the projects were to go ahead there would be a requirement for grant subsidy of £251.106m. Through the Affordable Housing Supply Programme, the Scottish Government has confirmed the Resource Planning Assumptions from 2021/22 – 2025/26. However, for planning purposes, the 2025/26 RPA has been used as the basis of funding for the final year of this SHIP period.

Year	2022-23	2023-24	2024-25	2025-26	2026-27	Total
Allocation(m)	£16.026	£15.981	£16.037	£16.302	£16.302	£80.648

8.2 Tables 2 & 3

8.2.1 These tables show potential projects which may be able to claim from the Housing Infrastructure Fund. One potential project at Greenferns has been identified.

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

8.3.1 This table shows there are no affordable housing projects to be funded completely out with the RPA.

8.4 Table 5.1- Council Tax Raised on Empty and Second Homes

8.4.1 The council continues to raise considerable funding for affordable housing through reducing the Council Tax discounts on empty and second homes and by applying the premium levy on long-term empty homes. The Council Tax income on second homes and long-term empty properties provided an income of £1.973m in 2020/21. These funds have committee approval to be disbursed to the council house new build programme.

8.5 Table - 5.2 Affordable Housing Policies (AHPs) Contributions

9.5.1 As part of Section 75 Agreements, developers can make a commuted payment in lieu of the provision of affordable housing. This funding is used to provide grant for affordable housing to RSL and Council projects. In 2020/21 a total of £0.106 was received. These funds have committee approval to be disbursed to the council house new build programme

9. Council Approval of SHIP

9.1 The SHIP and the associated spreadsheets 2022/23 – 2026/27 are recommended for approval by the City Growth & Resources Committee on 03 November 2021.

STRATEGIC HOUSING INVESTMENT PLAN 2022/23 - 2026/27

Table 1 - AFFORDABLE HOUSING SUPPLY PROGRAMME - Years 1-5 2022/23-2026/27

LOCAL AUTHORITY: Aberdeen City Council

PROJECT	PRIORITY	DEVELOPER	UNITS - TENURE					UNITS - BUILDING					UNITS - TYPE	DEVELOPER	APPROVAL DATE	FINANCIAL REQUIREMENT (£'000)					TOTAL ASHP UNITS REQUIRED OVER 5-YEAR PERIOD		
			Social Rent	Mid Market Rent	LCHD - Shared Equity	LCHD - Shared Ownership	Total Units	Refurb	On the Street	ASB	Total Units	GN				Specialist Provision	Financial Year (Estimated or Actual)	2022/23	2023/24	2024/25		2025/26	2026/27
Wellhead	High	Aberdeen City Council	283				283							283	Y	2019/20							0.000
Sunnyside	High	Aberdeen City Council	369				369						369	Y	2018/20								0.000
Kinloch	High	Aberdeen City Council	212				212	212	180	32			212	Y	2019/20								0.000
Craighill	High	Aberdeen City Council	50				50	50	58	41			50	Y	2020/21E								0.000
North Drive (Flydome)	High	Aberdeen City Council	30				30	30	22	8			30	Y	2020/21E	2.145							2.145
Comingsham Terrace (Flydome)	High	Aberdeen City Council	40				40	40	26	14			40	N	2020/23	2.860							2.860
Kambill	High	Aberdeen City Council	35				35	35	21	14			35	N	2020/23	2.052							2.052
City wide Council buy-back	High	Aberdeen City Council	200				200	200					200	N	2018/19	0.000							0.000
Greenfairs	Medium	Aberdeen City Council	350				350	350	298	52			350	N	2020/21E	13.950							13.950
East Woodroth	Low	Aberdeen City Council	52				52	52	44	8			52	N	2023/24								2.964
214 Auchmill Road	High	Aberdeen City Council	50				50	50	52	52			50	N	2020/23								0.000
Grandhome	High	Aberdeen City Council	95				95	95	81	14			95	N	2020/23	6.792							6.792
Grainhill	High	Aberdeen City Council	300				300	300	250	45			300	N	2020/23								21.450
Clevenhill	High	Aberdeen City Council	536				536	536	496	85			536	N	2023/23		19.162						19.162
Burhead	High	Grampian Housing Association	43	58			101	101		101			101	N	2019/20								0.000
Victoria Road School	High	Grampian Housing Association	50				50	41	9	50	43	7	50	Y	2019/20	3.500							3.500
77-79 Ross Accord Terrace	Medium	Grampian Housing Association	12				12	12		12			12	N	2021/22	0.840							0.840
102 Crown Street	Medium	Grampian Housing Association	9				9	9		9			9	N	2021/22	0.630							0.630
Maryfield House	Medium	Grampian Housing Association	6				6	6		6			6	N	2020/23	0.560							0.560
Fraghill site	Medium	Grampian Housing Association	95				95	95	66	9			95	N	2020/23	3.325	3.325						6.650
Oscar Road	Medium	Grampian Housing Association	28				28	28	24	4			28	N	2020/23	2.160							2.160
The Spire	Low	Grampian Housing Association		20			20	20		20			20	N	2020/23	0.880							0.880
15 Mabury Street	High	Hilcrest Homes	17				17	17		17			17	Y	2020/23	1.003							1.003
Kingavilla	High	Hilcrest Homes	20				20	20	18	2			20	N	2020/21								0.000
181 Union Street	High	Hilcrest Homes	17				17	17		17			17	N	2021/22	1.136							1.136
207 Union Street	High	Hilcrest Homes	25				25	25		25			25	N	2020/23	0.900	1.021						1.921
Stationfield (Falkland Avenue)	High	Hilcrest Homes	123	44			167	167	107	10			167	N	2020/21	2.794							2.794
Newton of Charleston	High	Hilcrest Homes	6				6	6		6			6	Y	2021/22	0.400							0.400
15-15 Auchmill Road	Medium	Hilcrest Homes	17				17	17	15	2			17	Y	2023/24	1.326							1.326
Grainhill Road	Low	Hilcrest Homes	18C		18C		18C			0			0	Y	2023/24								0.000
South Esplanade West	Low	Hilcrest Homes	26	13			41	41	39	2			41	N	2023/24	2.879							2.879
Grainhill	Low	Hilcrest Homes	72				72	72	62	10			72	Y	2021/22	2.664							2.664
Rosehill South	Low	Places for People Scotland/CRE	149	130			279	279	279				279	N	2024/25			6.000	6.000	6.000			18.000
Don Street	High	Caille Rock/Eidmar	25				25	25	25	25			25	N	2020/23	0.875	0.875						1.750
Crabstons	Medium	Places for People Scotland/CRE	75	60			135	135	135				135	N	2020/23	3.000	5.000	1.500					9.500
Montenap	Medium	Places for People Scotland/CRE	17	19			36	36	36				36	N	2020/23	3.500	1.000						4.500
May Braid Avenue	Medium	Places for People Scotland	6				6	6	6	6			6	N	2020/23	0.500							0.500
Colts	Medium	Places for People Scotland/CRE	6				6	6	6	6			6	N	2023/24	0.400							0.400
Brasside Primary School	High	Places for People Scotland	43				43	43	37	6			43	N	2020/23	2.000	1.354						3.354
Buckburn Primary School	High	Places for People Scotland	63				63	63	54	9			63	N	2020/23	3.000	1.914						4.914
Confey Primary School	High	Places for People Scotland	69				69	69	59	10			69	N	2020/23		3.000	2.982					5.982
Stoneywood Primary School	High	Places for People Scotland	44				44	44	37	7			44	N	2020/23			2.000	1.632				3.632
Millbank	Low	Caille Rock/Eidmar	20				20	20	20				20	N	2023/24	1.600							1.600
North Anderson Drive	High	Secretary Scotland Housing Association	118				118	118	106	12			118	Y	2017/18 E	4.350	4.081						8.431
Donade Phase 2	High	Secretary Scotland Housing Association	61				61	61	56	5			61	Y	2017/18 E	2.758	2.000						4.758
Peristy Den	High	Secretary Scotland Housing Association	150				150	150	128	22			150	TBC	2020/21	5.000	5.000	1.537					11.537
Confey Road	Low	Caithhill	7				7	7	6	1			7	N	2023/24	0.374							0.374
Bridge of Don	Low	Geopry	10				10	10	10				10	N	2021/22	0.760							0.760
Silverburn House	Low	Unknown	24				24	24	21	3			24	N	2020/21E								1.872
Aberdeen Exhibition Centre	Low	Unknown	35				35	35	30	5			35	N	2021/22E								2.730
Phobias	Low	Unknown		35			35	35	30	5			35	N	2024/25								2.730
Lobton	Medium	Unknown	23	31			54	54	46	8			54	N	2024/25	1.794	1.638						3.432
Headgirth Triangle	Medium	Unknown	25				25	25	21	4			25	N	2020/21E	1.425							1.425
Granton Place	Low	Unknown	9				9	9	9				9	N	2021/22	0.630							0.630
LCHD Doghacks	High	Unknown	1				1	1		1			1	N	2020/21	0.820							0.820
152 Don Street	Low	Unknown	86				86	86	73	13			86	N	2024/25				3.354	3.354			6.708
North Donade Road	Low	Unknown	167				167	167	142	25			167	N	2024/25				6.812	6.812			13.624
Comely House AB11 5AR	Low	Unknown	36				36	36	30	6			36	N	2020/23	2.730							2.730
Caledonian House AB19 1TH	Low	Unknown	47				47	47	40	7			47	N	2020/23	3.666							3.666
Lord Colton House, Fraser Place AB25 3UB	Low	Unknown	49				49	49	42	7			49	N	2020/23	3.822							3.822
Total			4566	399	35	6	5009	211	221	4038	5030	4491	510			58.447	66.260	51.559	55.339	21.911			261.106

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MORE HOMES DIVISION

STRATEGIC HOUSING INVESTMENT PLAN 2022/23 - 2026/27

LOCAL AUTHORITY: Aberdeen City Council

TABLE 5.1: COUNCIL TAX ON SECOND AND EMPTY HOMES(£0.000M)

	TAX RAISED OR IN HAND	TAX USED TO SUPPORT AFFORDABLE HOUSING	TAX CARRIED FORWARD TO SUBSEQUENT YEARS
Pre - 2019/20	18.835	8.099	10.736
2019/20	1.999		12.735
2020/21	1.973		14.708
	3.972		

TABLE 5.2: DEVELOPER CONTRIBUTIONS (£0.000M)

	SUMS			UNITS		
	RAISED OR IN HAND	USED TO ASSIST HOUSING	SUM CARRIED FORWARD TO SUBSEQUENT YEARS	AFFORDABLE UNITS FULLY FUNDED FROM CONTRIBUTIONS	UNITS PARTIALLY ASSISTED FROM CONTRIBUTIONS	UNITS TOTAL
Pre - 2019/20	£8.455	£7.075	£5.753		667	667
2019/20	£4.569	£0.000	5.949		0	0
2020/21	£0.106	£4.595	1.460		283	283
	£4.675					

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ABERDEEN CITY COUNCIL

COMMITTEE	City Growth and Resources
DATE	10 November 2021
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Bus Lane Enforcement Programme Refresh
REPORT NUMBER	COM/21/253
DIRECTOR	Gale Beattie
CHIEF OFFICER	David Dunne
REPORT AUTHOR	Nicola Laird
TERMS OF REFERENCE	2.1.2

1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to provide an update on the status of the current Bus Lane Enforcement (BLE) programme and to seek approval for the programme to be refreshed with a new application process that better meets current Council priorities.

2. RECOMMENDATIONS

That the Committee:-

- 2.1 Note the progress on the projects funded from the Bus Lane Enforcement programme up to 2021/22, as detailed in Appendix 1;
- 2.2 Note that Council priorities have evolved since the Bus Lane Enforcement programme was last open to funding bids in 2018/19;
- 2.3 Instruct the Chief Officer – Strategic Place Planning to refresh the BLE programme for the 2022/23 financial year and beyond in terms of the Council's current priorities, as noted in 3.4 and 3.6, and report this to a future meeting of this Committee;
- 2.4 Agree that the current programme of legacy projects, as detailed in Appendix 2, should be completed before any new projects are progressed;
- 2.5 Agree to continue to fund the transport officer post as described in paragraph 3.8 to ensure continued management and compliance;
- 2.6 Agree to the use of the application form, as detailed in Appendix 3, for all new Bus Lane Enforcement projects; and
- 2.7 Note the Governance process for Bus Lane Enforcement projects, as detailed in Appendix 4.

3. BACKGROUND

- 3.1 The Bus Lane Enforcement Net Surplus Fund has been enabling the progress of projects which meet the aims of the Local Transport Strategy (LTS) since 2014. A summarised history of BLE and projects that have been progressed through the scheme is attached in Appendix 1.
- 3.2 The 2018/19 programme of expenditure of the net surplus generated from the Bus Lane Enforcement (BLE) cameras was approved by Strategic Commissioning Committee in May 2018 (Report Reference PLA/18/016). Though the majority of projects have been completed some are ongoing, with their financial allocations continuing into 2021/22. A list of legacy projects and their status is attached in Appendix 2. City Growth and Resources Committee agreed to close BLE to new applications in 2019 (Report Reference PLA/19/226) to allow the current programme of BLE to complete. It should be noted that officers have secured alternative external funding from Nestrans to help deliver the unreleased legacy projects that BLE has been unable to fund to this point in time.
- 3.3 It is considered appropriate to review the criteria for BLE applications due to the evolving priorities of the Council. It is also important to note the effect the Covid-19 pandemic has had on walking and cycling rates – significant increases have raised the profile of the need for more and well-maintained walking and cycling facilities. Whilst external capital funding can be sourced for new infrastructure or significant improvements, revenue funding for routine and/ or low-level maintenance cannot, and very limited revenue funds are available internally due to the significant demands on the revenue budget from council wide services.
- 3.4 It is proposed to amend the application process to follow a single scoring metric focusing on the key Council priorities:

Priority	
Walking, Wheeling and Cycling/ Net Zero (5)	
Public Transport (4)	
Shared Transport and Taxis (3)	
Freight (2)	
Other Vehicle (1)	

- 3.5 Applicants would pick one option that best fits the focus of their project. If more than one is applicable, then the highest rated one should be used. The revised application form is attached in Appendix 3.
- 3.6 The primary changes within the application process are an increase in focus on the social and environmental elements, and a streamlining of the modes benefited by the project. In addition to the above scoring, the following criteria

will also be identified to help provide weightings for projects where multiple submissions are classed as the highest priority:

- Their alignment to the Local Transport Strategy aims and objectives
- Their alignment to the stretch outcomes of the Local Outcome Improvement Plan
- Whether they complement or contribute to the City Centre Masterplan
- Whether they complement or contribute to Aberdeen's Net Zero vision
- Whether they complement the Regional Economic Strategy
- Whether they make use of or improve upon existing infrastructure

- 3.7 As part of the application process, the whole life cost of projects is identified. Although BLE projects could apply for future funding to cover maintenance of the interventions when required, this was never taken up. It is recommended that this option is made clearer within the new application process, and that the master programme for BLE includes a visualisation of the years where maintenance of approved schemes may be required and applied for. It is recommended that if a project is approved through BLE, future applications to cover maintenance should be prioritised in advance of new projects if they continue to meet the LTS objectives and Council priorities. This would allow maintenance of assets to be covered over their whole life on a project-by-project basis.
- 3.8 It is recommended that the Transport Officer post continues to receive funding from BLE at a cost of £60,000 per year. This is important to ensure that the BLE programme is able to be managed moving forward in full compliance of internal governance and the statutory legislation.
- 3.9 There is a need to define what contingency should be used for so that it can be made use of in appropriate circumstances. It is recommended that contingency should be kept aside in order to cover emergency response maintenance for assets created using BLE, such as flooding events. It is advised that the existing £10,000 would be appropriate but should be reviewed on an annual basis.
- 3.10 If there were funds available, up to £60,000 was to be made available for Offshore Europe on the years that it was in Aberdeen. Consideration needs to be given as to whether it is still appropriate to keep aside funding for this purpose in light of the current priorities of the Council. Consideration will be given to this should Members agree recommendation 2.3.
- 3.11 The Governance process for BLE following the powers delegated to officers in the Scheme of Governance, agreed March 2021, is attached in Appendix 4.

4. FINANCIAL IMPLICATIONS

- 4.1 The net surplus from BLE operations as of April 2021, which is generated from penalty charge notices from bus lane offences, was £278,000. This funding can only be used for projects identified as helping to meet the objectives of the LTS as per the requirements of the Bus Lane Contraventions (Charges, Adjudication and Enforcement) (Scotland) Regulations 2011. This surplus is enough to cover the released projects detailed in Appendix 2.

4.2 It should be noted that at the former Communities Housing and Infrastructure Committee in May 2017, a quarterly approach to releasing the BLE funding was approved to ensure effective utilisation (Report Reference CH/17/062). With good project management and communication channels in place, this approach has been demonstrated to work well and minimises risk of any potential overspend of BLE funds. Net surplus for Quarter 1 will be added to the available funding for the programme once it has been confirmed.

4.3 Table 1 provides a financial summary of 2021/22 programme as of April 2021.

	BLE 2021
Surplus available as of April 2021	£ 278,000
Committed Spend	£ 255,634
Remaining Surplus	£ 22,366

5. LEGAL IMPLICATIONS

5.1 The Bus Lane Contraventions (Charges, Adjudication and Enforcement) (Scotland) Regulations 2011 require that any sums paid to a local authority by way of charges under these Regulations must only be used to facilitate the achievement of policies in that authority's Local Transport Strategy.

5.2 Monitoring of project progress and financial out-turns is undertaken on a monthly basis and reported to the Transportation Programme Board (TPB).

5.3 The penalty charge notice (PCN) for the Bus Lanes cannot be increased without Scottish Ministers approval.

6. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
Strategic Risk	Delivery of measures approved through BLE 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	M	Work with other teams in ACC to maximise net surplus to deliver projects that meet the Council's priorities as they relate to the LTS.

	environment. Failure to deliver measures where there is evidence of their effectiveness could undermine the Council's ability to realise these aspirations.		
Compliance	BLE funding can only be used for projects identified as helping to meet the objectives of the LTS as per the requirements of the Bus Lane Contraventions (Charges, Adjudication and Enforcement) (Scotland) Regulations 2011. Approval of projects deemed as not meeting the objectives of the LTS would be non-compliant with the legislation.	L	The application process is robust and scores projects against the objectives of the LTS. All approved projects will be subject to the Councils Scheme of Governance and PMO toolkit, managed through the TPB.
Operational	There may be risks around the resource available for projects and the procurement of measures proposed, but these will be detailed and addressed as each project progresses.	M	Compliance with the Scheme of Governance and PMO toolkit and monitoring/ updating of project risk registers, change requests.
Financial	There may be a risk of being unable to spend funding due to resource capacity, or for there to be not enough funding to cover projects approved.	M	Continue to monitor progress and raise issues early so appropriate action can be taken through the Transportation Programme Board.
Reputational	As the BLE income is managed by the Council and used to implement projects which contribute to	M	Continue to monitor progress and raise issues early so appropriate action can be taken through the

	achieving LTS objectives, failure to deliver undermines the Council's commitments to improving the lives of those who live, work and visit Aberdeen.		Transportation Programme Board.
Environment / Climate	ACC's net zero vision and strategic infrastructure plan – energy transition: transport emissions are a significant contributor so increasing sustainable travel will be necessary to achieving this sector's required reduction.	L	The BLE programme works towards improving sustainable and active travel and thereby contributing to improved air quality and environment.
Legal	Failure to properly apply funds collected via Bus Lane Enforcement to projects linked to the Local Transport Strategy would leave the Council open to challenge from Scottish Ministers	L	Ensure that funds received for Bus Lane Enforcement continued to be used for applications relating to the Local Transport Strategy.

7. OUTCOMES

<u>COUNCIL DELIVERY PLAN</u>	
	Impact of Report
Aberdeen City Council Policy Statement	Facilitating and encouraging an increase in net zero transport, active travel and public transport usage through utilisation of BLE net surplus 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.
Aberdeen City Local Outcome Improvement Plan	

<p>Prosperous Economy Stretch Outcomes</p>	<p>The projects that will be funded by BLE support the delivery of the following Stretch Outcomes:</p> <ol style="list-style-type: none"> 1. No one will suffer due to poverty by 2026. 2. 400 unemployed Aberdeen City residents supported into Fair Work by 2026 3. 500 Aberdeen City residents upskilled/ reskilled to enable them to move into, within and between economic opportunities as they arise by 2026. <p>The development and delivery of active and sustainable travel infrastructure supports a range of economic policies and strategies that will benefit the economy and support access to key employment areas.</p>
<p>Prosperous People Stretch Outcomes</p>	<p>The projects that will be funded by BLE support the delivery of the following Stretch Outcomes:</p> <ol style="list-style-type: none"> 7. 95% of children living in our priority neighbourhoods will sustain a positive destination upon leaving school by 2026. 8. Child friendly city where all decisions which impact on children and young people are informed by them by 2026. 11. Healthy life expectancy (time lived in good health) is five years longer by 2026. <p>Active and sustainable travel are known to improve a number of health conditions, potentially increasing life expectancy. The projects funded by BLE will include measures to support, encourage and increase active and sustainable travel thereby also producing less greenhouse gas emissions and improving air quality.</p>
<p>Prosperous Place Stretch Outcomes</p>	<p>The projects that will be funded by BLE support the delivery of the following Stretch Outcomes:</p> <ol style="list-style-type: none"> 13. Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate. 14. Increase sustainable travel: 38% of people walking and 5% of people cycling as main mode of travel by 2026. <p>The projects funded by BLE will aim to increase active and sustainable travel which will contribute to reductions in carbon emissions and improvements in air quality.</p>
<p>Regional and City Strategies</p>	<p>The projects funded by BLE will support the Regional Transport Strategy, Strategic Development Plan, the Regional Economic Strategy, and locally the Local Transport Strategy, Aberdeen Active Travel Action Plan, Sustainable Urban Mobility Plan, Aberdeen City Centre Masterplan, LOIP, Air Quality Action</p>

	Plan, Local Development Plan and Aberdeen Net Zero Vision.
UK and Scottish Legislative and Policy Programmes	<p>The projects funded by BLE will contribute towards the delivery of the Scottish Government's National Transport Strategy (NTS2) and Cleaner Air for Scotland 2.</p> <p>The use of the BLE net surplus will meet the requirements of the Bus Lane Contraventions (Charges, Adjudication and Enforcement) (Scotland) Regulations 2011.</p>

8. IMPACT ASSESSMENTS

Assessment	Outcome
Impact Assessment	Full impact assessment not required as these will be undertaken as required for individual projects approved under the programme.
Data Protection Impact Assessment	Not required

9. BACKGROUND PAPERS

Previous Committee papers, which provide background to this report are included in Appendix 1.

[Aberdeen City Local Transport Strategy 2016-2021](#)

10. APPENDICES

Appendix 1 – History of BLE
Appendix 2 – Legacy Projects
Appendix 3 – Revised Application Form
Appendix 4 – Governance of BLE

11. REPORT AUTHOR CONTACT DETAILS

Name	Nicola Laird
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History of Bus Lane Enforcement Net Surplus Fund

- 1.1 On Monday 6 February 2012 the Scottish Government legislation for Local Authorities to enforce bus lanes came into force, with the first bus lane enforcement cameras becoming operational in March 2013 in Aberdeen.
- 1.3 As per the legislative requirements of the Scottish Statutory Instrument, any net surplus received from bus lane enforcement must be allocated towards achieving objectives, either directly or in-directly, relating to the Local Transport Strategy (LTS).
- 1.4 With agreement of Full Council, the Bus Lane Enforcement (BLE) net surplus fund was set up in 2014 to utilise surplus from the Bus Lane Enforcement scheme. Surplus is any income remaining once operational costs have been accounted for.
- 1.5 A list of potential schemes was submitted in January each year to be considered for funding from the BLE net surplus. Approved projects were released for funding as this became available. Initially this was on an annual basis, but this changed to quarterly in May 2017.
- 1.6 Since 2014 nearly £5million has been spent on projects including active travel, public transport and maintenance. In recent years, the level of net surplus available has reduced following increased compliance with the use of bus lanes.
- 1.7 The Bus Lane Enforcement Net Surplus Fund was put on hold to new applications in 2019 as there was not enough net surplus available to complete the already approved list of projects. It was agreed at City Growth and Resources Committee (25th April 2019 PLA/19/226) that the fund would remain closed until all approved projects were released. As of 2021, a number of approved projects are still to be released as per Appendix 2. In September 2021 most of these were transferred to other funding sources so that they could be progressed this financial year and allow the list of outstanding BLE projects to be cleared.
- 1.7 The history of projects approved for the fund, the decisions made regarding the scheme and the evolution of the application and funding allocation process is available through the annual committee reports on Bus Lane Enforcement, listed below.
 - [2014/15](#) (Item 29)
 - [2015/16](#) (Item 31)
 - [2016/17](#) (Item 34)
 - [2017/18](#) (Item 34)
 - [2018/19](#) (Item 7)
 - [2019/20](#) (Item 10)

- 1.8 There was no report in spring 2020 or 2021 due to the vacancy of the Senior Project Officer post that manages the BLE programme.

BLE Legacy Projects

Released Projects

Project	Job Number	Budget (including any other funding)	Spend to-date (as July 2021)	BLE Remaining	Projected out-tum	Status	Comments
Transportation Staff	RCB0042	£60,000.00	£24,121.30	£35,878.70	£60,000.00	Ongoing	
Flood Operations	RCB0046	£40,000.00	£19,972.00	£20,028.00	£34,951.00	Ongoing	Planned for completion this financial year
Glashieburn School Path	RCB0048	£20,000.00	£260.35	£19,739.65	£20,000.00	On Hold	To review the project costs and when resource will be available to take forward
Winter Maintenance Digitalisation	RCB0060	£50,000.00	£15,836.00	£34,164.00	£46,487.98	Ongoing	Planned for completion this financial year
ANPR Phase 2	RCB0061	£40,000.00	£26,973.82	£13,026.18	£40,000.00	Ongoing	Planned for completion this financial year
Core Path 61 Hazlehead Path	RCB063	£108,242.00	£6,345.33	£100,000.00	£100,000.00	Ongoing	Additional £8k on top of £100k BLE funding available from developer obligations. To complete this financial year
Bus shelter replacement	RCB0054	£8,676.08	£8,676.08	£0	£8,676.08	Completed	
		£326,918.08	£102,184.88	£222,836.53	£310,115.06		

Unreleased Projects

Project	Date Approved	Budget	Spend to-date	BLE Remaining	Status	Comments
River Don Path - Seaton Park	2018/19	£67,500.00	£0.00	£67,500.00	Removed	Additional funding in pot on top of BLE funding from developer obligations. As of September 2021 Nestrans have agreed to fund the project.
CP83 Southerhead Rd to Cove Crescent	2018/19	£64,000.00	£0.00	£64,000.00	Removed	Additional funding in pot on top of BLE funding from developer obligations. As of September 2021 Nestrans have agreed to fund the project.
CP6 Seaton Park to Car Park & Bus Parking Facility	2018/19	£36,500.00	£0.00	£36,500.00	Removed	As of September 2021 Nestrans have agreed to fund the project.
River Don Path Improvements Woodside - Persley	2018/19	£60,000.00	£0.00	£60,000.00	Removed	As of September 2021 Nestrans have agreed to fund the project.
Cycle Racks for Play Areas	2018/19	£10,000.00	£0.00	£10,000.00	Removed	As of September 2021 Nestrans have agreed to fund the project.
Crematorium Link Footpath	2018/19	£106,600.00	£0.00	£106,600.00	Not Started	
Powis and Seaton Bike Lockers	2018/19	£22,000.00	£0.00	£22,000.00	Removed	As of September 2021 Nestrans have agreed to fund part of the project.
Hazlehead Cemetery Disabled Parking	2018/19	£42,000.00	£0.00	£42,000.00	Removed	As of September 2021 Nestrans have agreed to fund the project.

BLE Project Proposal 2021/22

Project Name			
Author		Date	
Approved by SMT?		Date approved	
Approved by TPB?		Date approved	

1 Executive Summary
Describe the project and how it will contribute to the aims and outcomes of the Local Transport Strategy (LTS Aims and Outcomes can be found in Section 12):
What is/are the anticipated outcome(s) of this project?

2 Business Need
Why is the project needed? What triggered it? What are the business drivers and the current business situation? What strategic transportation objectives does it help deliver? What are the risks to the Council if the project does not go ahead? What kind of tangible measurable benefits will the project provide?

3 Options
Describe any of the currently identified options of how the project will be delivered (<i>Any project where an option appraisal has not been carried out will not be considered</i>).

BLE Project Proposal 2021/22

4 Whole Life Costs and Project Spend Profile

Outline the total costs of the project, also detail additional funding streams that will potentially contribute to this project

Detail future years where maintenance is expected to be required following completion of the project. All projects approved through BLE will be prioritised in applications for future maintenance although it will be up to Project Managers to apply for this when needed and will be dependent on sufficient funds being available within the BLE budget.

This projected spend profile will be used to inform the Project Status Report if the application is successful. *(This should influence Key Milestones in Section 5)*

Month (21/22)	Projected Spend (£)
April	
May	
June	
July	
August	
September	
October	
November	
December	
January	
February	
March	
Total	
Future Year Project Spend (if required)	Projected Spend (£)
2022/23	
2023/24	

Maintenance Requirement	Year	Projected Cost (£)

Project Investment = £

Project Maintenance = £

Project Whole Life Cost (Investment + Maintenance)

£

5 Milestones and Timescales

Detail any planned or agreed dates, milestones, completion dates, required delivery deadlines or other time constraints on the project or the affected business areas.

Milestone	Start Date	Due Date

6 Dependencies

List those projects, initiatives, key decisions or other activities outside the control of the project that may influence the project or present a risk to its success.

7 Resources

Please define time, costs and resources that would be utilised in the progression of the project, including any internal teams.

Resource	Activity	Timescale

8 Risks

Detail any risks that may cause milestone slippage

Conflicting workload pressures may cause timeline to slip

10 Promotion and Communication

Detail any promotion and communication (media releases, website updates) that would be involved with this project. *(this should influence Key Milestones in Section 5)*

11 Scoring of Project Against Transport Modes

Please indicate (x) which transport priority this proposal will benefit following the definitions below. If more than one is applicable, please choose the highest scoring one (scores in brackets).

Priority	
Walking, Wheeling and Cycling/ Net Zero (5)	
Public Transport (4)	
Shared Transport and Taxis (3)	
Freight (2)	
Other Vehicle (1)	

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Definitions

Walking, Wheeling and Cycling: Improving or developing active travel including incentives, education and infrastructure for both recreational use and commuting.

Net Zero: Complementing or contributing to the Aberdeen Net Zero vision including through incentives, education, services and infrastructure.

Public Transport: Improving or developing the Public Transport network, including through incentives, services and infrastructure for bus and rail.

Shared Transport and Taxis: Improving or developing shared transport facilities and infrastructure, including bike hire, car club, taxis and private hire.

Freight: Improving or developing the Freight network, including initiatives, education and infrastructure.

Other vehicle: Any other mode

12 Relevance of Project Against Council Priorities

Please tick what aims and outcomes of the LTS and LOIP this proposal contributes towards:

LTS Aims	
A transport system that enables the efficient movement of people and goods.	
A safe and more secure transport system	
A cleaner, greener transport system	
An integrated, accessible and socially inclusive transport system	
A transport system that facilitates healthy and sustainable living	
LTS Outcomes	
Increased modal share for public transport and active travel	
Reduce the need to travel and reducing dependence on the private car	

BLE Project Proposal 2021/22

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	
LOIP Stretch Outcomes	
Economy	
No one will suffer due to poverty by 2026	
400 unemployed Aberdeen City residents supported into Fair Work by 2026	
500 Aberdeen City residents upskilled/ reskilled to enable them to move into, within and between economic opportunities as they arise by 2026	
People (Children and Young People)	
95% of children (0-5 years) will reach their expected developmental milestones by the time of their child health reviews by 2026.	
90% of Children and young people will report that their experiences of mental health and wellbeing have been listened to by 2026.	
As corporate parents we will ensure 95% of care experienced children and young people will have the same levels of attainment in education, health and emotional wellbeing, and positive destinations as their peers by 2026	
95% of children living in our priority localities will sustain a positive destination upon leaving school by 2026	
Child friendly city where all decisions which impact on children and young people are informed by them by 2026	
30% fewer young people (under 18) charged with an offence by 2026	

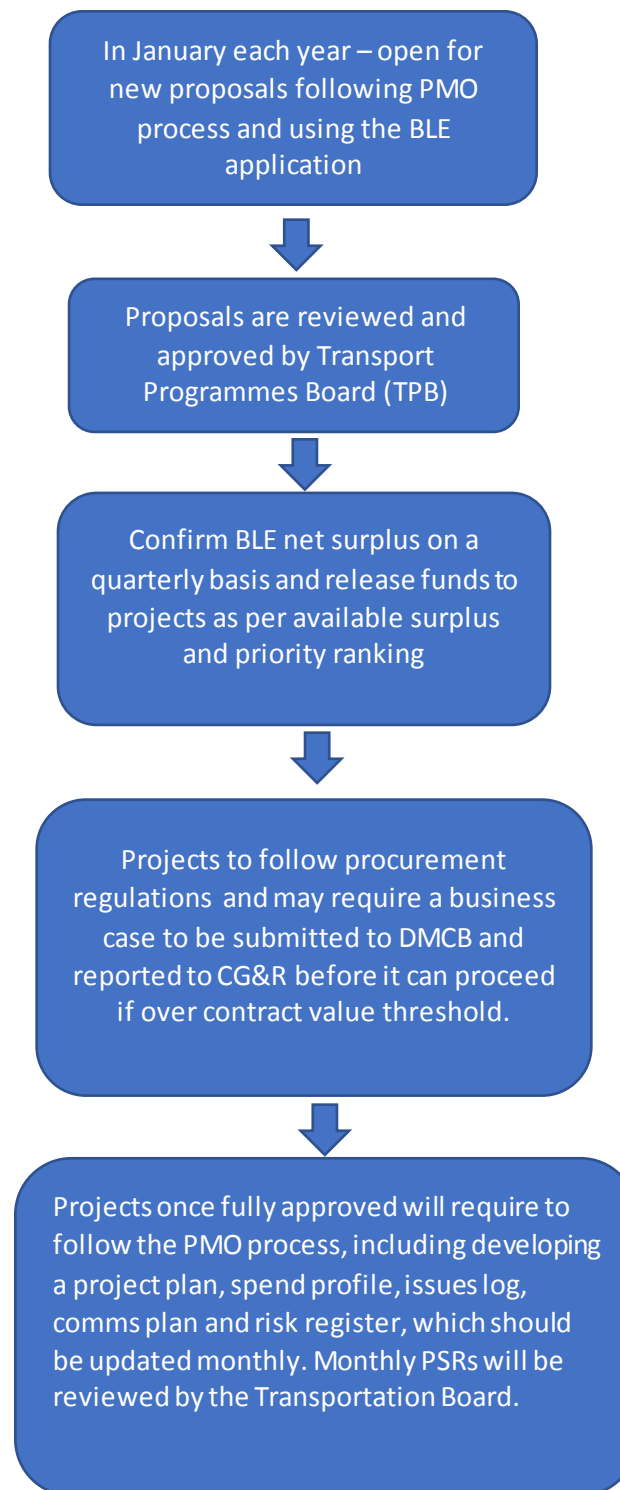
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People (Adults)	
25% fewer people receiving a first ever Court conviction and 2% fewer people reconvicted within one year by 2026	
Healthy life expectancy (time lived in good health) is five years longer by 2026	
Rate of harmful levels of alcohol consumption reduced by 4% and drug related deaths lower than Scotland by 2026	
Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate	
Increase sustainable travel: 38% of people walking and 5% of people cycling as main mode of travel by 2026	
Addressing the nature crisis by protecting/managing 26% of Aberdeen's area for nature by 2026	
Additional Questions	Yes
Does this project positively benefit an area of high deprivation (decile 1-3) as per SIMD ?	
Does this project contribute to the operation or success of the Aberdeen Low Emission Zone ?	
Does this project contribute to Aberdeen's net zero vision ?	
Does this project contribute to the realisation of the City Centre Masterplan ?	
Does this project contribute to the realisation of the Regional Economic Strategy Action Plan ?	
Which stage of the 'Sustainable Investment Hierarchy' does this project best represent? (choose a maximum of two)	
Reducing the need to travel unsustainably	
Maintaining and safely operating existing assets	
Making better use of existing capacity	
Targeted infrastructure improvements	

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13 Document Revision History			
Version	Reason	By	Date

BLE Governance Process



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ABERDEEN CITY COUNCIL

COMMITTEE	City Growth and Resources
DATE	10 November 2021
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Fleet Replacement Programme
REPORT NUMBER	OPE/21/242
DIRECTOR	Rob Polkinghorne
CHIEF OFFICER	Mark Reilly
REPORT AUTHOR	John Weir
TERMS OF REFERENCE	1.1.5

1. PURPOSE OF REPORT

- 1.1 This report provides Committee with the refreshed Fleet Asset Management Plan (Appendix A) which identifies age and replacement plans for all vehicles and plant to provide assurance on effective identification of assets to populate the Phase 2 Fleet Replacement Programme for 2021/22 (Appendix B) and future Fleet Replacement requests.

2. RECOMMENDATION(S)

That the Committee: -

- 2.1 Notes the refreshed Fleet Asset Management Plan and supports use of the Plan to identify future replacement requests;
- 2.2 Notes that a detailed infrastructure plan is being developed by the Corporate Landlord as per [Recommendation \(b\) of Article 6 – Fleet Replacement Programme from the Committee meeting of 11 May 2021](#), to inform future Fleet Replacement Programme requests to support an increased number of alternative fuel vehicles and plant;
- 2.3 Approves the phase 2 Fleet Replacement Programme for 2021/22 (as detailed in Appendix B) and notes non-carbon fuelling technologies will be prioritised where these options exist; and
- 2.4 Delegates authority to the Chief Officer – Operations & Protective Services, following consultation with the Head of Commercial and Procurement Shared Services and Chief Officer – Finance, to consider and approve procurement business cases for vehicles and plant for the purposes of Procurement Regulation 4.1.1.2; then consult with the Convener, City Growth and Resources and thereafter to procure appropriate works and services, and enter into any contracts necessary for the vehicles without the need for further approval from any other Committee of the Council, within the current Capital budget.

3. BACKGROUND

- 3.1 The phase 1 Fleet Replacement Programme for 2021/22 was presented to Committee on 11 May 2021.
- 3.2 As previously reported, the purpose of the Fleet Replacement Programme is to ensure the Council maintains an optimum operating age profile of the Fleet to a maximum 7-year profile for HGV and vans to 5-year profile. The programme also provides for the replacement of an assortment of other vehicles, mobile plant and small hand-held plant which is plant is generally 3-years. This ongoing practice aims to minimise expensive repair costs and give an enhanced residual value of the asset on replacement.
- 3.3 The Fleet Asset Management Plan (FAMP) has been refreshed to better identify the replacement programme and includes carbon use data to reflect the Council's Net Zero ambition to work towards de-carbonising its in-house Fleet and introduce new vehicles with the latest technology with reduced emissions.
- 3.4 Whilst the FAMP reflects current asset type, the market availability and continuing development are such that like-for-like replacement may not be the default position should better options be identified. The Fleet Manager is actively scanning industry opportunities to identify best value and best asset replacement. As such Appendix B may require changes to the pricing options; which will be captured in appropriate business cases.
- 3.5 Council Officers are aware of increased manufacturing and delivery lead times involved with the Fleet Replacement Programme which is being monitored.
- 3.6 To maximise development of a greener fleet, all new purchases will be focused on hydrogen/electric power as the fuel of choice with alternative considerations of dual fuel and diesel as the current market and infrastructure permits. Existing vehicles which are not due for replacement will be considered for conversion to dual fuel. This strategy links into the [Local Outcome Improvement Plan 2016-26](#), the [Local Strategy Plan 2016-2021](#) and the [Nestrans Regional Transport Strategy 2013-35](#) for clean transport for the city and presents an improved on-the-road image to the citizens of Aberdeen.
- 3.7 Whilst alternative refuelling infrastructure is not sufficiently developed, but is planned, Fleet is working with manufacturers to allow for dual fuel (a vehicle that can operate on both diesel / hydrogen, or diesel / electric) capability so that the fleet age and environmental footprint remains optimised, with the associated benefits, and the ability to move the fleet onto alternative fuels is maximised.
- 3.8 The inclusion of these vehicles will increase our zero-emission fleet as we progress on our journey away from carbon fuel. The renewable energy vehicle market is being explored to identify latest innovation and development to adapt current vehicle procurement options towards the Council's greener ambitions.

- 3.9 Fleet is working in collaboration with Finance and other services to maximise the volume of alternative fuel powered vehicles and plant using the current capital budgets and is actively sourcing additional external grant funding. The Service is exploring alternative ways of funding fuel vehicle replacements.
- 3.10 The Fleet Replacement Programme continues to have a major dependency on a developed infrastructure to fully deliver non carbon fuels and is participating in the development of the infrastructure plan as directed by Committee on 11 May 2021. This does require to be reinforced to ensure a successful infrastructure and replacement plan is achieved.
- 3.11 Currently the Council is considering EV recharging facilities and capacity for future council fleet replacements, which follows from the report to this committee on 3 February 2021 “Electric Vehicle Framework for Aberdeen” COM/21/019. This work will need to be carried out and charging points strategically placed to align with the Estate footprint to ensure that all vehicles can be recharged prior to commencement of daily operational activities.
- 3.12 It is intended that any report submitted to a future meeting of this committee for further fleet replacements (for 2020/21 and beyond) in conjunction with options for the roll out of a strategical placed EV recharging infrastructure for the council fleet will utilise the Fleet Asset Management Plan along with known infrastructure developments and intentions. The Fleet Replacement Programme will be produced in collaboration with service users across the Council.
- 3.13 Current procurement processes are being actively supported by the Commercial and Procurement Shared Services (CPSS) team, to allow engagement with potential suppliers and negotiate procurement efficiencies where possible. The introduction of new fuel technologies is manifesting in the market as a wider range of purchase options, including variations of traditional contract hire / lease models. Fleet is actively reviewing these options in conjunction with Finance and CPSS with a view to identifying cost saving opportunities for the Council.

4. FINANCIAL IMPLICATIONS

- 4.1 The proposed programme for 2021/22 is contained within the £28.107 million budget profile for the Fleet Replacement Programme for financial years 2021/22 - 2025/26 approved by Council on 10 March 2021.
- 4.2 The longer vehicles are operated beyond this date the greater the risk of defects arising in these vehicles. If these vehicles continue to be operated, they will require additional maintenance which in turn will increase vehicle downtime and costs.

5. LEGAL IMPLICATIONS

- 5.1 The Council holds an Operator's Licence for the Council's fleet which is a Statutory Requirement. Vans and LGV vehicles have a limited optimum life. All vehicles have a planned replacement date. The longer vehicles are operated beyond this date the greater the risk of defects arising in these vehicles. If these vehicles continue to be operated, they will require additional maintenance which in turn will increase vehicle downtime and increase revenue costs. This may impact on the Council's Operator's Licence.

6. MANAGEMENT OF RISK

	Risk	Low (L), Medium (M), High (H)	Mitigation
Financial	Impact on the Revenue Budget for temporary hire of other vehicles and ongoing maintenance.	(M) (M)	Continued investment in the Fleet Replacement Programme including the introduction of alternative fuelled type vehicles may impact on the Capital Budget in the foreseeing future. New vehicles will reduce the need to hire vehicles to cover older vehicles and will reduce maintenance costs required to operate older vehicles. There is a risk that the transition from traditional carbon-based fuels to alternative fuelled vehicles may result in delays in the vehicle replacement programme. This may see an increase in maintenance and hire costs to temporarily bridge the gap of this technology transition.
Legal	Accumulating notices and warnings from regulatory bodies Revocation of Operator's Licence	(H) (M)	Continued investment in the Fleet Replacement Programme reduces the risk of failure to comply with the requirements of the Operator's Licence.

Employee	Skill Set	(M)	Technicians require modern skill sets to maintain the changing fleet from old to new technology.
Customer	All Services.	(L)	Non-replacement of vehicles and plant could impact on the ability of services to carry out their public duties.
Environment	No significant risk.	(L)	Replacement Programme will introduce alternative fuelled type vehicles which will reduce emissions and the Council's carbon footprint.
Technology	Modern Workshop	(L)	Adaption to existing workshop facilities and equipment aligned to changing industry technologies.
Reputational	Reputational damage from loss of Operator's Licence.	(M)	Fleet Replacement Programme will enable the council to continue to meet the requirements of Operator's Licence.

7. OUTCOMES

<u>COUNCIL DELIVERY PLAN</u>	
	Impact of Report
Aberdeen City Council Policy Statement	<p>The proposals within this report support the delivery of:</p> <p>Policy Statement 1 – Build up our existing strength in hydrogen technology.</p> <p>Policy Statement 14. Work with both governments in order to unleash the non-oil and gas economic potential of the City.</p>
Aberdeen City Local Outcome Improvement Plan	
Prosperous Economy Stretch Outcomes	The proposals within this report support the delivery of Stretch Outcomes 2 and 3. Investments in vehicles and equipment asset management will ensure fit for purpose council services, which benefit the wider economy of Aberdeen.
Prosperous People	Whilst this report has no direct impact on the

Stretch Outcomes Whilst	Prosperous People section of the LOIP, investment in vehicles and equipment will enhance staff experiences, with improvements in technical training for employees and productive time for services.
Prosperous Place Stretch Outcomes	<p>The Proposals within this report support the delivery of LOIP Stretch Outcome 14 – Addressing climate change by reducing Aberdeen’s carbon emissions by 42.5% by 2026 and adapting to the impacts of our changing climate.</p> <p>Aberdeen City Council is committed to reducing carbon emissions both within its operations and across the city as part of Net Zero Aberdeen. Reducing emissions from transport remains a challenge as it involves the need for behaviour change either in relation to changing method of transport or moving to the use of new and unfamiliar vehicle technology such as electric or hydrogen vehicles.</p> <p>Implementation of Telematics will result in a better understanding of Fleet usage and result in reductions on spend on fuel, tyres, wear and tear and increase utilisation of fleet vehicles. The introduction of the replacement Fleet Management system will give a better understanding of efficiencies within the Fleet Workshop which will result in providing improved information to all service users of vehicles and plant.</p>
Regional and City Strategies	<p>The proposals within this report support the Regional Economic Strategy & Action Plan, Energy Transition Vision, Strategic Infrastructure Plan, draft Regional Transport Strategy 2020, Local Transport Strategy, Hydrogen Strategy & Action Plan and Air Quality Action Plan by proposing procurement of appropriate net zero emission vehicles.</p> <p>The proposals within this report support the Regional Economic Strategy & Action Plan, Energy Transition Vision, Strategic Infrastructure Plan, draft Regional Transport Strategy 2020, Local Transport Strategy, Hydrogen Strategy & Action Plan and Air Quality Action Plan by proposing procurement of appropriate net zero emission vehicles.</p>
UK and Scottish	The recommendations in this report contribute to

Legislative and Policy Programmes	<p>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 sets out the City's plans to meet the Scottish Government's Climate Change (Emissions Reduction Targets) (Scotland) Act 2019.</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>
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8. IMPACT ASSESSMENTS

Assessment	Outcome
Impact Assessment	Full EHRIA not required
Data Protection Impact Assessment	Not required

9. BACKGROUND PAPERS

Fleet Replacement Programme – 11 May 2021

10. APPENDICES (if applicable)

Appendix A: Fleet Asset Management Plan

Appendix B: Projected Spend, Fleet Replacement Programme

11. REPORT AUTHOR CONTACT DETAILS

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01224 489312

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Asset Type Name	Date In Service	Vehicle Age in Years	Renewal Date	Fleet Number	Make Model Derivative	Current Allocation_Organisation Structure_Parent Level 2	Current Allocation_Organisation Structure_Parent Level 1	Vehicle Asset Carbon Footprint Vehicle Projected Annual Distanc	Vehicle Asset Carbon Footprint Vehicle Projected Life Distance
Specially Fitted Vehicle < 3500kg (Commercial < 3500kg)	10/01/2006	16	10/01/2011	4448	Olympia OLYMPIA ICE SCRAPING MACHINE	Commissioning	ALEOs		
Dropside > 3500kg (Commercial > 3500kg)	08/05/2006	16	08/05/2011	4483	DAF CF FA CF 75.250 DAY	Roads and Infrastructure Services	Roads Maintenance		
Street Cleansing < 3500kg (Commercial < 3500kg)	01/02/2007	15	01/02/2012	1051	PEDESTRIAN SWEEPER PEDESTRIAN SWEEPER	Educ - Primary/Secondary Schools	Lochside Academy		
Line Painter > 3500kg (Commercial > 3500kg)	30/03/2005	17	30/03/2012	4434	DAF LF FA LF 45.150 DAY	Roads and Infrastructure Services	Roads Maintenance		
Van T/Lift > 3500kg (Commercial > 3500kg)	18/10/2007	14	18/10/2012	4543	IVECO EURO CARGO ML120E18S DAY	Roads and Infrastructure Services	Roads Maintenance		
Van < 3500kg (Commercial < 3500kg)	27/09/2008	13	27/09/2013	4687	FORD TRANSIT 280 LR	Fleet and Transport	Fleet		
Tipper < 3500kg (Commercial < 3500kg)	27/09/2008	13	27/09/2013	4690	FORD TRANSIT 350 DRW	Social Care	Unpaid Work Team		
Tipper > 3500kg (Commercial > 3500kg)	01/04/2009	13	01/04/2014	4727	DAF LF FA55.220 18T DAY E4 TPR	Roads and Infrastructure Services	Roads Maintenance		
Van < 3500kg (Commercial < 3500kg)	02/04/2009	13	02/04/2014	4717	FORD TRANSIT CONNECT T200 L SWB 75 TDCI T200 L SWB 75 TDCI	Fleet and Transport	Fleet		
Tipper > 3500kg (Commercial > 3500kg)	01/05/2009	13	01/05/2014	4734	DAF LF FA55.220 18T DAY E4 TPR	Roads and Infrastructure Services	Roads Maintenance		
Minibus 9-12 Seats (Minibus)	15/05/2007	15	15/05/2014	3030	PEUGEOT BOXER 335 L3H2 LWB SHR	Educ - Primary/Secondary Schools	Bucksburn Academy		
Van < 3500kg (Commercial < 3500kg)	29/01/2010	12	29/01/2015	4762	FORD TRANSIT CONNECT T200 LR	Waste Services	Other Waste Collection		
Van < 3500kg (Commercial < 3500kg)	16/03/2010	12	16/03/2015	4779	FORD TRANSIT CONNECT T200 LR	Galleries, Museums, Archives and Events	Art Gallery		
Pick-Up < 3500kg (Commercial < 3500kg)	01/07/2010	12	01/07/2015	4790	FORD RANGER XL 4X4 S/C TDCI	Environmental Services	Countryside Rangers		
Minibus 17+ Seats (Minibus)	20/11/2008	13	20/11/2015	7004	FORD TRANSIT 430 EF H/R JUMBO DRW DAY 100	Educ - Primary/Secondary Schools	Orchard Brae School		
Minibus 17+ Seats (Minibus)	20/03/2009	13	20/03/2016	4714	FORD TRANSIT 430 SHR BUS 17 STR	Fleet and Transport	Fleet Hire		
Minibus 17+ Seats (Minibus)	23/03/2009	13	23/03/2016	4715	FORD TRANSIT 430 SHR BUS 17 STR	Fleet and Transport	Fleet Hire		
Minibus 17+ Seats (Minibus)	07/09/2009	13	07/09/2016	1723	FORD TRANSIT 430 H/R BUS 17 STR	Educ - Primary/Secondary Schools	Aberdeen Grammar School		
Van < 3500kg (Commercial < 3500kg)	17/02/2012	10	17/02/2017	4826	FORD TRANSIT 350 SHR	Roads and Infrastructure Services	Roads Maintenance		
Pick-Up < 3500kg (Commercial < 3500kg)	21/02/2012	10	21/02/2017	4831	ISUZU RODEO TD RODEO DENVER MAX DCB	Environmental Services	Grounds Maintenance		
Dropside < 3500kg (Commercial < 3500kg)	21/02/2012	10	21/02/2017	4830	FORD TRANSIT 350 E/F DRW	Fleet and Transport	Fleet		
Tipper < 3500kg (Commercial < 3500kg)	13/03/2012	10	13/03/2017	4859	FORD TRANSIT 350 DRW				
Van < 3500kg (Commercial < 3500kg)	14/03/2012	10	14/03/2017	4862	FORD TRANSIT 350 EL H/R	Social Care	Unpaid Work Team		
Van < 3500kg (Commercial < 3500kg)	30/03/2012	10	30/03/2017	4871	RENAULT KANGOO ML19 DCI	Fleet and Transport	Fleet		
Van < 3500kg (Commercial < 3500kg)	30/03/2012	10	30/03/2017	4873	RENAULT KANGOO ML19 DCI	Place	Planning Development and Applications		
Van < 3500kg (Commercial < 3500kg)	30/03/2012	10	30/03/2017	4875	RENAULT KANGOO ML19 DCI	Fleet and Transport	Fleet		
Van < 3500kg (Commercial < 3500kg)	30/03/2012	10	30/03/2017	4876	RENAULT KANGOO ML19 DCI	Fleet and Transport	Fleet		
Van < 3500kg (Commercial < 3500kg)	30/03/2012	10	30/03/2017	4879	RENAULT KANGOO ML19 DCI	Fleet and Transport	Fleet		
Street Cleansing < 3500kg (Commercial < 3500kg)	04/04/2012	10	04/04/2017	5014	Green Machine ELECTRIC SWEEPER	Environmental Services	Street Sweeping Operations		
Minibus 17+ Seats (Minibus)	13/05/2010	12	13/05/2017	342	FORD TRANSIT 430 SHR BUS 17 STR	Educ - Primary/Secondary Schools	Lochside Academy		
Van T/Lift < 3500kg (Commercial < 3500kg)	31/07/2012	10	31/07/2017	4908	IVECO DAILY 35S13V	Galleries, Museums, Archives and Events	Art Gallery		
Tipper > 3500kg (Commercial > 3500kg)	01/09/2012	10	01/09/2017	4900	DAF CF FAT 85.410	Roads and Infrastructure Services	Roads Maintenance		
Tipper > 3500kg (Commercial > 3500kg)	31/01/2013	9	31/01/2018	5037	DAF LF FA 45.220	Roads and Infrastructure Services	Roads Maintenance		
Van < 3500kg (Commercial < 3500kg)	16/10/2013	8	16/10/2018	5164	RENAULT KANGOO MAXI LL21 CORE DCI	Environmental Services	Dog Warden Service		
Van < 3500kg (Commercial < 3500kg)	16/10/2013	8	16/10/2018	5165	RENAULT KANGOO MAXI LL21 CORE DCI	Environmental Services	Dog Warden Service		
Van < 3500kg (Commercial < 3500kg)	16/10/2013	8	16/10/2018	5166	RENAULT KANGOO ML19 DCI	Fleet and Transport	Fleet		
Van < 3500kg (Commercial < 3500kg)	16/10/2013	8	16/10/2018	5169	RENAULT KANGOO ML19 DCI	Roads and Infrastructure Services	Roads Maintenance		
Tipper > 3500kg (Commercial > 3500kg)	06/02/2014	8	06/02/2019	5264	DAF LF FA 55.250 TIPPER	Roads and Infrastructure Services	Roads Maintenance		
Street Cleansing > 3500kg (Commercial > 3500kg)	21/02/2012	11	21/02/2019	4836	NUFFIELD / BMC / LEYLAND ALL MODELS ALL VARIANTS	Fleet and Transport	Fleet Hire		
Van < 3500kg (Commercial < 3500kg)	03/03/2014	8	03/03/2019	5273	RENAULT KANGOO ML19 DCI	Roads and Infrastructure Services	Roads Maintenance		
Van < 3500kg (Commercial < 3500kg)	03/03/2014	8	03/03/2019	5275	RENAULT KANGOO ML19 DCI	Integrated Children's and Family Services	CSW - Residential and Youth Services		
Van < 3500kg (Commercial < 3500kg)	03/03/2014	8	03/03/2019	5274	RENAULT KANGOO ML19 DCI	Roads and Infrastructure Services	Roads Maintenance		
Van < 3500kg (Commercial < 3500kg)	05/03/2014	8	05/03/2019	5246	FORD TRANSIT 280	Fleet and Transport	Fleet		
Minibus 17+ Seats (Minibus)	07/03/2012	10	07/03/2019	4841	FORD TRANSIT 430 SHR BUS 17 STR	Strategic Place Planning (e.g. Transportation, Environmental, Housing)	Public Transport Unit Drivers		
Minibus 17+ Seats (Minibus)	07/03/2012	10	07/03/2019	4840	FORD TRANSIT 430 SHR BUS 17 STR	Strategic Place Planning (e.g. Transportation, Environmental, Housing)	Public Transport Unit Drivers		
Van > 3500kg (Commercial > 3500kg)	07/03/2014	8	07/03/2019	5371	FORD TRANSIT 350 H/R	Galleries, Museums, Archives and Events	Beach Ballroom		
Van < 3500kg (Commercial < 3500kg)	19/03/2014	8	19/03/2019	5282	RENAULT KANGOO MAXI LL21 CORE DCI	Building Services	Building Services		
Minibus 17+ Seats (Minibus)	27/03/2012	10	27/03/2019	4843	FORD TRANSIT 430 SHR BUS 17 STR	CSW - Residential and Youth Services	Craigielea Residential Unit		
Tipper < 3500kg (Commercial < 3500kg)	10/04/2014	8	10/04/2019	5301	FORD TRANSIT 350 DRW	Roads and Infrastructure Services	Roads Maintenance		
Tipper < 3500kg (Commercial < 3500kg)	10/04/2014	8	10/04/2019	5302	FORD TRANSIT 350 DRW	Fleet and Transport	Fleet		
Van < 3500kg (Commercial < 3500kg)	18/04/2014	8	18/04/2019	5247	FORD TRANSIT 280	Building Services	Building Services		
Street Cleansing < 3500kg (Commercial < 3500kg)	09/05/2014	8	09/05/2019	5378	PEDESTRIAN SWEEPER PEDESTRIAN SWEEPER	Environmental Services	Street Sweeping Operations		
Street Cleansing < 3500kg (Commercial < 3500kg)	09/05/2014	8	09/05/2019	5379	PEDESTRIAN SWEEPER PEDESTRIAN SWEEPER	Environmental Services	Street Sweeping Operations		
Van > 3500kg (Commercial > 3500kg)	18/06/2014	8	18/06/2019	5260	FORD TRANSIT 350 H/R	Fleet and Transport	Fleet		
Dropside < 3500kg (Commercial < 3500kg)	02/07/2014	8	02/07/2019	5397	FORD TRANSIT 350 DRW	Building Services	Building Services		
Dropside < 3500kg (Commercial < 3500kg)	02/07/2014	8	02/07/2019	5395	FORD TRANSIT 350 DRW	Building Services	Building Services		
Dropside < 3500kg (Commercial < 3500kg)	02/07/2014	8	02/07/2019	5396	FORD TRANSIT 350 DRW	Building Services	Building Services		
Dropside < 3500kg (Commercial < 3500kg)	02/07/2014	8	02/07/2019	5398	FORD TRANSIT 350 DRW	Building Services	Building Services		
Dropside < 3500kg (Commercial < 3500kg)	02/07/2014	8	02/07/2019	5399	FORD TRANSIT 350 DRW	Building Services	Building Services		
Minibus T/Lift 13-16 Seats (Minibus)	24/07/2012	10	24/07/2019	5000	MERCEDES SPRINTER 516 CDI C/C LWB	Strategic Place Planning (e.g. Transportation, Environmental, Housing)	Public Transport Unit Drivers		
Minibus T/Lift 13-16 Seats (Minibus)	24/07/2012	10	24/07/2019	5001	MERCEDES SPRINTER 513 CDI C/C LWB	Strategic Place Planning (e.g. Transportation, Environmental, Housing)	Public Transport Unit Drivers		
Minibus T/Lift 13-16 Seats (Minibus)	24/07/2012	10	24/07/2019	5003	MELLOR MINIBUS ALL VARIANTS	Strategic Place Planning (e.g. Transportation, Environmental, Housing)	Public Transport Unit Drivers		
Van < 3500kg (Commercial < 3500kg)	09/09/2014	8	09/09/2019	5458	RENAULT KANGOO ML19 DCI	Environmental Services	Grounds Maintenance		
Van < 3500kg (Commercial < 3500kg)	11/09/2014	8	11/09/2019	5461	RENAULT KANGOO MAXI LL21 CORE DCI	Libraries	Library Property and Admin		
Tipper > 3500kg (Commercial > 3500kg)	13/10/2014	7	13/10/2019	5484	IVECO DAILY 35C13	Environmental Services	Tree Squad		
Tipper > 3500kg (Commercial > 3500kg)	13/10/2014	7	13/10/2019	5485	IVECO DAILY 35C13	Environmental Services	Tree Squad		
Van < 3500kg (Commercial < 3500kg)	28/10/2014	7	28/10/2019	5462	RENAULT KANGOO MAXI LL21 CORE DCI	Building Services	Building Services		
Van < 3500kg (Commercial < 3500kg)	17/11/2014	7	17/11/2019	5465	RENAULT KANGOO MAXI LL21 CORE DCI	Fleet and Transport	Fleet		
Tipper < 3500kg (Commercial < 3500kg)	01/12/2014	7	01/12/2019	5502	FORD TRANSIT 350 DRW	Roads and Infrastructure Services	Roads Maintenance		
Tipper < 3500kg (Commercial < 3500kg)	01/12/2014	7	01/12/2019	5500	FORD TRANSIT 350 DRW	Roads and Infrastructure Services	Roads Maintenance		
Tipper < 3500kg (Commercial < 3500kg)	01/12/2014	7	01/12/2019	5501	FORD TRANSIT 350 DRW	Roads and Infrastructure Services	Roads Maintenance		
Tipper < 3500kg (Commercial < 3500kg)	01/12/2014	7	01/12/2019	5509	FORD TRANSIT 350 DRW	Environmental Services	Grounds Maintenance		
Minibus T/Lift 13-16 Seats (Minibus)	01/12/2012	9	01/12/2019	5006	IRIS.BUS DAILY 50C17 CCW	Strategic Place Planning (e.g. Transportation, Environmental, Housing)	Public Transport Unit Drivers		
Dropside < 3500kg (Commercial < 3500kg)	04/12/2014	7	04/12/2019	5512	FORD TRANSIT 350 DRW	Building Services	Building Services		
Tipper < 3500kg (Commercial < 3500kg)	04/12/2014	7	04/12/2019	5503	FORD TRANSIT 350 DRW	Roads and Infrastructure Services	Roads Maintenance		
Tipper < 3500kg (Commercial < 3500kg)	04/12/2014	7	04/12/2019	5504	FORD TRANSIT 350 DRW	Roads and Infrastructure Services	Roads Maintenance		
Van T/Lift < 3500kg (Commercial < 3500kg)	09/12/2014	7	09/12/2019	5505	FORD TRANSIT 350 C/C DRW	Waste Services	Other Waste Collection		
Tipper < 3500kg (Commercial < 3500kg)	09/12/2014	7	09/12/2019	5511	FORD TRANSIT 350 DRW	Environmental Services	Grounds Maintenance		
Tipper < 3500kg (Commercial < 3500kg)	09/12/2014	7	09/12/2019	5510	FORD TRANSIT 350 DRW	Environmental Services	Grounds Maintenance		
Tipper < 3500kg (Commercial < 3500kg)	09/12/2014	7	09/12/2019	5499	FORD TRANSIT 350 DRW	Social Care	Unpaid Work Team		

Van < 3500kg (Commercial < 3500kg)	17/12/2014	7	17/12/2019	5537	RENAULT KANGOO MAXI LL21 CORE DCI W/V	Waste Services	Other Waste Collection
Minibus T/Lift 13-16 Seats (Minibus)	16/01/2013	9	16/01/2020	5007	IRIS.BUS DAILY 50C17 CCW	Strategic Place Planning (e.g. Transportation, Environmental, Housing)	Public Transport Unit Drivers
Minibus T/Lift 13-16 Seats (Minibus)	16/01/2013	9	16/01/2020	5008	IRIS.BUS DAILY 50C17 CCW	Strategic Place Planning (e.g. Transportation, Environmental, Housing)	Public Transport Unit Drivers
Specially Fitted Vehicle < 3500kg (Commercial < 3500kg)	30/03/2015	7	30/03/2020	5660	MULTIHOG PLANER MULTIHOG PLANER	Roads and Infrastructure Services	Roads Maintenance
Van < 3500kg (Commercial < 3500kg)	30/04/2015	7	30/04/2020	5467	RENAULT KANGOO MAXI LL21 ZE	Fleet and Transport	Fleet
Van < 3500kg (Commercial < 3500kg)	30/04/2015	7	30/04/2020	5468	RENAULT KANGOO MAXI LL21 ZE	Fleet and Transport	Fleet
Minibus 17+ Seats (Minibus)	23/05/2013	9	23/05/2020	5114	FORD TRANSIT 460	Educ - Primary/Secondary Schools	Orchard Brae School
Gritter 4 Axle (Commercial > 3500kg)	23/07/2013	11	23/07/2020	5129	VOLVO FL FLH240 4X2 L1H1	Roads and Infrastructure Services	Roads Maintenance
Gritter 4 Axle (Commercial > 3500kg)	29/08/2013	12	29/08/2020	5149	MERCEDES ATEGO 2633B DAY	Roads and Infrastructure Services	Roads Maintenance
Tower Wagon (Commercial > 3500kg)	13/09/2013	9	13/09/2020	5151	IVECO DAILY 50C15V	Operations and Protective Services	Roads and Infrastructure Services
Tower Wagon (Commercial > 3500kg)	19/09/2013	9	19/09/2020	5152	IVECO DAILY 50C15V	Operations and Protective Services	Roads and Infrastructure Services
Gritter 4 Axle (Commercial > 3500kg)	11/10/2013	12	11/10/2020	5163	VOLVO FL FL814T 4X2 DAY	Roads and Infrastructure Services	Roads Maintenance
Specially Fitted Vehicle < 3500kg (Commercial < 3500kg)	20/10/2015	6	20/10/2020	5773	Trillo TRILLO SG 450 LEAF COLLECTOR	Environmental Services	Grounds Maintenance
Lift Truck > 3500kg (Commercial > 3500kg)	22/10/2013	10	22/10/2020	5171	COMBILIFT FORKLIFT COMBILIFT FORKLIFT	Building Services	Building Services
Lift Truck > 3500kg (Commercial > 3500kg)	01/11/2013	8	01/11/2020	5181	DAF LF55 220 18T HOOK LIFT	Roads and Infrastructure Services	Roads Maintenance
Lift Truck > 3500kg (Commercial > 3500kg)	01/11/2013	8	01/11/2020	5180	DAF LF55 220 18T HOOK LIFT	Roads and Infrastructure Services	Roads Maintenance
Tipper > 3500kg (Commercial > 3500kg)	01/02/2016	6	01/02/2021	5815	DAF TRUCKS LF LF 250 FA 18T CONSTRUCT	Roads and Infrastructure Services	Roads Maintenance
Tipper > 3500kg (Commercial > 3500kg)	01/02/2016	6	01/02/2021	5814	DAF TRUCKS LF LF 250 FA 18T CONSTRUCT	Roads and Infrastructure Services	Roads Maintenance
Tipper > 3500kg (Commercial > 3500kg)	01/02/2016	6	01/02/2021	5813	DAF TRUCKS LF LF 250 FA 18T CONSTRUCT	Roads and Infrastructure Services	Roads Maintenance
Minibus T/Lift 13-16 Seats (Minibus)	01/02/2014	8	01/02/2021	5251	IRIS.BUS DAILY 50C17 CCW	Strategic Place Planning (e.g. Transportation, Environmental, Housing)	Public Transport Unit Drivers
Minibus 17+ Seats (Minibus)	07/02/2014	8	07/02/2021	5257	FORD TRANSIT 430 SHR BUS 17 STR	Educ - Primary/Secondary Schools	Lochside Academy
Minibus T/Lift 13-16 Seats (Minibus)	05/03/2014	8	05/03/2021	5259	IVECO DAILY 50C17CC	Strategic Place Planning (e.g. Transportation, Environmental, Housing)	Public Transport Unit Drivers
Minibus T/Lift 13-16 Seats (Minibus)	05/03/2014	8	05/03/2021	5258	IVECO DAILY 50C17CC	Strategic Place Planning (e.g. Transportation, Environmental, Housing)	Public Transport Unit Drivers
Van < 3500kg (Commercial < 3500kg)	18/03/2016	6	18/03/2021	5821	CITROEN DISPATCH 1200 L2H1 HDI	Building Services	Building Services
Van < 3500kg (Commercial < 3500kg)	18/03/2016	6	18/03/2021	5822	CITROEN DISPATCH 1200 L2H1 HDI	Building Services	Building Services
Van < 3500kg (Commercial < 3500kg)	18/03/2016	6	18/03/2021	5823	CITROEN DISPATCH 1200 L2H1 HDI	Building Services	Building Services
Van < 3500kg (Commercial < 3500kg)	18/03/2016	6	18/03/2021	5825	CITROEN DISPATCH 1200 L2H1 HDI	Building Services	Building Services
Van < 3500kg (Commercial < 3500kg)	18/03/2016	6	18/03/2021	5826	CITROEN DISPATCH 1200 L2H1 HDI	Building Services	Building Services
Van < 3500kg (Commercial < 3500kg)	24/03/2016	6	24/03/2021	5897	CITROEN BERLINGO 750 LX L2 HDI	Building Services	Building Services
Van < 3500kg (Commercial < 3500kg)	24/03/2016	6	24/03/2021	5898	CITROEN BERLINGO 750 LX L2 HDI	Building Services	Building Services
Van < 3500kg (Commercial < 3500kg)	24/03/2016	6	24/03/2021	5899	CITROEN BERLINGO 750 LX L2 HDI	Building Services	Building Services
Van < 3500kg (Commercial < 3500kg)	24/03/2016	6	24/03/2021	5900	CITROEN BERLINGO 750 LX L2 HDI	Building Services	Building Services
Van < 3500kg (Commercial < 3500kg)	24/03/2016	6	24/03/2021	5901	CITROEN BERLINGO 750 LX L2 HDI	Building Services	Building Services
Van < 3500kg (Commercial < 3500kg)	24/03/2016	6	24/03/2021	5902	CITROEN BERLINGO 750 LX L2 HDI	Building Services	Building Services
Van < 3500kg (Commercial < 3500kg)	06/04/2016	6	06/04/2021	5904	CITROEN BERLINGO 750 LX L2 HDI	Building Services	Building Services
Van < 3500kg (Commercial < 3500kg)	06/04/2016	6	06/04/2021	5903	CITROEN BERLINGO 750 LX L2 HDI	Building Services	Building Services
Van < 3500kg (Commercial < 3500kg)	06/04/2016	6	06/04/2021	5905	CITROEN BERLINGO 750 LX L2 HDI	Building Services	Building Services
Van < 3500kg (Commercial < 3500kg)	06/04/2016	6	06/04/2021	5906	CITROEN BERLINGO 750 LX L2 HDI	Building Services	Building Services
Van < 3500kg (Commercial < 3500kg)	06/04/2016	6	06/04/2021	5907	CITROEN BERLINGO 750 LX L2 HDI	Building Services	Building Services
Van < 3500kg (Commercial < 3500kg)	07/04/2016	6	07/04/2021	5888	CITROEN RELAY 35 L2H2 HDI	Building Services	Building Services
Van < 3500kg (Commercial < 3500kg)	07/04/2016	6	07/04/2021	5890	CITROEN RELAY 35 L2H2 HDI	Building Services	Building Services
Van < 3500kg (Commercial < 3500kg)	07/04/2016	6	07/04/2021	5891	CITROEN RELAY 35 L2H2 HDI	Building Services	Building Services
Van < 3500kg (Commercial < 3500kg)	07/04/2016	6	07/04/2021	5892	CITROEN RELAY 35 L2H2 HDI	Building Services	Building Services
Van < 3500kg (Commercial < 3500kg)	07/04/2016	6	07/04/2021	5896	CITROEN RELAY 35 L2H2 HDI	Building Services	Building Services
Van < 3500kg (Commercial < 3500kg)	08/04/2016	6	08/04/2021	5889	CITROEN RELAY 35 L2H2 HDI	Building Services	Building Services
Van < 3500kg (Commercial < 3500kg)	08/04/2016	6	08/04/2021	5893	CITROEN RELAY 35 L2H2 HDI	Building Services	Building Services
Van < 3500kg (Commercial < 3500kg)	08/04/2016	6	08/04/2021	5894	CITROEN RELAY 35 L2H2 HDI	Building Services	Building Services
Van < 3500kg (Commercial < 3500kg)	12/05/2016	6	12/05/2021	5997	MERCEDES VITO 109 CDI	Environmental Services	Pest Control Expenses
Van < 3500kg (Commercial < 3500kg)	26/05/2016	6	26/05/2021	6006	CITROEN RELAY 35 L3H2 HDI	Environmental Services	Grounds Maintenance
Van < 3500kg (Commercial < 3500kg)	26/05/2016	6	26/05/2021	6005	CITROEN RELAY 35 L3H2 HDI	Environmental Services	Grounds Maintenance
Van < 3500kg (Commercial < 3500kg)	27/05/2016	6	27/05/2021	6002	MERCEDES SPRINTER 316 CDI LWB	Fleet and Transport	Fleet
Van < 3500kg (Commercial < 3500kg)	31/05/2016	6	31/05/2021	6023	MERCEDES VITO 109 CDI	Environmental Services	Pest Control Expenses
Tipper > 3500kg (Commercial > 3500kg)	01/06/2016	6	01/06/2021	6008	DAF TRUCKS LF LF 220 FA 12T	Roads and Infrastructure Services	Roads Maintenance
Tipper > 3500kg (Commercial > 3500kg)	01/06/2016	6	01/06/2021	6007	DAF TRUCKS LF LF 220 FA 14T	Roads and Infrastructure Services	Roads Maintenance
Tipper > 3500kg (Commercial > 3500kg)	01/06/2016	6	01/06/2021	6009	DAF TRUCKS LF LF 220 FA 12T	Roads and Infrastructure Services	Roads Maintenance
Tipper > 3500kg (Commercial > 3500kg)	15/06/2016	6	15/06/2021	5818	DAF TRUCKS LF LF 250 FA 18T CONSTRUCT	Roads and Infrastructure Services	Roads Maintenance
Tipper > 3500kg (Commercial > 3500kg)	15/06/2016	6	15/06/2021	5819	DAF TRUCKS LF LF 250 FA 18T CONSTRUCT	Roads and Infrastructure Services	Roads Maintenance
Van < 3500kg (Commercial < 3500kg)	05/07/2016	6	05/07/2021	6045	MERCEDES VITO 109 CDI	Early Intervention and Community Empowerment	Housing Management
Tipper > 3500kg (Commercial > 3500kg)	07/07/2016	6	07/07/2021	5817	DAF TRUCKS LF LF 250 FA 18T CONSTRUCT	Roads and Infrastructure Services	Roads Maintenance
Van < 3500kg (Commercial < 3500kg)	04/08/2016	6	04/08/2021	6067	MERCEDES VITO 109 CDI	Environmental Services	Pest Control Expenses
Van < 3500kg (Commercial < 3500kg)	11/08/2016	6	11/08/2021	6046	CITROEN RELAY 35 L2H2 BLUEHDI	Building Services	Building Services
Van < 3500kg (Commercial < 3500kg)	11/08/2016	6	11/08/2021	6050	CITROEN RELAY 35 L2H2 BLUEHDI	Building Services	Building Services
Van < 3500kg (Commercial < 3500kg)	11/08/2016	6	11/08/2021	6051	CITROEN RELAY 35 L2H2 BLUEHDI	Building Services	Building Services
Van < 3500kg (Commercial < 3500kg)	11/08/2016	6	11/08/2021	6054	CITROEN RELAY 35 L2H2 BLUEHDI	Building Services	Building Services
Van < 3500kg (Commercial < 3500kg)	12/08/2016	6	12/08/2021	6047	CITROEN RELAY 35 L2H2 BLUEHDI	Building Services	Building Services
Van < 3500kg (Commercial < 3500kg)	12/08/2016	6	12/08/2021	6048	CITROEN RELAY 35 L2H2 BLUEHDI	Building Services	Building Services
Van < 3500kg (Commercial < 3500kg)	12/08/2016	6	12/08/2021	6049	CITROEN RELAY 35 L2H2 BLUEHDI	Building Services	Building Services
Van < 3500kg (Commercial < 3500kg)	15/08/2016	6	15/08/2021	6052	CITROEN RELAY 35 L2H2 BLUEHDI	Building Services	Building Services
Van < 3500kg (Commercial < 3500kg)	15/08/2016	6	15/08/2021	6053	CITROEN RELAY 35 L2H2 BLUEHDI	Building Services	Building Services
Van < 3500kg (Commercial < 3500kg)	24/08/2016	6	24/08/2021	6061	CITROEN BERLINGO 750 LX L2 BLUEHDI	Operations	Operations and Protective Services
Gritter 4 Axle (Commercial > 3500kg)	21/10/2014	10	21/10/2021	5481	MERCEDES AXOR 3243K DAY	Roads and Infrastructure Services	Roads Maintenance
Gritter 4 Axle (Commercial > 3500kg)	22/10/2014	11	22/10/2021	5482	VOLVO FL FLH240 4X2 L1H1	Roads and Infrastructure Services	Roads Maintenance
Gritter 4 Axle (Commercial > 3500kg)	23/10/2014	11	23/10/2021	5483	VOLVO FL FLH240 4X2 L1H1	Roads and Infrastructure Services	Roads Maintenance
Minibus T/Lift 13-16 Seats (Minibus)	12/11/2014	8	12/11/2021	5252	IRIS.BUS DAILY 50C17 CCW	Strategic Place Planning (e.g. Transportation, Environmental, Housing)	Public Transport Unit Drivers
Van < 3500kg (Commercial < 3500kg)	12/01/2017	5	12/01/2022	6094	MERCEDES SPRINTER 316 CDI MWB	Waste Services	Other Waste Collection
Van < 3500kg (Commercial < 3500kg)	12/01/2017	5	12/01/2022	6095	MERCEDES SPRINTER 316 CDI MWB	Waste Services	Other Waste Collection
Flat Lorry (Commercial > 3500kg)	09/07/2015	7	09/07/2022	5684	DAF LF 250 4X2	Roads and Infrastructure Services	Roads Maintenance
Street Cleansing < 3500kg (Commercial < 3500kg)	18/07/2017	5	18/07/2022	6172	Green Machine ELECTRIC SWEEPER	Environmental Services	Street Sweeping Operations
Street Cleansing < 3500kg (Commercial < 3500kg)	18/07/2017	5	18/07/2022	6178	Green Machine ELECTRIC SWEEPER	Environmental Services	Street Sweeping Operations
Street Cleansing < 3500kg (Commercial < 3500kg)	18/07/2017	5	18/07/2022	6179	Green Machine ELECTRIC SWEEPER	Environmental Services	Street Sweeping Operations
Street Cleansing < 3500kg (Commercial < 3500kg)	18/07/2017	5	18/07/2022	6180	Green Machine ELECTRIC SWEEPER	Environmental Services	Street Sweeping Operations
Street Cleansing < 3500kg (Commercial < 3500kg)	31/07/2017	5	31/07/2022	6184	Nilfisk NILFISK CITY RANGER	Environmental Services	Street Sweeping Operations
Van < 3500kg (Commercial < 3500kg)	01/09/2017	5	01/09/2022	6743	RENAULT KANGOO MAXI I LL21 ZE BUSINESS	Strategic Place Planning (e.g. Transportation, Environmental, Housing)	Public Transport Unit Drivers
Minibus T/Lift 17+ Seats (Minibus)	13/10/2015	6	13/10/2022	5764	MERCEDES SPRINTER 513 CDI C/C MWB	Strategic Place Planning (e.g. Transportation, Environmental, Housing)	Public Transport Unit Drivers

Van < 3500kg (Commercial < 3500kg)	27/03/2019	3	6495	RENAULT MASTER MML35 BUSINESS DCI	Building Services	Building Services	1.39	0
Specially Fitted Vehicle > 3500kg (Commercial > 3500kg)	06/09/2006	16	4502	IVECO EUROCARGO ML100E18S DAY				
Specially Fitted Vehicle > 3500kg (Commercial > 3500kg)	15/05/2006	16	4446	DAF LF FA LF 55.220 DAY	Roads and Infrastructure Services	Roads Maintenance		
Specially Fitted Vehicle > 3500kg (Commercial > 3500kg)	01/06/2007	15	4555	DAF LF FA55.220 18T DAY E4	Roads and Infrastructure Services	Roads Maintenance		
Specially Fitted Vehicle > 3500kg (Commercial > 3500kg)	06/05/2014	8	5373	MERCEDES ECONIC 2629LLNLA	Roads and Infrastructure Services	Roads Maintenance		
Specially Fitted Vehicle > 3500kg (Commercial > 3500kg)	12/05/2014	8	5374	MERCEDES ECONIC 2629LLNLA	Roads and Infrastructure Services	Roads Maintenance		

Appendix B

Phase 2 Fleet Replacement Programme 2021/22

The list below is the Phase 2 Fleet Replacement Programme for 2021 / 2022 and 2022/2023 subject to further reviews during 2022/2023.

Asset Type to be Purchased	Number	Estimated List Prices		
		H2	EV	Diesel
Tower Wagons	4	<p>These are specialised vehicles which will require competitive tendering at which stage costs and fuel options will become known.</p> <p>Options are dependent upon infrastructure and technology available. Fleet will engage with suppliers to ensure best value is achieved by the procurement route selected. Full details will be included within business cases.</p> <p>The developing technology and infrastructure is a complex evolving arena which is under constant review by Fleet in order to inform procurement options.</p> <p>It is anticipated that this procurement can be funded from the existing Fleet Replacement line within the Capital Programme.</p>		
12T Tipper	1			
14T White Liner	1			
18T Drop side/Crane	1			
18T Jet Patcher	1			
18T Hook Lift	2			
18T Tipper	2			
26T Crash cushion	3			
26T Gritter	1			
26T Tipper	1			
24T Trailer	1			
Current List Price and/or Recent procurement costs (2021)				
Compact Sweeper	6	Unknown*	£191,499 (£1,148,994)	£76,870 (£461,220)
Welfare Buses	15	Unknown*	£257,082 (£3,856,230)	£81,657 (£122,4855)
3.5T Crew Cab Tippers	9	Unknown*	£53,276 (£479,484)	£35,000 (£315,000)
3.5T Drop Side	2	Unknown*	£58,400 (£116,800)	£30,980 (£61,960)
3.5T High Side Tippers	2	Unknown*	£61,000 £122,000)	£33,000 (£66,000)
3.5T Panel Van	1	Unknown*	£61,000 (£61,000)	£35,000 (£35,000)

4x4 Pick Up	3	Unknown*	Unknown	Unknown	
4x4 Pick Up Double Cab	1	Unknown*	Unknown	Unknown	
Luton Panel Van	1	Unknown*	£61,800 (£61,800)	£35,000 (£35,000)	
Small Van	15	Unknown*	£23,333 (£349,995)	£13,250 (£198,750)	
		Unknown* - whether this technology is available, is suitable and at what cost requires to be investigated			
Total Vehicles	73				
Total spend has not been included as this is a variable amount dependent on infrastructure and technology available					
Plant	<p>A Competitive Tender has been completed in respect of replacement plant which is estimated that upon award to the various bidders for various plant will be £116,000. Where carbon neutral power is an option this will be the default selection subject to regulatory hand/arm vibration considerations.</p>				

ABERDEEN CITY COUNCIL

COMMITTEE	City Growth and Resources Committee
DATE	10 November 2021
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	City Growth and Resources Committee Annual Effectiveness Report
REPORT NUMBER	COM/21/255
DIRECTOR	Gale Beattie, Director of Commissioning
CHIEF OFFICER	Fraser Bell, Chief Officer - Governance
REPORT AUTHOR	Mark Masson
TERMS OF REFERENCE	GD 8.5

1. PURPOSE OF REPORT

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

2. RECOMMENDATION

That Committee:-

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

3. BACKGROUND

Annual Reports on Committee Terms of Reference

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

- 3.3 As well as the CIPFA Accreditation, Committee Services also won SOLAR Administration Team of the Year in March 2020 in recognition of the introduction of the annual committee effectiveness reports and the process which allows Committees to examine how they can improve the way they do business, while providing assurance that they are undertaking their role effectively.
- 3.4 Data from the annual effectiveness reports has been used to inform the review of the Scheme of Governance, ensuring that Committee Terms of Reference were correctly aligned, and identifying any areas of the Terms of Reference which had not been used throughout the year in order that they could be reviewed and revised if necessary. The information from the effectiveness reports will also be used to feed into the Annual Governance Statement.
- 3.5 The reports provide a mechanism for each committee to annually review its effectiveness, including data on attendance, any late reports, referrals to Council and the number of times officer recommendations were amended, and to ensure that it is following its Terms of Reference.
- 3.6 Similarly, recording the sections or stretch outcomes of the Local Outcome Improvement Plan (LOIP) which apply to each report allows Members to be aware of the direct impact of any proposals before them on the LOIP, and gives a general overview at the end of each year of the number of reports which have had an impact on the LOIP stretch outcomes. Officers also actively review the data gathered to ensure that it aligns to the Council's operating model and decisions taken by the Council throughout the year.
- 3.7 Any comments from Members on areas of data that should be considered would be welcomed to ensure that Members are presented with meaningful data.
- 3.8 The annual report for 2020/2021 is therefore appended for the Committee's consideration. It should be noted that the annual reporting period for 2020/21 is longer than previous years due to the Covid-19 pandemic which resulted in a number of committee meetings being cancelled in the first half of 2020/21. Following consideration by the Committee, the report will be submitted to Full Council in December for noting.

4. FINANCIAL IMPLICATIONS

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

5. LEGAL IMPLICATIONS

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

6. MANAGEMENT OF RISK

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

7. OUTCOMES

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

8. IMPACT ASSESSMENTS

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

9. BACKGROUND PAPERS

None.

10. APPENDICES

- 10.1 City Growth and Resources Committee Annual Effectiveness Report (1 May 2020 to 31 October 2021).

11. REPORT AUTHOR CONTACT DETAILS

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City Growth and Resources Committee

Annual Effectiveness Report 2020/21

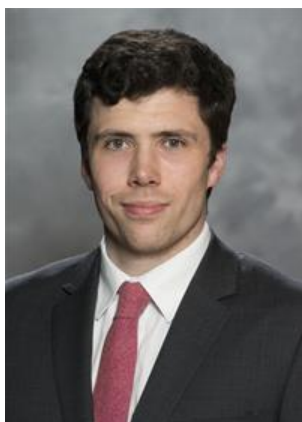


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1. INTRODUCTION

- 1.1 I am pleased to present the third annual effectiveness report for the City Growth and Resources Committee. This represents good practice in governance terms and evidences the Council's commitment to having achieved CIPFA accreditation.
- 1.2 This annual report is a good mechanism for the Committee to support the Council's improvement journey by demonstrating the ways that the Committee supports the principles of the Target Operating Model; contributes to the Local Outcome Improvement Plan, whilst also providing the opportunity to reflect on the business of the Committee over the past year and to look to the Committee's focus for the year ahead.
- 1.3 Following an audit from December 2020 to April 2021, the Council was praised by Scotland's Accounts Commission for significant further improvements made since the 2015 and 2008 Best Value reports. This included organisational restructuring and sound financial stewardship – helping the council deliver major building projects at pace, vital public services within budget, and at the same time make significant savings under the direction of the City Growth and Resources Committee. The Commission noted that the redesign of services and a move to a commissioning-led approach had meant the council was successfully on track to meet its £125 million five-year target.



Councillor Ryan Houghton
Convener, City Growth and Resources Committee.

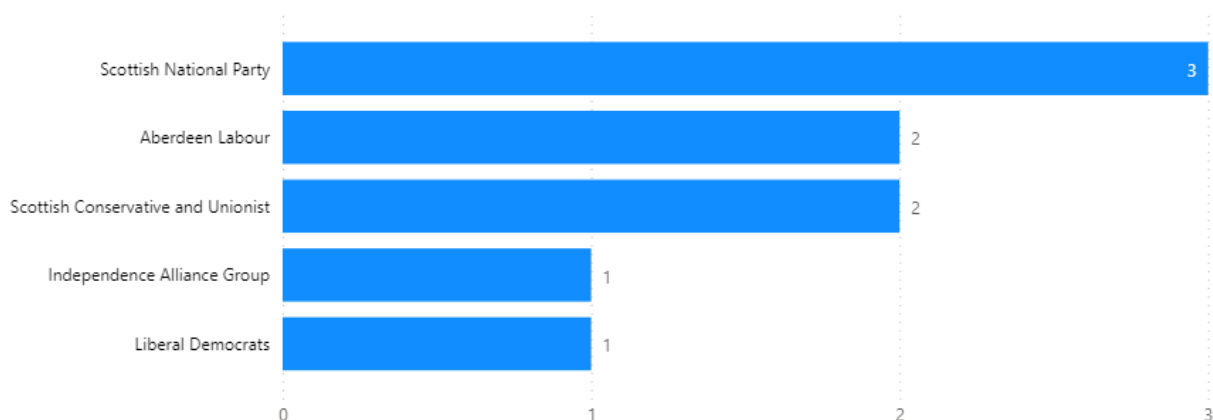
2. THE ROLE OF THE COMMITTEE

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

3. MEMBERSHIP OF THE COMMITTEE DURING 2020/2021

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

Committee Political Balance (Seats)



4. MEMBERSHIP CHANGES

- 4.1 During the reporting period Councillor Ryan Houghton replaced Councillor Douglas Lumsden MSP as the Convener and also as a member on the Committee; and Councillor Jenny Laing replaced Councillor Ross Grant as the Vice Convener.
- 4.2 In addition, Councillor John Cooke replaced Councillor Jackie Dunbar MSP, Councillor Freddie John replaced Councillor John Wheeler and Councillor Alex McLellan replaced Councillor Ciaran McRae as members on the Committee.

5. MEMBER ATTENDANCE

Member	Total Anticipated Attendances	Total Attendances	Substitutions	Nominated Substitute
Alex Nicoll	6	5		Alexander McLellan
Alexander McLellan	3	2	2	David Cameron
Ciaran McRae	3	2		Alexander McLellan
Douglas Lumsden	3	3	2	
Freddie John	3	1		Phillip Bell & Douglas Lumsden
Ian Yuill	6	6		
Jackie Dunbar	1	0		David Cameron
Jenny Laing	6	5		Barney Crockett
John Cooke	5	5		
John Wheeler	3	2		Ryan Houghton
Marie Boulton	6	5		Douglas Lumsden
Ross Grant	6	6		
Ryan Houghton	3	3	1	

6. MEETING CONTENT

6.1 During the 2020/2021 reporting period (1 May 2020 to 31 October 2021), the Committee had six meetings, one of which was a Special meeting and considered a total of 84 reports.

Terms of Reference

6.2 Of the 84 reports received, the following table details how the reports aligned to the Terms of Reference for the Committee. It is worth noting that some reports fall under more than one Terms of Reference.

6.3 A majority of reports have fallen under City Growth and Strategic Place Planning Remit 3.2 (approve the Council's actions for city growth and place planning except in relation to major infrastructural planning and the Local Development Plan); and Remit 3.3 (approve key actions required by the Council to facilitate the delivery of strategies (including partnership strategies) and the Inward Investment Plan to support city growth and place planning.

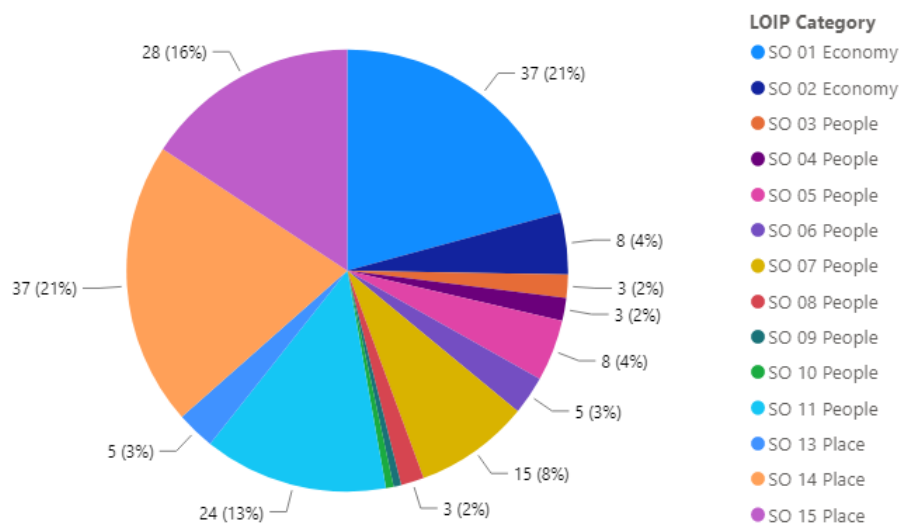
Terms of Reference

Terms of Reference	Count of Terms of Reference
General Delegations To Committees 8.5	1
Remit of Committee 2.1	2
Remit of Committee 1.1	19
Remit of Committee 1.1.2	1
Remit of Committee 1.1.3	1
Remit of Committee 1.1.4	1
Remit of Committee 1.1.5	1
Remit of Committee 1.1.6	1
Remit of Committee 1.1.7	9
Remit of Committee 1.1.8	1
Remit of Committee 1.1.11	1
Remit of Committee 2.1.1	6
Remit of Committee 2.1.2	2
Remit of Committee 2.1.3	2
Remit of Committee 2.1.4	4
Remit of Committee 2.1.5	8
Remit of Committee 2.1.6	2
Remit of Committee 2.2	2
Remit of Committee 3.2	24
Remit of Committee 3.3	25
Remit of Committee 4.1	17
Remit of Committee 4.4	5

6.4 Local Outcome Improvement Plan

The following table details how many reports had a link to the themes of the Local Outcome Improvement Plan. Stretch Outcomes from Aberdeen City Local Outcome Improvement Plan 2020/21 are attached as Appendix 2.

Reports with links to the LOIP



6.5 Reports and Committee Decisions

The following table details the outcome of the Committee's consideration of the 84 reports presented to it throughout the year.

Reports	Total
Number which were Exempt/Confidential	12
Number of reports where the Committee has amended officer recommendations	8
Number of reports approved unanimously	67
Number of reports requested by members during the consideration of another report to provide additional assurance and not in forward planner	8
Number of Service Updates requested	4
Number of decisions delayed for further information	0
Number of times the Convener has had to remind Members about acceptable behaviour and the ethical values of Public Life	0
Number of late reports received by the Committee (i.e. reports not available for inspection by members of the public at least three clear days before a meeting)	0
Number of referrals to Council, or other Committees in terms of Standing Order 33.1	0

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

Number of notices of motion	7
Number of times Standing Orders were suspended and the specific Standing Orders suspended	0
Standing order number (ref)	N/A
Number of deputations or other indicators of interface with the public, i.e. engagement and social media.	0

7. TRAINING REQUIREMENTS

- 7.1 Training opportunities for elected members in the financial year 2020/21 were limited due to the impact of the Covid-19 pandemic. In April 2021, responsibility for the training of elected members transferred from Customer Experience to People and Organisational Development.

8. CODE OF CONDUCT – DECLARATIONS OF INTEREST

- 8.1 24 Declarations of interest were made by Councillors during the reporting period. Information in respect of declarations of interest is measured to evidence awareness of the requirements to adhere to the Councillors' Code of Conduct and the responsibility to ensure fair decision-making.

9. CIVIC ENGAGEMENT

- 9.1 Engagement with individual stakeholder organisations happen on a regular basis through the Council's representation on a number of external boards.

10. OFFICER SUPPORT TO THE COMMITTEE

- 10.1 Where Directors or Chief Officers were unable to attend, a substitute attended the meeting on their behalf.

Officer	Anticipated Attendance	Attendances
CO-Data and Insight	2	2
CO-Capital	5	5
CO-City Growth	5	5
Head of Service - Commercial and Procurement	3	3
CO-Corporate Landlord	6	6
CO-Finance	6	6
CO-Governance	6	6
CO-Operations and Protective Services	3	3
CO-Strategic Place Planning	6	6
Chief Operating Officer	1	1
Director of Customer	1	1
Director of Resources	6	6

11 EXECUTIVE LEAD'S COMMENTS

- 11.1** In 2020 the Council achieved the CIPFA Mark of Excellence in Good Governance. As part of our work to achieve this the Council adopted the CIPFA recommended practice, that each Committee should annually review its effectiveness, including its information reporting needs, to help ensure that each Committee was following its Terms of Reference; operating effectively; and would assist in identifying any training needs or improvements to the Council's decision-making structures.
- 11.2** The Covid-19 pandemic meant that changes to Council Governance were approved by the Urgent Business Committee in March 2020 that meant for a period of the year the City Growth and Resources Committee did not meet and operate in accordance with the approved Council diary. Over the period April to August 2020, there were no meetings of the Committee, with urgent and necessary decisions being taken by the Urgent Business Committee.
- 11.3** Despite this, it was a very busy year for the Committee with the statistics indicating, on average, 14 reports considered at each meeting, although this is a little understated as one of the Committee meetings was a Special meeting for a single report (the Quarterly monitoring), which means that each regular meeting of the Committee considered 16 or 17 reports. Often a considerable commitment in time for both Members and officers.
- 11.4** A substantial amount of business was undertaken in public (85% of reports), which assists in maintaining transparency in the democratic process. Given the nature of the Committee and specifically the financial nature of some of the subjects there was a proportion of business conducted in private. Exempt and confidential reports are only used where they meet the legal definitions set out in the Local Government (Access to Information) Act 1973 (Schedule 7A). Where appropriate reports have been split so that exempt information is considered separately from information that can be included in a public report.
- 11.5** Compliance with London Stock Exchange (LSE) reporting requirements have been maintained throughout the year, notice being given to the LSE ahead of Quarterly financial reports being published for the Committee.
- 11.6** It is noted that a number of changes in membership were implemented during the period, and that membership is more settled now. Twelve out of thirteen Members who were expected to be at the Committee missed no more than a single meeting. This provides evidence of strong continuity in the membership of the Committee with Members rarely being absent enabling knowledge to build up over time to assist in the effective operation of the Committee.
- 11.7** In general, Committee business has resulted in decisions being agreed unanimously, 80% of reports in the period.
- 11.8** Giving due consideration and making fully informed decisions are founded upon having access to reports in line with the approved Scheme of Governance. In pursuit of this late reports are not helpful and it is welcome to see that no reports were issued without sufficient time to provide 3 clear days notice prior to the meeting.
- 11.9** Changes were made to the Committee's Terms of Reference when they were presented to Council in March 2021, which were mainly of a minor nature.

12. NEXT YEAR'S FOCUS

- 12.1** On 10 March 2021 the Council approved a budget for financial year 2021/22. In order to effectively and efficiently monitor the progress of the budget and the forecast for the year a continued emphasis will be placed on presenting comprehensive quarterly reports one month after the quarter end. This year requires one 'special' meeting of the Committee to meet, end of the start of August.
- 12.2** The approved changes to the Committee Terms of Reference will bring additional emphasis on the Capital Programme and, specifically, making changes or approving procurement. The scrutiny of the delivery of the Capital Programme will continue to be undertaken by the Capital Programme Committee.
- 12.3** The Business Planner shows a focus on Strategic Place Planning, City Growth, Capital and Resources. The Committee expects to receive reports on the City Centre and Beach Masterplanning work; the condition and suitability of Council buildings/properties; developer obligations; the Energy Transition Zone; the UK Prosperity Fund; and the Medium-Term Financial Strategy. Regular reports on performance, quarterly financial monitoring reports and an update on the Credit Rating annual review will also be prepared for the Committee.
- 12.4** Council on 3 March 2021 approved new Terms of Reference and a further review will be reported to Council in March 2022. Throughout the next reporting year, we will review the Terms of Reference in line with the business submitted to the Committee and reflect on whether any areas require refinement moving forward to ensure the efficient operation of the Committee.

APPENDIX 1

City Growth and Resources Committee Terms of Reference approved by Council 03 March 2021

CITY GROWTH AND RESOURCES COMMITTEE

PURPOSE OF COMMITTEE

To approve and monitor financial strategies, budgets and financial performance in light of available funding. The Committee will also consider:

- strategies to support the city's economic growth;
- additions to the Capital Programme; and
- recommendations regarding the Council's property and estates portfolio.

The Committee monitors the delivery of all services provided by the Resources Function and City Growth, Governance and Strategic Place Planning. It scrutinises performance and approves options to improve those services within set budgets to ensure best value and delivery of the Council's agreed outcomes.

REMIT OF COMMITTEE

1. Budgets

The Committee will:

- 1.1** approve recommendations regarding the Council's resources including finance, staffing structures and property; and monitor all Council budgets including all Useable Reserves, and in particular:
 - 1.1.1** scrutinise function budget monitoring reports and make decisions to ensure that Council spending is delivered on budget;
 - 1.1.2** hold budget holders to account for the proper control of the budget for which they are responsible;
 - 1.1.3** approve changes to the budget including vire between function budgets where this is in excess of the amount delegated to officers in the Financial Regulations and Powers Delegated to Officers;
 - 1.1.4** consider and approve Outline and Full Business Cases for projects added to the Capital Programme outwith the budget process;
 - 1.1.5** approve annual procurement workplans in respect of the Capital Programme;
 - 1.1.6** approve Procurement Business Cases in respect of projects added to the Capital Programme outwith the budget process, submitted in accordance with Procurement Regulations;
 - 1.1.7** approve the allocation of additional funding or removal of funding to existing projects, both capital and revenue;
 - 1.1.8** approve the addition of new projects to the Capital Programme outwith the budget process;
 - 1.1.9** approve use of the Council's Useable Reserves;
 - 1.1.10** monitor the Code of Guidance on Funding External Bodies and Following the Public Pound and take such action as is required to ensure that the Council meets its duties;
 - 1.1.11** receive Moody's formal credit rating reassessment;
 - 1.1.12** approve financial guarantees, including requests received from relevant Admitted Bodies of the Pension Fund; and
 - 1.1.13** consider numbers and values of Council Tax, Non-Domestic Rates, Housing Benefit overpayments and Rent made unrecoverable, as required in terms of the Financial Regulations, and approve Non-Domestic Rates write offs.

2. Service Delivery

2.1 The Committee will, for the Resources Function and the City Growth, Governance and Strategic Place Planning Clusters:-

2.1.1 make decisions relating to service delivery;

2.1.2 approve options to improve/transform service delivery;

2.1.3 scrutinise operational performance and service standards in line with the Performance Management Framework and consider recommendations for improvements where required;

2.1.4 receive the cluster risk registers relative to its remit and scrutinise to ensure assurance that efficient controls are in place;

2.1.5 approve all policies and strategies relative to its remit; and

2.1.6 receive reports on inspections and peer reviews in order to ensure best practice and note any actions arising from those inspections and reviews.

2.2 In undertaking the aspects at 2.1, the Committee will ensure that it is acting within the budget set by Council and overseen by this Committee and in accordance with best value and supporting delivery of the Council's agreed outcomes, commissioning intentions, service specifications and service standards.

3. City Growth and Strategic Place Planning

The Committee will:

3.1 approve reports to support the annual re-assessment of the Council's credit rating;

3.2 approve the Council's actions for city growth and place planning except in relation to major infrastructural planning and the Local Development Plan; and

3.3 approve key actions required by the Council to facilitate the delivery of strategies (including partnership strategies) and the Inward Investment Plan to support city growth and place planning,

4. Property and Estates The Committee will:

4.1 approve recommendations regarding the Council's assets, property and estates;

4.2 hear and determine requests for review under s86(10) of the Community Empowerment (Scotland) Act 2015 against the refusal by officers to approve community asset transfers;

4.3 approve the procedure for the Community Asset Transfer Sub Committee; and

4.4 approve the acquisition and disposal of land, and property.

Executive Lead: Chief Officer - Finance

APPENDIX 2

Stretch Outcomes from Aberdeen City Local Outcome Improvement Plan 2020/21.

Economy

1. 10% increase in employment across priority and volume growth sectors by 2026.
2. 90% of working people in Living Wage employment by 2026.

People

3. 95% of children (0-5 years) will reach their expected developmental milestones by the time of their child health reviews by 2026.
4. 90% of children and young people will report that they feel mentally well by 2026.
5. 95% of care experienced children and young people will have the same levels of attainment in education, emotional wellbeing, and positive destinations as their peers by 2026.
6. 95% of children living in our priority localities will sustain a positive destination upon leaving school by 2026.
7. Child Friendly City which supports all children to prosper and engage actively with their communities by 2026.
8. 25% fewer young people (under 18) charged with an offence by 2026.
9. 25% fewer people receiving a first ever Court conviction each year by 2026.
10. 2% fewer people reconvicted within one year of receiving a community or custodial sentence by 2026.
11. Healthy life expectancy (time lived in good health) is five years longer by 2026.
12. Rate of harmful levels of alcohol consumption reduced by 4% and drug related deaths lower than Scotland by 2026.

Place

13. No one in Aberdeen will go without food due to poverty by 2026.
14. Addressing climate change by reducing Aberdeen's carbon emissions by 42.5% by 2026 and adapting to the impacts of our changing climate.
15. 38% of people walking and 5% of people cycling as main mode of travel by 2026

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ABERDEEN CITY COUNCIL

COMMITTEE	City Growth and Resources Committee
DATE	10th November 2021
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Performance Management Framework Report – City Growth and Resources Functions
REPORT NUMBER	CUS/21/251
DIRECTOR	Andy MacDonald
CHIEF OFFICER	Martin Murchie
REPORT AUTHOR	Alex Paterson
TERMS OF REFERENCE	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)

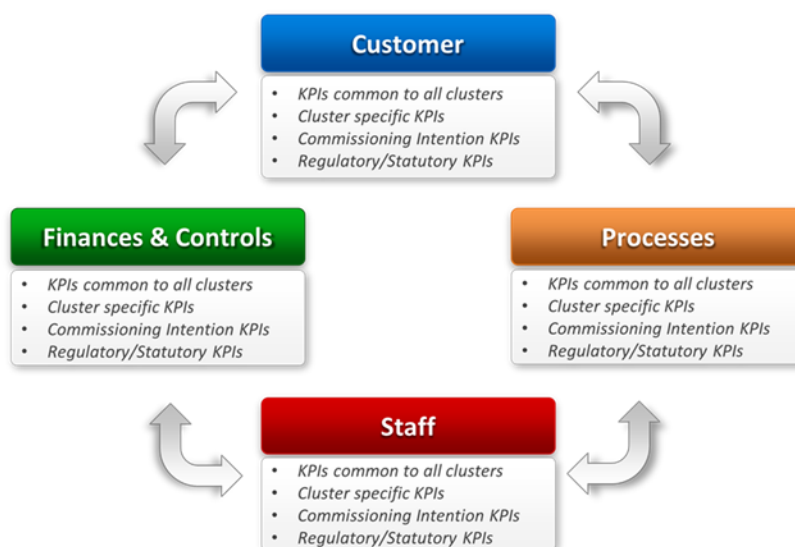
- 2.1 That the Committee note the report and provide comments and observations on the performance information contained in the report Appendix.

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 (the Plan)
- 3.2 Introduced in 2019/20, the Performance Management Framework Reporting against in-house services directly contributing to, or enabling, delivery of the City’s Local Outcome Agreement Plan, has informed development and scrutiny of successive Council Delivery Plans, including the 2021/22 Plan that was agreed by Council on the 10th March 2021.
- 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 2021/22 to identify, plan and deliver improvement.
- 3.4 The Plan also reflects on the identification of Service Standards against each function/cluster, that builds on the original Framework, which offers insight into

the effectiveness, and accessibility of core service provision to the Council's stakeholders and City communities.





- 3.5 Where appropriate, data capture against these Standards is now directly incorporated within the suite of metrics contained within Appendix A and will be reported against on either a quarterly or annual basis depending on judgements around the level of risk, criticality and influence on Council Delivery Plan outputs and Local Outcome Improvement Plan objectives.
- 3.6 Appendix A also captures a second tranche of provisional City Growth and Resources Annual Indicators that contribute towards the Council's wider Statutory Performance Reporting requirement, which will be captured and reported in full on conclusion of the internal audit process before calendar year end.
- 3.7 The Performance Management Framework provides for a consistent 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.



- 3.8 Where service performance continues to be clearly and directly influenced by the circumstances surrounding application of the Scottish Government's COVID-19 legislation, this is highlighted through text narrative in the Appendix, along with outlines of actions taken to mitigate against these impacts.
- 3.9 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.
- 3.10 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
Strategic Risk	None	N/A	N/A
Compliance	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.
Operational	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
Financial	No significant related financial risks.	L	Overview data on specific limited aspects of the cluster's financial performance is provided within this report
Reputational	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.
Environment / Climate	None		N/A

7. OUTCOMES

<u>COUNCIL DELIVERY PLAN</u>	
	Impact of Report
Aberdeen City Council Policy Statement	<p>The provision of information on cluster performance supports scrutiny of progress against the delivery of the following Policy Statements:</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>

Aberdeen City Local Outcome Improvement Plan	
<p>Prosperous Economy</p> <p>1.No one will suffer due to poverty by 2026</p> <p>2. 400 unemployed Aberdeen City residents supported into Fair Work by 2026</p> <p>3. 500 Aberdeen City residents upskilled/reskilled to enable them to move into, and within economic opportunities as they arise 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>Reduce by 50% the number of homes with an EPC rating of F or G by 2026</p> <p>Increase support for those who have been most disadvantaged through the pandemic by 2023</p> <p>Outcome 2 Improvement Aims:</p> <p>Supporting 50 people to start a business in Aberdeen, migrating from or reducing reliance on benefits by 2023 and 100 by 2026</p> <p>Increase employer sign up to the Real Living Wage by 5% year on year to 2023 to achieve Real Living Wage City Status by 2026</p> <p>Support 15 care experienced young people to progress to employment through public sector funded employability programmes by 2023.</p> <p>Support 50 people into sustainable, good quality employment by 2023 and 100 by 2026 (priority neighbourhoods and over 50's)</p> <p>Outcome 3 Improvement Aims</p> <p>Improve the overall impact of partnership wide community benefits through raising the number of community co-designed activities from 0 to 5 by 2023.</p> <p>By December 2022, increase by 10% the number of people who have digital access, and are comfortable using digital tools</p>
<p>Prosperous People</p> <p>4. 95% of children (0-5 years) will reach their expected development milestones by the time of their child health reviews by 2026</p> <p>6. As corporate parents we will ensure that 95% of care</p>	<p>The detail within this report supports the delivery of each of the Children & Young People Stretch Outcomes 4,6,7 and 8 in the LOIP.</p> <p>This includes the following Improvement Aims:</p> <p>Outcome 4 Improvement Aim</p> <p>Reduce the number of children starting Primary 1 with an identified speech delay by 5% by 2023</p>

<p>experienced children and young people will have the same levels of attainment in education. health and emotional wellbeing, and positive destinations as their peers by 2026</p> <p>7. 95% of children living in our priority neighbourhoods will sustain a positive destination on leaving school by 2026</p> <p>8. Child Friendly City where all decisions which impact on children are informed by them by 2026.</p>	<p>Outcome 6 Improvement Aim</p> <p>Increase the number of care experienced young people accessing a positive and sustained by 25% by 2022.</p> <p>Outcome 7 Improvement Aim</p> <p>Increase the number of accredited courses directly associated with growth areas by 7% by 2023.</p> <p>Outcome 8 Improvement Aims</p> <p>Achieve UNICEF badge status in Place as part of wider Child Friendly City attainment</p> <p>Increase by 50% the number of communications which are accessible to children and young people by 2023.</p> <p>Increase to 100% the proportion of staff, working directly or indirectly with children, who have received Child Friendly City training</p>
<p>Prosperous Place Stretch Outcomes</p> <p>13. Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate.</p> <p>14. 38% of people walking and 5% of people cycling as main mode of travel by 2026.</p> <p>15 Addressing the nature crisis by protecting/managing 26% of Aberdeen's area for nature by 2026.</p>	<p>The report reflects on activity which contributes to Stretch Outcomes 13,14 and 15:</p> <p>Outcome 13 Improvement Aims</p> <p>Reduce public sector carbon emissions by at least 7% by 2023.</p> <p>Reduce the generation of waste in Aberdeen by 8% by 2023.</p> <p>Community led resilience plans in place for areas most vulnerable to flooding by 2023, leading to plans for all areas of Aberdeen by 2026.</p> <p>Outcome 14 Improvement Aims</p> <p>Increase % of people who walk as one mode of travel to 10% by 2023.</p> <p>Increase % of people who cycle as one mode of travel by 2% by 2023.</p> <p>Outcome 15 Improvement Aims</p>

	<p>Increase by a minimum of eight the number of community run green spaces that are self-managed for people and nature by 2023</p> <p>Number of organisations across Aberdeen pledging to manage at least 10% of their land for nature by 2023, and 26% by 2026</p>
Regional and City Strategies	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
UK and Scottish Legislative and Policy Programmes	The report reflects outcomes aligned to the National Performance Framework which mirrors current legislative and policy priorities in government at UK and Scottish level

8. IMPACT ASSESSMENTS

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

9. BACKGROUND PAPERS

Council Delivery Plan 21/22 – COM/21/054, Council. 10th March 2021

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, 10th November 2021 – City Growth and Resources Clusters

CITY GROWTH CLUSTER

1. Customer

Corporate Measures – Cluster Level

Performance Measure	Quarter 2 2020/21	Quarter 3 2020/21	Quarter 4 2020/21	Quarter 1 2021/22	Quarterly Status	Long Trend	2020/21 Target
	Value	Value	Value	Value			
Total No. complaints received (stage 1 and 2) – City Growth	2	2	0	0			
% of complaints resolved within timescale stage 1 and 2) – City Growth	100%	0%	N/A	N/A			75%
% of complaints with at least one point upheld (stage 1 and 2) – City Growth *	0%	0%	N/A	N/A			
Total No. of lessons learnt identified (stage 1 and 2) – City Growth **	0	0	N/A	N/A			

2. Processes

Service Level Measures

Performance Indicator	Quarter 1 2020/21	Quarter 2 2020/21	Quarter 3 2020/21	Quarter 4 2020/21	Quarter 1 2021/22
	Value	Value	Value	Value	Value
Number of visits/attendances at museums and galleries	231,106	250,553	257,010	240,387	264.443

Performance Indicator	Quarter 1 2020/21	Quarter 2 2020/21	Quarter 3 2020/21	Quarter 4 2020/21	Quarter 1 2021/22
	Value	Value	Value	Value	Value
Number of virtual visits/attendances at museums and galleries	230,383	247,320	240,723	239,396	252,856
Number of visits at museums and galleries that were in person	0	2,989	15,708	0	10,237



Service Commentary

The number of Virtual Visits has continued to experience a sustained rise in Quarter 1 which, alongside increased visits in person to the Art Gallery and Museum on re-opening, has sustained the trend in increasing overall attendances.

Aberdeen Art Gallery and Museum re-opened to the public, initially with limited capacity, in late April and has recorded 10,237 visits in person up to the end of June, albeit with various restrictions in place. Aberdeen Maritime Museum opened at the start of August whilst the refurbished Provost Skene's House re-opened in mid-October but two smaller venues (Tolbooth and Treasure Hub presently remain closed to public visits in person due to the lack of capacity to effectively meet continued distancing guidance.

These measures link to the City Growth Service Standard '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.

Strategic Level Measures

Performance Measure	Quarter 1 2020/21	Quarter 2 2020/21	Quarter 3 2020/21	Quarter 4 2020/21	Quarter 1 2021/22	Status	Long Trend - Quarterly
	Value	Value	Value	Value	Value		
Number of new Business Gateway start-ups	115	59	116	123	128		

Service Analysis

The strategic level data above represents sampling from COSLA COVID-19 datasets and links with Scottish Local Authority Economic Development (SLAED) Indicator reporting where the City Growth Service is a significant contributing partner, or materially supports delivery vehicles.

The rate of Business Start-ups continues to show sustained growth, with quarterly figures returning to pre-covid levels of activity, although with a flattening of start-up figures which are traditionally experienced in April each year. The City has consistently performed above the national monthly average of Scottish Local Authorities since September 2020, with the latest monthly figure being 40 start-ups, as opposed to a national average figure of 21.

Publication of the SLAED Report <http://www.slaed.org.uk/publications.html> towards the end of next year will validate the 2021/22 information.

This metric links to the City Growth Service Standard: 'We will provide business start-up advice and guidance to businesses through the Business Gateway start up service.'

Source: COSLA Local Government COVID-19 Dashboard

Performance Indicator	2018/19	2019/20	2020/21
	Value	Value	Value
Annual Participation Measure - % of 16-19-year olds in a Positive Participation Destination	89.7%	89.9%	89.4%

Table 1.
Percentage Participation Rates by Status

Year	Total Cohort (16-19)	Participating Status				Not participating Status			Unconfirmed Status (16-19)
		Participating (16-19)	Participating in Education (16-19)	Participating in Employment (16-19)	Participating in Other Training & Development (16-19)	Not Participating (16-19)	Not participating Unemployed Seeking (16-19)	Not participating Unemployed not Seeking (16-19)	
2020/21	6,375	89.4	74.8	13.0	1.6	4.0	1.3	2.7	6.5
2019/20	6,378	89.9	72.2	16.3	1.3	3.3	1.4	1.9	6.8
2018/19	6,527	89.7	71.3	16.5	2.0	4.7	3.3	1.4	5.6

Service Commentary

Statistically, the overall Annual Participation Measure rate is effectively unchanged from 2019/20. Although the percentage of 17 and 18-year olds in a positive destination has reduced (by 1.4 and 2.7 percentage points respectively) from the previous year, this has been counter-balanced by slightly smaller increases in the outcomes of 16 and 19 year olds.

Of the three 'positive participation' Status Groups, engagement in Education and Other Training & Development showed limited increases across the age groups whilst participation in Employment fell by a substantive 3%, the largest percentage point change across the 16-19-year-old age cohort. Of those in a non-participating destination, up from 3.3% to 4) overall, the proportion that were Unemployed and Seeking Employment was unchanged. The percentage of those who were Unemployed but Not seeking Employment, however rose to 2.7% from 1.9%.

The Scotland level outcome for this measure was 92.2%, with Education being the main destination (74.8%), Employment at 15.5% and Other Training & Development at 1.9%. Of the 3.2% not in a Participating Destination at a national level, 1.3% were Seeking Employment and 1.9% were Unemployed and Not Seeking Employment. The figures for the City's 6-fold Urban Geography comparators, were 91.8% in a positive destination and 3.5% in a non-Participation Destination, with those seeking Employment being 1.4%.



Aberdeen City Council recently launched [ABZWorks](#) which brings together City Growth and Education teams, alongside a wide number of external partners to offer a 'one stop shop', covering employment and skills support for our young workforce, those affected by the pandemic, along with those furthest from the employment market. The ABZWorks Redundancy Support and Jobs Fair in early October, including representation from local business, Business Gateway, NEScol, Skills Development Scotland, the Council's Money Advice and Employability teams, and the Department for Work and Pension, offered two-days of support and advice to those seeking employment or tools necessary for career progression. [ABZWorks Jobs Fair Event](#)

N.B. The Annual Participation Measure is based on "experimental statistics: data being developed" so results should be treated with a degree of caution. Similarly, caution should be exercised when making comparison to published data on specific topics such as Higher Education participation, the Modern Apprenticeship programme or unemployment rates and statistically, year-on year movement of less than 1 percentage point should generally be regarded as representing an unchanged outcome.

Source: [Skills Development Scotland Annual Participation Measure](#)

3. Staff

Corporate Measures – Cluster Level

Performance Measure	Quarter 3 2020/21	Quarter 4 2020/21	Quarter 1 2021/22	Quarter 2 2021/22	Status	Long Trend - Quarterly
	Value	Value	Value	Value		
H&S Employee Reportable by Cluster – City Growth	0	0	0	0		

Performance Measure	Quarter 3 2020/21	Quarter 4 2020/21	Quarter 1 2021/22	Quarter 2 2021/22	Status	Long Trend - Quarterly
	Value	Value	Value	Value		
H&S Employee Non-Reportable by Cluster – City Growth	0	0	0	0		

Performance Measure	April	May	June	July	August	Sept	Status	Corporate Monthly Figure
	Value	Value	Value	Value	Value	Value		
Average number of total working days lost per FTE (12 month rolling figure) – City Growth	5.5	4.8	3.9	3.4	3.0	2.7		4.9
Establishment actual FTE – City Growth	124.71	128.04	143.01	133.86	138.24	147.91		

4. Finance & Controls








Corporate Measures – Cluster Level

Performance Measure	Quarter 1 2021/22		Quarter 2 2021/22		Quarter 3 2021/22		Quarter 4 2021/22	
	Value	Status	Value	Status	Value	Status	Value	Status
Staff Expenditure – % spend to full year budget profile – City Growth	24.6%		50.95%					





STRATEGIC PLACE PLANNING CLUSTER

5. Customer

Corporate Measures – Cluster Level

Performance Measure	Quarter 2 2020/21	Quarter 3 2020/21	Quarter 4 2020/21	Quarter 1 2021/22	2020/21 Target	Status	Long Trend - Quarterly
	Value	Value	Value	Value			
Total No. complaints received (stage 1 and 2) – Strategic Place Planning	6	6	3	5			
% of complaints resolved within timescale stage 1 and 2) – Strategic Place Planning	100%	50%	66.6%	80%	75%		
% of complaints with at least one point upheld (stage 1 and 2) – Strategic Place Planning	33.3%	50%	33.3%	0%			
Total No. of lessons learnt identified (stage 1 and 2) – Strategic Place Planning	0	0	0	1			

Service Measures – Service Standards

Performance Measure	2020-21 Average	Quarter 2 2020/21	Quarter 3 2020/21	Quarter 4 2020/21	Quarter 1 2021/22	Status	Long Trend- Quarterly
	Value	Value	Value	Value	Value		
Percentage of first reports, (for building warrants and amendments) issued within 20 working days	97.75%	96.0%	98.0%	98.0%	98.0%		
Percentage of building warrant approvals responded to within 10 days	87.5%	86.0%	83.0%	85.0%	83.0%		

Service Commentary

Building Warrant Reports and Approvals

The Scottish Government applies targets for these measures as part of the Planning Authority's Verifier Status which are set at 90% for the issuing of first reports and 80% for response times respectively. These measures align directly with the Strategic Place Planning Service Standards around Building Standards processing, with the Q1 outcomes, in part, reflecting the impacts of demand returning to pre-pandemic levels.

Service Measures

Performance Measure	Quarter 2 2020/21	Quarter 3 2020/21	Quarter 4 2020/21	Quarter 1 2021/22	Quarter 2 2021/22	Long Trend- Quarterly
	Value	Value	Value	Value	Value	
Number of Development Management Applications processed	394	409	409	402	356	↓
Number of Building Standards Applications processed	335	402	360	455	428	↑

Service Commentary

The number of Planning Applications received and processed in the course of Quarter 2 2021/22 was 356, below the same quarter in 2020/21, (394) and is lower than that in 2019/20 (400). The Year to Date (YTD) figure is 758, (+13.4%) above the 2020/21 number of 665 but lower than the 2019/20 level of 853 which would indicate that the recovery in development activity is still being constrained by various factors.

After a reduction in the cumulative number of Building Standards Applications submitted across 2020-21, the Quarter 2 2021/22 data is showing continued significant recovery from that experienced during the various stages of the COVID-19 restrictions, and levels of activity above in Quarter 2 of 2019/20 (390). The number of applications processed in 2021/22 to date is 883, which is 35% above the previous YTD figure, and similar to the figure in 2019/20.

Cluster Measures – Annual 2020/21 Indicators

Performance Indicator	2018/19	2019/20	2020/21
	Value	Value	Value
Corporate Carbon Emissions (tonnes) tCO ₂ e	31,090	30,563	25,929

Service Commentary

The year-on-year outcome shows a reduced level of corporate CO₂ emissions, in part as a result of the Council's Climate Change programme, although this experienced some slowing as a result of the pandemic, which was accompanied by significant consequential impacts arising from the changes in service models linked to the various stages of COVID-19 legislation and guidance issued by the Scottish Government.

Whilst the extent of these direct COVID-19 impacts is not consistent across the range of emissions sources, those related to asset management were the largest contributor to the overall emissions reduction of 4,634 tCO₂, as many services moved from primarily property based, to remote or digital, provision. Overall, corporate

emissions have reduced year-on-year by 15.2% and by 44.1% in comparison with the 2015/16 baseline, substantially ahead of linear projections linked to the Climate Change Plan 2021-25

Aberdeen City Council is committed to carrying forwards any legacy lessons from this exceptional period that will support its Net Zero 2045 commitment, with an expectation that emission levels, in the short term, will return to levels consistent with the target projections outlined in its Climate Change Plan 2021-25, as accessibility restrictions lessen.

The Council Climate Change Report, being considered at this Committee, provides details around the Council's annual statutory submission to the Scottish Government.

Sustainable Development – Narrative Indicator

Sustainable Development is reflected in Aberdeen City Council's vision and strategic priorities through the many new strategic documents which were approved during this pandemic period. Of particular note was progress managing Aberdeen's contribution to climate change, including a [Council Energy and Climate Routemap](#) and [the Council Climate Change Plan 2021-25](#) covering net zero and climate resilience for the Council's estate and operations; approval for and progress on the governance for the city-wide net zero vision described in [Strategic Infrastructure Plan \(Energy Transition\)](#) through the establishment of a Leadership Board and Delivery Transition Unit. Additionally, there has been approval for the [Proposed Aberdeen Local Development Plan \(2022\)](#) and Delivery Programme which was mapped against the Sustainable Development Goals and stated its aim '*to support the Council's vision of creating a sustainable and socially equitable future for the city....*'. Furthermore sustainable transport has been progressed with a new [EV Framework](#) to guide future electric vehicle strategy and locations of charge points; a new [Aberdeen Active Travel Action Plan 2021-2026](#) which identifies the actions and interventions that ACC will pursue to make walking and cycling safer and more attractive choices; and progress towards a new [cycle hire scheme](#) for the city.

Sustainable development was promoted through both ongoing and new partnership work. Of particular note during the reporting period has been agreement of the [Aberdeen City and Shire Strategic Development Plan](#) and a new [Regional Land Use Partnership](#) which was set up in the reporting period with Aberdeenshire Council and other stakeholders to help develop Scotland's approach to land use in support of a green recovery and transition to net zero.

Regarding the use of ACC's assets and resources; adoption of the Gold Standard for ACC's House Building Programme was approved in February 2020, the district heating network was extended to St Machar Academy and management plans for all four Local Nature Reserves and local nature conservation sites were reviewed and updated during 2020. Additionally the bi-yearly statutory [Biodiversity Duty Report 2018-2020](#) was published during this period and the annual [Climate Change Report](#) indicated progress with meeting Public Bodies Duties.

7. Staff

Corporate Measures – Cluster Level

Performance Measure	Quarter 3 2020/21	Quarter 4 2020/21	Quarter 1 2021/22	Quarter 2 2021/22	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	0	0	0	0		

Performance Measure	April	May	June	July	August	Sept	Status	Corporate Monthly Value
	Value	Value	Value	Value	Value	Value		
Average number of total working days lost per FTE (12 month rolling figure) – Strategic Place Planning	3.0	2.7	2.3	1.9	1.6	1.4		4.9
Establishment actual FTE – Strategic Place Planning	93.39	91.59	92.81	93.25	91.21	90.13		



8. Finance & Controls

Corporate Measures – Cluster Level

Performance Indicator	Quarter 1 2021/22		Quarter 2 2021/22		Quarter 3 2022/22		Quarter 4 2020/21	
	Value	Status	Value	Status	Value	Status	Value	Status
Staff Expenditure – Spend to full year budget profile – Strategic Place Planning	23.5%		49.8%					

Service Measures








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Performance Measure	April 2021	May 2021	June 2021	July 2021	August 2021	September 2021	Status
	Value	Value	Value	Value	Value	Value	
YTD % of budgeted income received from Planning Application fees	10.4%	16.3%	39.9%	44.4%	49.5%	58.6%	
YTD % of budgeted income received from Building Warrant fees	7.5%	20.1%	29.4%	32.2%	50.1%	56.0%	

GOVERNANCE CLUSTER











10. Customer

Corporate Measures -Cluster Level

Performance Measure	Quarter 2 2020/21	Quarter 3 2020/21	Quarter 4 2020/21	Quarter 1 2021/22	Quarterly Status	Long Trend - Quarterly	2021/22 Target
	Value	Value	Value	Value			
Total No. complaints received (stage 1 and 2) – Governance	4	5	0	3			
% of complaints resolved within timescale stage 1 and 2) – Governance	75%	60.0%	N/A	100%			75%
% of complaints with at least one point upheld (stage 1 and 2) – Governance	25%	80.0%	N/A	0.0%			
Total No. of lessons learnt identified (stage 1 and 2) – Governance	0	1	N/A	0			

11. Processes

Service Measures – Service Standards

Performance Measure	Quarter 3 2020/21	Quarter 4 2020/21	Quarter 1 2021/22	Quarter 2 2021/22	Status	Long Trend - Quarterly
	Value	Value	Value	Value		
% of School Placing and Exclusion Hearings held within 14 days	100%	100%	100%	100%		
% of Civic Licence Applications determined within 9 months of a valid application	100%	100%	100%	100%		
% of Hearings to determine a Premises Licence application or Variation application within 119 days of the last date for representations.	100%	100%	100%	100%		
% of Decision Letters for alcohol applications issued within 7 days of Board meeting	100%	100%	100%	100%		
% of Civic Licensing Complaints acknowledged within 24 hours/and investigated within 14 days	100%/>95%	100%/>95%	100%/>95%	100%/>95%		

Service Commentary

Current COVID-19 legislation provides for an extended period of time for determination of Civic Licence Applications, which is mirrored in the change to the first Service Standard, although the Service is currently providing all determinations within the original 6 month timeline.

The metadata around the issuing of Personal and Premises Licences within 28 days of grant is presently being re-constructed to enhance the quality of information, and alignment with Committee reporting timelines, and will be presented to a future meeting of this Committee.

12. Staff

Corporate Measures - Cluster Level

Performance Measure	Quarter 3 2020/21	Quarter 4 2020/21	Quarter 1 2021/22	Quarter 2 2021/22	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		

Performance Measure	April	May	June	July	August	Sept	Status	Corporate Monthly Figure
	Value	Value	Value	Value	Value	Value		
Average number of total working days lost per FTE (12 month rolling figure) – Governance	1.28	1.24	1.16	1.23	1.3	1.4		4.9
Establishment actual FTE – Governance	59.87	60.58	60.37	60.37	60.89	59.68		

13. Finance & Controls








Corporate Measures - Cluster Level

Performance Indicator	Quarter 1 2021/22		Quarter 2 2021/22		Quarter 3 2021/22		Quarter 4 2021/22	
	Value	Status	Value	Status	Value	Status	Value	Status
Staff Expenditure – % spend to full year budget profile – Governance	25.7%		49.9%					

FINANCE CLUSTER

9. Customer

Corporate Measures – Cluster Level

Performance Measure	Quarter 2 2020/21	Quarter 3 2020/21	Quarter 4 2020/21	Quarter 1 2021/22	Quarterly Status	Long Trend - Quarterly	2021/22 Target
	Value	Value	Value	Value			
Total No. complaints received (stage 1 and 2) – Finance	13	2	4	2			
% of complaints resolved within timescale stage 1 and 2) – Finance	100%	50%	100%	50%			75%
% of complaints with at least one point upheld (stage 1 and 2) – Finance	92.3%	50%	100%	50%			
Total No. of lessons learnt identified (stage 1 and 2) – Finance	1	0	1	1			



Service Commentary

Complaints Handling

Of the 2 complaints received in Quarter 1, one was responded to within timescale and one was partially or wholly upheld. The rolling 12 month total for Complaints received was 21, with 75% of these being responded to within timescale. These numbers respectively, are slightly higher and lower than at the same YTD quarter in 2020-21.

14. Processes

Cluster Measure – Annual 2020/21 Indicator

Performance Measure	2018/19	2019/20	2020/21	Status	Long Trend	2020/21 Target
	Value	Value	Value			
Percentage of sampled invoices that are paid within 30 days	80.5%	76.1%	87.1%			90.0%

Service Commentary





Delivery against this measure is shared between Finance and Customer clusters and is part of the Finance Cluster's Service Standards suite.



Despite an increased proportional sample size and re-direction of resource within both teams to meet the requirements of various additional workstreams around the distribution of funding against business and individual support provided through local and national COVID-19 schemes, the measure has improved substantially on 2019/20 and is understood to be closing to the present national estimate of 92%

Both of the services involved have been working closely to mitigate COVID impacts and have been targeting enhanced collaboration with invoice authorisers as part of an improvement plan, which was initially introduced in early 2020.

15. Staff

Corporate Measures – Cluster Level

Performance Measure	Quarter 3 2020/21	Quarter 4 2020/21	Quarter 1 2021/22	Quarter 2 2021/22	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		

Performance Measure	April	May	June	July	August	Sept	Status	Corporate Monthly Figure
	Value	Value	Value	Value	Value	Value		
Average number of total working days lost per FTE (12 month rolling figure) – Finance	1.5	1.7	2.0	2.3	2.6	2.8		4.9
Establishment actual FTE – Finance	85.47	85.22	86.71	88.46	88.34	88.17		

16. Finance & Controls

Corporate Measures – Cluster Level

Performance Indicator	Quarter 1 2021/22		Quarter 2 2021/22		Quarter 3 2021/22		Quarter 4 2021/22	
	Value	Status	Value	Status	Value	Status	Value	Status
Staff Expenditure – % spend to full year budget profile – Finance	22.7%		46.0%					

PEOPLE AND ORGANISATION CLUSTER

Corporate Measures – Cluster Level

17. Customer

Performance Measure	Quarter 2 2020/21	Quarter 3 2020/21	Quarter 4 2020/21	Quarter 1 2021/22	Quarterly Status	Long Trend - Quarterly	2021/22 Target
	Value	Value	Value	Value			
Total No. complaints received (stage 1 and 2) – People and Organisation	0	0	0	0			
% of complaints resolved within timescale stage 1 and 2) – People and Organisation	N/A	N/A	N/A	N/A			75%
% of complaints with at least one point upheld (stage 1 and 2) – People and Organisation	N/A	N/A	N/A	N/A			
Total No. of lessons learnt identified (stage 1 and 2) – People and Organisation	N/A	N/A	N/A	N/A			

18. Processes

Cluster Measures – Annual 2020/21 Indicators

Performance Indicator	2018/19	2019/20	2020/21	Long Term Trend
	Value	Value	Value	
Percentage of employees who are recorded as being disabled	2.5%	3.2%	3.7%	

Performance Indicator	2018/19	2019/20	2020/21	Long Term Trend
	Value	Value	Value	
Percentage of full-time female employees	35.6%	34.5%	31.8%	↓
Percentage of full-time male employees	26.6%	25.2%	24.9%	↓
Percentage of part time female employees	34.3%	35.8%	38.3%	↑
Percentage of part time male employees	3.6%	4.6%	5.1%	↑
Percentage of employees aged under 20 years	0.4%	0.5%	0.4%	▬
Percentage of employees aged 20-29 years	13.5%	13.1%	12.7%	↓
Percentage of employees aged 30-39 years	23.2%	23.3%	23.7%	↑
Percentage of employees aged 40-49 years	23.6%	23.7%	23.4%	↓
Percentage of employees aged 50-59 years	27.8%	27.5%	27.9%	↑
Percentage of employees aged 60-64 years	8.5%	8.3%	8.4%	↓
Percentage of employees aged over 65 years	3.0%	3.5%	3.7%	↑

Service Commentary

Employee Profile

The proportion of employees recorded as being disabled and working for the Council has increased from 3.2% in 2019/20 to 3.74%. The percentage of part time workers for both genders has increased from 40.4% in 2019/20 to 43.4% in 2020/21 with a subsequent reduction in the proportion of full time workers from 59.6% in 2019/20 to 56.6% in 2020/21. In the age groups we have seen proportional increases in the 30-39 (0.39%), 50-59 (0.36%), 60 – 64 (0.05%) and the 65+ (0.16%) age groups with proportional reductions in the U20 (-0.13%), 20-29 (-0.43%) and 40-49 (-0.3%) age groups.

There has been an increase in the percentage of ACC employees with a disability; this is encouraging and reflects the Council’s ongoing commitment as a Disability Confident Employer. The redeployment scheme aims to retain employees with disabilities or medical conditions in employment by matching them to suitable posts within

the organisation. There has also been an increase in part time working over the past year. During the pandemic we have provided increased flexibility for colleagues to allow them to undertake caring responsibilities and embrace different ways of working.

An area of particular interest has been the increase in the percentage of part time male employees.

The age demographic shows 63% of the workforce falling into the 40 and over categories, with only 0.37% of the workforce being under 20, a slight reduction on last year's figures. A number of initiatives have been launched this year to encourage younger workers, including the setting up of the Young Person's Network; the launch of the Kickstart Internship Programme; a wide-ranging Apprenticeship programme and the Young Person's Guarantee Scheme.

The Equality Action Plan, approved by Committee in April 2021, sets out the ways in which the Council plans to address areas of under representation in the workforce, and to support those existing employees who have a protected characteristic.

The actions contained within the plan include:

- Mentoring and knowledge/skill sharing among the younger workforce and across the generations within the workforce
- Internships for care experienced young people
- Reviewing job profiles across the organisation to ensure accessibility for all those with protected characteristics
- Review of unconscious bias training
- Introduction of Inclusion and Diversity days
- Targeted promotional material across the organisation to dispel myths associated with disability and to promote support.
- Establishment of (virtual) ally and network groups which are employee-led and focus on proactive work and awareness raising.

The Council continues to work towards promoting equality and encouraging diversity across the workforce and holds a number of accreditations which demonstrate the Council's commitment to an inclusive and diverse workforce.

These include:

- Equally Safe at Work (Bronze Award)
- Investors in Young People (Good practice Award Gold Standard)
- Disability Confident Employer
- Carer Positive Engaged Employer

19. Staff

Corporate Measures – Cluster Level

Performance Measure	Quarter 3 2020/21	Quarter 4 2020/21	Quarter 1 2021/22	Quarter 2 2021/22	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		

Performance Measure	April	May	June	July	August	Sept	Status	Corporate Monthly Figure
	Value	Value	Value	Value	Value	Value		
Average number of total working days lost per FTE (12 month rolling figure) – People and Organisation	0.26	0.25	0.24	0.26	0.27	0.26		4.9
Establishment actual FTE – People and Organisation	31.1	31.3	31.5	33.0	34.3	34.1		

20. Finance & Controls








Corporate Measures – Cluster Level

Performance Indicator	Quarter 1 2021/22		Quarter 2 2021/22		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	19.0%		38.8%					

CAPITAL CLUSTER

21. Customer *

Corporate Measures – Cluster Level

Performance Measure	Quarter 2 2020/21	Quarter 3 2020/21	Quarter 4 2020/21	Quarter 1 2021/22	Quarterly Status	Long Trend - Quarterly	2021/22 Target
	Value	Value	Value	Value			
Total No. complaints received (stage 1 and 2) – Capital	1	0	2	2			
% of complaints resolved within timescale stage 1 and 2) – Capital	0%	N/A	50%	50%			75%
% of complaints with at least one point upheld (stage 1 and 2) – Capital	0%	N/A	100%	0%			
Total No. of lessons learnt identified (stage 1 and 2) – Capital	0	N/A	0	0			

Service Commentary

Complaints Handling

Quarter 1 saw 2 recorded complaints with one of these being responded to within timescale, and none being upheld, Over the previous 12 months, the Service had received 5 complaints, 2 more than at the same point in 2020-21 with insufficient numbers to make robust comparisons of the percentages responded to within timescale for YTD information.

22. Processes

Cluster Measure – Annual 2020-21 Indicators

Major Project Delivery and City Centre Masterplan

Aberdeen is undergoing and leading the most significant transformation in the city's history. Across its full breadth there are several major projects under construction or in development, with unprecedented levels of investment, which is improving transportation connectivity, enhancing historic venues and delivering new world-class facilities. As part of the contribution towards the LOIP, 2 new build housing developments have started; 369 units (of social housing) at Summerhill, on the site of the former Summerhill Academy, and 278 units (of social housing) at Wellheads, Dyce.

The information below lists the range of Major Projects that are being delivered or commenced over the 2020/21 period and the status of each:

Under construction	Under design development	Under design development and construction
Provost Skene's House Union Terrace Gardens Summerhill New Build Housing Wellheads New Build Housing Energy from Waste	New Milltimber Primary School New Countesswells Primary School New Torry and Hub Primary School New Tillydrone Primary School South College Street corridor improvement	City-wide programme of Early Learning Centres

23. Staff



Corporate Measures – Cluster Level

Performance Measure	Quarter 3 2020/21	Quarter 4 2020/21	Quarter 1 2021/22	Quarter 2 2021/22	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		

Performance Measure	April	May	June	July	August	Sept	Status	Corporate Monthly Figure
	Value	Value	Value	Value	Value	Value		
Average number of total working days lost per FTE (12 month rolling figure) – Capital	0.55	1.1	1.08	1.18	1.27	1.21		4.9
Establishment actual FTE – Capital	59.48	58.48	57.04	56.48	56.06	58.85		

24. Finance & Controls








Corporate Measures - Cluster Level

Performance Indicator	Quarter 1 2021/22		Quarter 2 2021/22		Quarter 3 2021/22		Quarter 4 2021/22	
	Value	Status	Value	Status	Value	Status	Value	Status
Staff Expenditure – % spend to full year budget profile – Capital	17.7%		34.2%					

CORPORATE LANDLORD CLUSTER

25. Customer

Corporate Measures - Cluster Level

Performance Measure	Quarter 2 2020/21	Quarter 3 2020/21	Quarter 4 2020/21	Quarter 1 2021/22	2021/22 Target	Status	Long Trend - Quarterly
	Value	Value	Value	Value			
Total No. complaints received (stage 1 and 2) – Corporate Landlord	5	8	14	8			
% of complaints resolved within timescale stage 1 and 2) – Corporate Landlord	60%	37.5%	28.6%	37.5%	75%		
% of complaints with at least one point upheld (stage 1 and 2) – Corporate Landlord	40%	50%	78.6%	50%			
Total No. of lessons learnt identified (stage 1 and 2) – Corporate Landlord	2	0	0	1			





Service Commentary

Complaints Handling

Of the 8 complaints received during Quarter 1, 3 were responded to within timescale and half were partially or wholly upheld. The 12 month rolling YTD figures noted a total of 35 complaints, significantly lower than the cumulative 65 recorded (part year data) as at Quarter 1 in 2020-21, with 41.0% being responded to within timescale, lower than the 50.2% of the same quarter in 2020-21.

26. Processes

Service Measures – Annual 2020/21 Indicators

Performance Measure	2019	2020	2021	Status	Long Trend	2020/21 National Figure
	Value	Value	Value			
Percentage of school accommodation that is rated as being in Good or Satisfactory Condition.	95.31%	98.4%	98.4%			90.3%
Percentage of school accommodation that is rated as having Good or Satisfactory Suitability for use	53.13%	58.1%	57.3%			87.5%

Service Commentary

Restrictions aligned to COVID-19 legislation, and material impacts arising from the pandemic, limited the extent of building work within schools that was enabled within 2020-21. At the same time, 2 establishments (Quarryhill and Tullos Primary Schools) were substantially refurbished at a cost of £1.123m.





Whilst the Condition measure remains stable year-on-year with some additional improvement against the Scotland figure which fell slightly, the percentage relating to Suitability showed a marginal decline, a position that was in common with the national picture. The change in the local outcome on Suitability results from the reduction in evaluated premises from 62 to 61, with the Pupil Support Service (North Area) now operating on a shared basis within another current establishment.



As the Capital programme, highlighted above, results in project completions, and operational building work programmes return to normal levels, it is anticipated that the percentage of accommodation which is rated as Good or Satisfactory will increase over the course of 2021/22.

Source: [Scottish Government School Estates Supplementary Tables](#)

27. Staff



Corporate Measures – Cluster Level

Performance Measure	Quarter 3 2020/21	Quarter 4 2020/21	Quarter 1 2021/22	Quarter 2 2021/22	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		

Performance Measure	April	May	June	July	August	Sept	Status	Corporate Monthly Figure
	Value	Value	Value	Value	Value	Value		
Average number of total working days lost per FTE (12 month rolling figure) – Corporate Landlord	4.1	4.5	4.8	5.0	5.2	5.5		4.9
Establishment actual FTE – Corporate Landlord	50.56	52.26	52.89	53.56	53.85	54.56		

28. Finance & Controls

Corporate Measure - Cluster Level












Performance Indicator	Quarter 1 2021/22		Quarter 2 2021/22		Quarter 3 2021/22		Quarter 4 2021/22	
	Value	Status	Value	Status	Value	Status	Value	Status
Staff Expenditure – % spend to full year budget profile – Corporate Landlord	16.1%		49.9%					

Appendix Notes

Complaint Handling: The Scottish Public Services Ombudsman published a revised Model Complaints Handling Procedure, which came into effect from 1 April 2021. The procedure states that public services can now resolve a complaint by agreeing any action to be taken with the customer, without deciding on whether the complaint is upheld or not upheld. The revised range of complaint outcomes from this date, and data capture against these, now incorporates an outcome of 'complaint resolved' as a valid measure within the calculations above.

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

Data Sources: Unless otherwise specified, all data is provided from Aberdeen City Council Data Owners/Stewards and conforms with data sharing principles.

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

COMMITTEE	City Growth and Resources
DATE	10 November 2021
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	History and Legacy of Enslavement
REPORT NUMBER	COM/21/250
DIRECTOR	Gale Beattie
CHIEF OFFICER	Richard Sweetnam
REPORT AUTHOR	Jenny Brown
TERMS OF REFERENCE	2.1.1

1. PURPOSE OF REPORT

- 1.1 This report responds to an instruction from the City Growth and Resources committee on 3 February 2021 to report on the practicalities and projected costs of identifying locations and street names in Aberdeen with links to the history of enslavement and its products and then erecting appropriate information plaques at each location.

2. RECOMMENDATIONS

That the Committee:-

- 2.1 does not pursue the erection of information plaques relating to enslavement or products of enslavement at this time;
- 2.2 instructs the Chief Officer – City Growth to continue research and delivery of other public outputs in this field in line with existing programme and revenue budgets; and
- 2.3 instructs the Chief Officer – City Growth to explore external funding opportunities for wider work exploring the history and legacy of enslavement.

3. BACKGROUND

Definition of slavery

- 3.1 For the purposes of this report, slavery is defined as chattel slavery - the enslavement of people as property. People were enslaved by Britain, British territories and colonies with Scots playing a more significant role in these activities after the union of Scotland and England in 1707 to 1838 (when Britain abolished slavery in its colonies). The definition is explored further in Appendix A.

- 3.2 Consultation on the above, or any other definition, of slavery and slavery products is a necessary prerequisite to any activity to publicly recognise the history and legacy of enslavement in Aberdeen.

Practicalities

- 3.3 A thorough investigation of Aberdeen's role in slavery to identify locations requires dedicated staff time to undertake historical research and access to the records of private bodies such as the Society of Advocates and the Incorporated Trades, in addition to public archives. Historical research is within the skill set of existing officers at this grade however they are required to work across multiple programmes and are therefore unable to replicate the academic rigour of dedicated research staff. This work is never "finished", as new sources of information continuously come to light.
- 3.4 The University of Aberdeen is currently employing a lecturer on a two year contract to examine how the university has benefitted from slavery and officers are working closely with him to improve our understanding of the wider city perspective. Combined with previous work in 2007, officers have an initial list of 16 potential locations on which to estimate costs (see Appendix A – it should be noted these locations require further research). This is borne out by Edinburgh City Council's steering group (see Appendix B – case studies) which has identified 40 features.
- 3.5 Additional signage cannot easily be added to existing street names with limitations on legal requirements for clear visibility and height of new street name signage, and the historic nature of existing enamel street names. Identified locations could be marked by Place plaques, as described in the commemorative plaque policy to identify locations relating to the social, political or cultural heritage of Aberdeen. One such plaque currently marks Sugar House Lane, where sugar produced by enslaved people in the Americas was refined for resale (see Appendix C for image). However, it should be noted that permission to erect plaques on third-party properties is not guaranteed – of 17 applications for commemorative plaques since 2011, 5 have failed to secure owner permission.
- 3.6 Alternative methods of acknowledging the legacy of the slave trade and in particular the relationship with the physical experience of the city are explored in Appendix B: Case studies. These include public events, online map applications, exhibition and publication routes. As well as working with the University of Aberdeen, officers plan to seek external funding to support work in this area, which officers hope will include an exhibition exploring Aberdeen's role in slavery and colonialism, and an online element can be built upon in future.

4. FINANCIAL IMPLICATIONS

- 4.1 The table below summarises the estimated costs of researching and erecting plaques. This table assumes permission would be secured for all 16 sites identified to date:

Cost area	Total	Cost per plaque
Historical research – 2 year FTE post at G11	£80,880	£5050
Additional staff hours to process erection of plaques – 2000 hours at G11	£50,400	£3150
Fabrication and installation of plaques at 16 locations	£10,400	£650
	£141,600	£8,850

4.2 These costs assume the time required for research only. External funding would need to be secured.

4.3 Officer time to process the erection of plaques includes ensuring all planning regulations are complied with, wording of the plaque is agreed with stakeholders, securing permission from building owners and occupants and ordering and administering the erection of the plaque. Officers estimate processing a single plaque application takes 150 hours over two years. The largest portion of this time is seeking to secure permission to erect plaques from the owners and occupants of the premises. Erecting a plaque on a listed building would require additional time to submit and review a planning application. External funding would need to be secured to avoid adverse impact on existing on the delivery of programming across archives, galleries and museums.

4.4 The unit cost of fabrication and erection is based on recent costs for the erection of a Place plaque as described in the Plaques Policy but increase in fabrication costs is anticipated. As stated elsewhere, around 30% of recent plaque applications fail to secure permission from building owners. If applied to the above table, this would mean a cost per plaque of £12,880.

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
Operational	Proceeding with the research and erection of plaques using existing resources will impact on the delivery of programming	L	Recommendation is for officers to proceed within existing resources and to seek additional external funds.

	across archives, galleries and museums with a negative impact on Delivery Plan objectives to increase city centre footfall.		
Financial	Erection of plaques is dependent on permission from property owners - of 17 applications for plaques since 2011, 5 have failed at this stage. Financial and staff resource investment in identification of sites could still result in no/not all plaques being erected.	H	A communications plan might promote awareness amongst property owners and increase permissions.
	Increase in costs of fabrication and erection.	M	
	No control on longevity of plaques affixed to private property – risk of loss, damage and theft.	L	A communications plan would be produced to promote awareness of the importance of acknowledging this history.
Reputational	Failure to undertake this work and acknowledge this history appropriately could lead to reputational damage.	H	Need to undertake community consultation to ensure that our decisions are transparent, informed and relevant. The Council would need to acknowledge it's own role and buildings in this history.
	Public expectations of rapid response. It is not uncommon for a plaque to take two years from application to erection.	M	A communications plan would be produced to ensure transparency and manage expectations.

	Highlighting specific sites related to this history risks damage as a potential target for protest.	L	Identifying sites also allows the Police to understand these risks.
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7. OUTCOMES

<u>COUNCIL DELIVERY PLAN</u>	
	Impact of Report
Aberdeen City Council Policy Statement	The proposals within this report may impact on the delivery of Policy Statement 3 – Increase city centre footfall. The paper seeks approval for ongoing work to recognise the history and legacy of enslavement within the public realm, including city centre locations. Meaningful consultation is required to ensure this history is acknowledged appropriately so as not to negatively impact the wellbeing of local people and the economic benefits of tourism.
Aberdeen City Local Outcome Improvement Plan	
Prosperous Economy Stretch Outcomes	The proposals within this report relates to the delivery of LOIP Stretch Outcome 1 – 10% increase in employment across priority and volume growth sectors by 2026 through the development of programming at the Art Gallery and Museums.
Regional and City Strategies	The proposals within this report impact on the Tourism Strategy and Action Plan with a need to ensure that tourism is good for Aberdeenshire and its people through meaningful consultation around local heritage which impacts on the wellbeing of local people. It also supports the Cultural Strategy Ambition 3 through work to recognise the history and legacy of enslavement within the public realm.

8. IMPACT ASSESSMENTS

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

9. BACKGROUND PAPERS

[Scotland, Africa and Slavery in the Caribbean: a North East Story \(2007 partnership project\)](#)

[Sugar House Lane Place Plaque](#)

[Commemorative plaque policy](#)

[Edinburgh Slavery and Colonialism Legacy Review](#)

[Guidance-on-Industry-Standards.pdf \(creativescotland.com\)](#)

10. APPENDICES

Appendix A: Definition and potential locations

Appendix B: Case studies

11. REPORT AUTHOR CONTACT DETAILS

Name	Jenny Brown
Title	Lead Curator (History)
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Tel	01224 337719

Appendix A: Definition and potential locations

In 2007 English Heritage commissioned initial research by Miranda Kaufmann into links with transatlantic slavery or its abolition among families who owned properties now in its care. They have refined the following criteria for establishing an individuals' connection to historical slavery, which is considered the academic standard:

- by directly investing in slave ships or insuring them;
- by indirectly investing in slave trading by buying shares in the Royal African Company or the South Seas Company;
- by providing:
 - trade goods to Africa (such as guns, knives, metal goods and alcohol)
 - trade goods to the slave plantations (such as salted herrings and coarse linen osnaburgs)
- dealing in slave-produced goods from the plantations (such as sugar, rum, tobacco, coffee, cocoa and cotton);
- by plantation ownership directly purchased or inherited, or obtained through marriage or even by lending money to a defaulting planter;
- by holding colonial office or otherwise being involved in the administration of slave colonies;
- by 'employing' enslaved people either at home or in the colonies.

Whilst Britain abolished slavery in its colonies in 1838, trade in goods to Africa and slave plantations and trade in slave-produced goods from countries where people were still enslaved continued.

This definition excludes those who worked in ancillary roles which supported the enslavement of others, such as doctors who attended to enslaved people; the wider implications of colonialism; and anti-slavery activity.

Potential locations

1. Leslie Terrace, Leslie Street: probably named after the Leslie family of Powis who were enslavers and owned several properties in Jamaica. Requires confirmation of when streets were named. May be a different Leslie family, but both roads are on lands that were once part of or near the Leslie's Powis estate. Powis Gate was built with compensation monies.
2. Ramsay Crescent, Ramsay Place, Ramsay Gardens: check if they are named after Gilbert Ramsay, enslaver in Antigua and Barbados. Later a benefactor of Marischall College (1728) and Birse community.
3. Jamaica Street: the connection is obvious, but it is unclear if this street exists during era before British abolition. The street is on maps of the 1860s but not maps of the 1820s. The street also appears to lie on land previously owned by the Leslie family, so the name may be a reference to the family interest in Jamaica which lasted to c.1847.
4. Fraser Court, Fraser Place, Fraser Road, Fraser Street: Possibility they are named after slave trader Hugh Fraser who resided at Powis in 18th century.

5. Gladstone Place: Possibly named after John Gladstone (father of Prime Minister William Gladstone), born in Leith, who acquired his fortune as a Liverpool merchant and plantation owner in Jamaica and Demerara.
6. Gordon Land, Gordon Road, Gordon Street x2: slight chance these are named after Charles Gordon, of the Gordons of Buthlaw and Cairness, owners of Georgia Estate in Jamaica.
7. Virginia Street: Connection obvious. More research to be done on specific connection (tobacco?). NB: Glasgow also has a Jamaica and Virginia Street.
8. Sugarhouse Lane: already contains a commemorative plaque. Further research may specify origins of sugar imported and stored at sugar house.
9. 90% of Scotland's coarse linen was exported to clothe slaves on plantations in the Americas – potentially including Broadford Works
10. Brown Street: research needed to see if there is connection to Dr John Brown (enslaver in Jamaica).
11. Alexander Allardyce (c.1743–1801) buried in St Nicholas Kirkyard and memorial to his wife inside. MP for Aberdeen, made his fortune in the slave trade, fathered an illegitimate daughter in Jamaica.

Abolitionist locations:

1. Beattie Avenue and Beattie Place: likely named after Marischal College philosopher and abolitionist Dr James Beattie. In 1770 Beattie became one of the first public figures to argue that slavery was morally wrong.
2. Marischal Street - Olaudah Equiano called at Aberdeen on 23 August 1792 to publicise his autobiography in person at Mr Spalding's in Marischal Street.
3. King's College - James Ramsay (1733–1789) was born in Fraserburgh and educated at King's College, Aberdeen, an Anglican priest on the Caribbean island of St Kitts who welcomed enslaved Africans into his church and encouraged them to convert to Christianity. He also publicly criticised the plantation owners' maltreatment and abuse of enslaved people.
4. No specific location identified - William Dickson, a member of the influential London Society for Effecting the Abolition of the Slave Trade arrived in Aberdeen on 9 February 1792.
5. In 1825 George Brantingham, a Quaker grocer, treasurer of Aberdeen Anti-Slavery Society. A practical man, he stocked up on sugar imported from India so that his customers could buy sugar that was not grown by enslaved people.

Appendix B: Case studies

International Museum of Slavery, Liverpool

The International Museum of Slavery runs a walk of remembrance in August every year, which creates a highly visible presence in the city to mark slavery and remembrance. In 2019 the walk could not take place due to coronavirus restrictions, so an interactive map was created instead. 25 to 30 locations across the wider city were chosen based on existing research and plotted using Storymap software. A freelance historian with expertise in the subject was engaged to film short films explaining the relationship between the location and slavery.

The map was launched on 23 August 2020 and used as an open call for the community to share their stories on the subject of remembrance, healing and empowerment. It was considered vital to include elements of Black joy and positive stories, and local community activists and the city's first Black mayor were invited to contribute. 15 new entries have been added in 2021.

This format has a wider reach than the physical walk of remembrance, is relatively inexpensive compared to physical plaques and can be easily expanded. Similar approaches using QR codes have been used elsewhere. There is also a group identifying locations for physical plaques, which has agreed on 10 locations in 15 years.

Curator (Legacies of Slavery & Empire), Glasgow Life

In September 2020 Glasgow Life appointed a new Curator (Legacies of Slavery & Empire) to develop a programme of community engagement and collaborative research to reshape understandings of the connections between the slave trade and colonialism, and their contemporary legacies.

Working across Glasgow museum venues this is expected to include new displays to clearly demonstrate the impact slavery and empire had on all aspects of the city. The curator will also work with local communities and existing specialist curators to shape a public programme of talks, tours, handling sessions and other activities that reflects the legacies of slavery, empire, race and globalisation.

This is an expensive option but one with several advantages, including the dedicated time to do research and work with local communities to develop relevant programming and outputs. For Aberdeen, widening the scope to include the legacy of empire would encompass a greater proportion of our museum and archive collections, as well as bringing us into line with the wider museum and heritage sector in Scotland in terms of addressing enslavement within a wider context.

Edinburgh Slavery and Colonialism Legacy Review

In July 2020, Edinburgh City Council Policy and Sustainability Committee agreed a set of actions to address historic racial injustice and stem modern day discrimination. This included a commitment to the establishment of an Independent Review to consider and make recommendations on Edinburgh's slavery and colonialism legacy in the civic realm.

The primary focus of the Review is features in the public realm which commemorate those with close links to slavery and colonialism, including, but not limited to, public statues and monuments, street or building names. It is expected to produce a set of recommendations (both short and long term) to address the issue of commemorations in the city which ignore or glorify the role of individuals and the city more widely in slavery and colonialism which are basis of racial inequality in present-day Edinburgh.

The Group has identified 40 features, categorised under 12 themes, as illustrative of the degree to which slavery and colonialism were connected to most aspects of city life between 1750-1850. Public consultation is expected to increase this number.

The review is expected to finish in December 2021 with a report to the originating committee to consider.

Appendix C: Sugar House Lane Plaque



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ABERDEEN CITY COUNCIL

COMMITTEE	City Growth and Resources
DATE	10 November 2021
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Climate Change Report 2020-21
REPORT NUMBER	COM/21/252
DIRECTOR	Gale Beattie
CHIEF OFFICER	David Dunne
REPORT AUTHOR	Alison Leslie
TERMS OF REFERENCE	2.1.3 & 2.1.6

1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to seek approval of the statutory Climate Change Report (CCR) covering the period 2020/2021. The report is required to be submitted to the Scottish Government, to ensure compliance with the requirements of Part 4 of the Climate Change (Scotland) Act 2009.

2. RECOMMENDATION(S)

That the Committee:-

- 2.1 Approve the statutory Climate Change Report 2020/21 and instruct the Chief Executive to sign and date the Required Report, prior to the submission deadline of 30 November 2021, (Appendix 1); and
- 2.2 Instruct the Chief Officer - Strategic Place Planning to publish the Climate Change Report on the Council's website, as per reporting requirements.

3. BACKGROUND

- 3.1 The Council along with other public sector organisations, have a statutory duty to report annually on progress against Public Bodies Duties under the Climate Change (Scotland) Act 2009. These duties are to act:
- In the best way calculated to contribute to the Act's emission reduction targets, these are Net Zero emissions by 2045;
 - In the best way calculated to deliver any statutory adaptation programme; and
 - In a way that it considers is most sustainable.
- 3.2 Reports must be produced on a set excel template and follow a standardised reporting methodology to allow for consistency and accuracy in data collection.
- 3.3 The CCR consists of two sections, "Required" and "Recommended" reporting.
- Required reporting (*Appendix 1*) requires evidence of:
 - Profile of the Reporting Body
 - Governance Management and Strategy relating to climate change.

- Emissions, targets and projects: information on the Council’s “corporate” emissions, including those from internal waste, fleet, business travel, street lighting, energy and water from council building and projects focusing upon efforts to reduce emissions at a corporate level
 - Adaptation: assessment and management of climate related risks
 - Procurement; policies and activities relevant to climate change duties.
 - Validation and Declaration
- The “Recommended” section (*Appendix 2*) reflects the scope of influence the Council has in supporting city wide climate change mitigation and adaptation. It includes:
 - Area-wide and per capita emissions
 - Targets
 - Strategies, plans or policies outlining ambition to influence emissions beyond your corporate boundaries
 - Policies and Actions to Reduce Emissions
 - Partnership Working, Communications and Capacity Building
- 3.4 The CCR must be made publicly available and provide information in a transparent and accountable manner, in line with the relevant guidance.
- 3.5 Reports cannot be submitted unless sign-off is evident in section 6 of the Required Report, for the relevant reporting period.

Council emissions

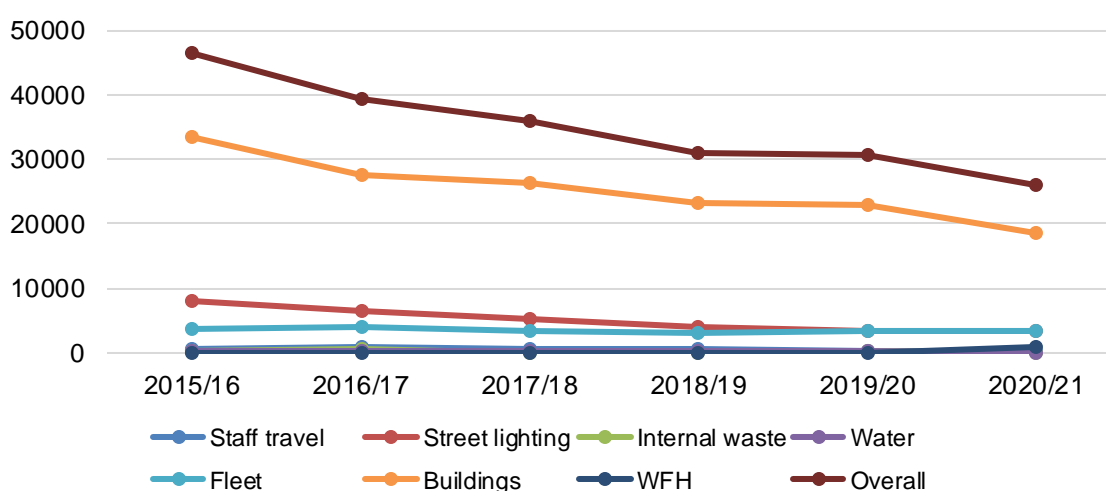
- 3.6 The Council’s emissions data, collated for the Required Reporting section of the CCR. Overall annual emissions data is set out in Figure 1, with a break down of emissions in Figure 2. This shows an overall reduction of 4,635 tCO₂e in 2020/21 when compared to 2019/20.
- 3.7 However, it should be noted that due to Covid-19 restrictions, 2020/21 was not a representative year for emissions. Electricity, gas, oil and water consumption from buildings was lower than 2019/20 due to the reduced use of buildings during the pandemic. Similarly, there was also a reduction in emissions from staff travel, air, rail, car hire and grey fleet. Covid presented exceptional circumstances and it is anticipated that emissions will increase in subsequent reporting years, where restrictions ease and activity resumes. A summary of information from the report is shown in *Appendix 3*.
- 3.8 Emissions are calculated based on consumption data i.e. km and converted using emission factors released annually by the Department for Business, Energy and Industrial Strategy. Emissions are categorised into groups of scope 1, 2 & 3 emissions. Scope 1 are direct emissions from sources owned or controlled by the Council, Scope 2 are indirect emissions from purchased electricity and Scope 3 other indirect emissions.
- 3.9 It should also be noted that over and above the impact of Covid, there are external factors which can influence emissions year to year such as changes in annual emissions factors; colder winter weather and changes in estate.
- 3.10 This year, in addition to the annual emissions data, guidance on reporting for the 2020/21 year, has requested data on emissions from staff working from

home, as a result of the pandemic. The data included is based on the estimated figure of 40.18% of FTE Council staff working from home during this period.

Figure 1: Overall Carbon Emissions

Reporting Period	Overall emissions (tCO2e)
2020/2021	25,929
2019/2020	30,563
2018/2019	31,090
2017/2018	35,892
2016/2017	39,225
2015/2016	46,371

Figure 2 - Council Annual Emissions (tCO2e)



3.11 Full Council approved a Council Climate Change Plan in March 2021. This set a net zero emission reduction target; as well as emission reduction and climate resilience measures for Council assets and operations, with the Council “baseline” year for reporting as 2015/16. Data from actions under this plan will be reflected in subsequent reporting years.

4. FINANCIAL IMPLICATIONS

4.1 There are no financial implications arising from the recommendations of this report. The report simply illustrates a point in time as to how the Council is performing.

5. LEGAL IMPLICATIONS

5.1 The Council has a statutory duty under the Climate Change (Duties of Public Bodies: Reporting Requirements) (Scotland) Order 2015, as amended by the Climate Change (Duties of Public Bodies: Reporting Requirements) (Scotland) Order 2020, to submit an annual Climate Change Report.

6. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
Strategic Risk	Climate risks and opportunities not being recorded and regularly monitored.	L	Climate risks are reported through the risk registers and updated monthly. Includes risk on compliance with climate duties. Project Register and Dashboard established to monitor progress on Council Climate actions.
Compliance	Non-compliance of the Public Bodies Duties under the Climate Change (Scotland) Act 2009	L	Climate Change Report is completed, published and submitted within the mandatory timeframe.
Operational	Risk that reporting does not meet the required format. Risk that systems to collate data are inefficient. Risk that incorrect emission factors are used.	L	Reporting guidance is followed. Information and data is entered on the standard reporting templates. Set scope of data is collated annually for consistency. Up to date emission factors are used. Improvements to data collation are taking place.
Financial	There is no financial implication as a result of this report.	L	The annual CCR is achieved through existing budgets.
Reputational	Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 set new targets for emission reduction in Scotland of net zero by 2045 and the anticipated requirements on Public Sector bodies on setting Net Zero targets.	M	Governance established for the Council Climate Change Plan – covering actions required to meet climate duties.
Environment / Climate	Failure to meet emission reduction target year.	M	Establish a robust approach to support the monitoring and reporting of corporate emissions.

7. OUTCOMES

COUNCIL DELIVERY PLAN	
Impact of Report	
Aberdeen City Council Policy Statement	The proposals in the report have no direct impact on the Policy Statement.
Aberdeen City Local Outcome Improvement Plan	
Prosperous Economy Stretch Outcomes	The report relates to emissions from the Council's own assets and operations. Actions to reduce carbon emissions, protect and improve the environment will indirectly support stretch outcome 1 by having a positive impact on food, life sciences, health and wellbeing.
Prosperous People Stretch Outcomes	The proposals in this report support the delivery of stretch outcome 11 - Healthy life expectancy (time lived in good health) is five years longer by 2026. Actions to reduce carbon emissions; protect and improve the environment can have a positive impact on health and wellbeing.
Prosperous Place Stretch Outcomes	The proposals in this report support the delivery of stretch outcome 13 - Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate.
Regional and City Strategies	The CCR highlights the climate targets and objectives in a range of regional and city strategies including: Regional and Local Transport Strategies, Strategic and Local Development Plans, Local Outcome Improvement Plan, Aberdeen Adapts, Local Housing Strategy.
UK and Scottish Legislative and Policy Programmes	The proposal within this report supports the Council's compliance with Part 4 of the Climate Change (Scotland) Act 2009 and Climate Change (Emissions Reduction Targets) (Scotland) Act 2019.

8. IMPACT ASSESSMENTS

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

9. BACKGROUND PAPERS

COM20152 - Climate Change Report 2019/20
 COM21047 - Council Climate Change Plan 2021-2025

10. APPENDICES

- Appendix 1 – Climate Change Report 2020/21: Required Reporting
- Appendix 2 – Climate Change Report 2020/21: Recommended Reporting
- Appendix 3 - Summary of Climate Change Report 2020/21

11. REPORT AUTHOR CONTACT DETAILS

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Aberdeen City Council Climate Change Report 2020/21

Public Bodies are required to complete an annual climate change report. Information is submitted on a set template. This report sets out the Council's climate change return for the period April 2020-March 2021.

SECTION 1 – PROFILE OF REPORTING BODY

1a. Name of Reporting Body: Aberdeen City Council

1b. Type of body: Local Government

1c. Highest number of full-time equivalent staff in the body during the report year: 6606.01

1d. Metrics used by the body: *Drop down options are not relevant, so nothing noted.*

1e. Overall budget of the body (£): 464,115,492 These are net figures.

1f. Specify the report year type: Financial (1st of April 2020 to 31st of March 2021)

1g. Provide a summary of the body's nature and functions that are relevant to climate change reporting.

Aberdeen City Council has a strong role to play as follows:

- Leading and acting as an example to others through its services, planning and decision making.
- Reducing emissions from its own estate and services and building resilience through the Council Climate Change Plan 2021-25.
- Managing wider city risks and building resilience through the Aberdeen Adapts: Climate Adaptation Framework.
- Promoting city wide emission reduction through the [Net Zero Vision for Aberdeen](#) and the Strategic Infrastructure Plan (Energy Transition)
- Helping to shape and inform legislation through consultation responses.
- Alleviating fuel poverty through ACC owned properties and working with the private/third sectors to improve standards in those areas.
- Ensuring compliance with building standards and influencing the planning process to take into consideration climate change mitigation and adaptation measures.
- Through the school systems and lifelong learning educate the citizen about the implications of climate change and principles of sustainability.
- Deliver projects that help mitigate/adapt to a changing climate, flood risk management and water efficiency and fulfil multiple plans, policies, and strategies, e.g. wetland development, sustainable urban drainage, expansion of the EV (Electric Vehicle) network, energy efficiency retrofitting, renewables etc.
- Piloting the development of blue/green infrastructure.
- Procuring sustainably.
- Partnership working.

SECTION 2 – GOVERNANCE, MANAGEMENT AND STRATEGY

2a - How is climate change governed in the body?

The Council structure comprises of:

- Resources
- Customer
- Operations
- Commissioning

Within each function are clusters, all functions have a part to play in considering climate change through their decision making and operations in line with corporate policy and risk management. Plans, policies and strategies and their progress are reported through the committee reporting structure predominantly to: Council, City Growth and Resources and Operational Delivery. City Growth and Resources Committee also receives the annual statutory Climate Change Report, which is required to be signed off by a Senior Manager of the Council.

Council

Oversight, monitoring and reporting mechanisms for the [Council Climate Change Plan \(CCCP\) 2021-2025](#) have been established. An Oversight Group led by the Chief Operating Officer has a remit for implementation and delivery of the plan and the project programme, taking a project assurance role to review performance and progress and keep the plan on track. The Oversight Group includes Senior Officers from Procurement, Finance, Communications, Corporate Landlord, Data, and Insights and from the Net Zero (City) Delivery Unit. In addition, it includes the theme leads for the 5 thematic sub-groups delivering actions under the plan and creating a broad network of relevant officers working on mitigation and adaptation.



City – energy transition and net zero

The Council approved the governance model and Terms of reference for citywide climate action in June 2020 at Urgent Business Committee.

A Net Zero Leadership Board oversees the work of the Net Zero Transition Delivery Unit which develops and co-ordinates net zero priority activity for the developing Aberdeen Climate Change Plan. The Plan is being developed in consultation with the Net Zero Leadership Board. It is chaired by the Council and has membership of various influential external organisations which have the ability to drive the Net Zero Vision for Aberdeen City forward. Theme leads are established and are developing the city net zero strategic approach for each of the themes.

City – Community Planning Partners

The Aberdeen Community Planning Partners have oversight and delivery of the Aberdeen Local Outcome Improvement Plan. The Sustainable City Outcome Improvement Group sits under the governance for the plan and leads and is responsible for actions and for ensuring progress against the primary and secondary drivers and improvement aims set for the Prosperous Place outcomes in the LOIP. These include stretch outcomes for climate change.

2b - How is climate change action managed and embedded by the body?

Corporate Management Team Boards

Several of the Council's Corporate Management Team Boards have oversight of various aspects of the Council's climate change activity.

- **Performance Board** – Following approval of the CCCP in March 2022, progress reports for the CCCP will be compiled and reported on a quarterly basis to the Council's Performance Board.
- **Risk Board** – is provided with monthly updates on progress with climate change action and annual updates are provided for the Audit, Risk and Scrutiny Committee. The Council's Corporate Risk Register identifies Climate Change as one of the most significant risks the Council faces and in 2020 the risk was separated into:
 - 'Compliance' – the risk of not complying with statutory duties as a Council to reduce emissions, contribute to national targets, adapt to climate change in contribution to the national adaptation programme, and report annually on this work.
 - 'Place' – the risk of not contributing to a reduction in city-wide emissions and address strategic climate risks for the city where the Council has scope to influence. Including: heavy or reduced rainfall, flooding, higher temperatures and sea levels.
- **Strategy Board** - as part of its remit facilitates the delivery of the Council's strategic priorities covering energy transition and net zero. In addition, the looks at internal and external factors which affect the

Council's current and future environment and the impact this could have on the Council and Aberdeen City.

Carbon budget

In October 2020 City Growth and Resources Committee gave approval for the Service to develop an in-house methodology for calculating an overarching carbon budget for the Council Climate Change Plan which involves carbon (tCO₂e) allocations based on ability to influence relevant policy and action.

Internal audit

A Council internal audit on climate change commenced in November 2020. The audit was to provide assurance the Council is taking appropriate measures to comply with statutory requirements on climate change.

Embedding climate change

Some examples of how sustainability has been incorporated into Council processes, procedures and decision making are illustrated below:

- Many corporate plans, policies and strategies undergo Strategic Environmental Assessment (SEA) to assess their environmental impact which includes addressing climate change. Climate change considerations are featured within corporate climate risk register, service plans, business cases and development management consultations.
- Environmental considerations are included in business case templates to assess if projects contribute to a reduction in emissions, build resilience to climate change, deliver resource efficiency, and reduce impacts on the environment. The Business Case process is linked to the Council Building Performance Policy for corporate assets sets standards for sustainable construction, digital connectivity and future proofing for district heating connectivity.
- Consideration for environmental risks is incorporated into the committee reporting structure and accompanying Report Authors guidance document.
- Progress with work to consider environmental implications in the Council Strategy template and guidance; and integrate to in the Council Policy template and guidance – progress will be included in the next reporting period.
- Climate risks included in the corporate risk register with progress reported monthly.
- Environmental considerations are incorporated within planning consultation responses, with regular cross service meetings with Development Management and are embedded into development policy.
- Development of a suit of eLearning training modules to encourage sustainability principles in decision making,
- Emissions management and wide sustainability work across the council is reported annually through the Statutory Performance Indicators (SPI).
- Awareness raising events and presentations relating to sustainability are provided to senior management and elected members.
- A “Green Workplace” area of the staff intranet was established at the start of 2021, to provide information, education, practical tips and ideas and opportunities for staff to get involved in the climate change and wider sustainability agenda.
- A programme of Green Champions was established in 2020 to help disseminate information across Council Clusters and over 30 Green Champions are in place.

Other

In addition, a range of Council teams have responsibility for strategy, activities and monitoring on climate change or sector specific areas:

- The Environmental Policy Team, has specific remit for climate reporting; gives advice on mitigation and adaptation; and encourages embedding of these measures into both corporate and city-wide plans, policies and strategies and ensuring direct links to the LOIP strategic outcomes.
- Corporate Landlord, oversee building conditions and undertake surveys, working closely with the Energy Management Team and Building Services/Maintenance to bring buildings up to standard and perform better in relation to energy efficiency. They also are obliged to comply with the corporate Buildings Performance Policy. This work is done on an ongoing basis. The Energy Management Team is responsible for overseeing collation of energy consumption data.
- Internal waste is managed by many with responsibilities spread among various functions as set out in the Internal Waste Minimisation policy. The Waste and Recycling Team, are responsible for the collection of waste and recycling containers from most corporate buildings, as part of trade waste collections. Facilities, are responsible for the implementation and provision of the waste and recycling

services from main office buildings. The IT Helpdesk and Transformation Team, are responsible for the collection/liaison with external companies for the reuse and recycling of Waste Electronic and Electric Equipment (WEEE).

A range of additional waste data is provided by relevant contractors.

- The Local Development Plan Team is responsible for providing the strategic direction for city development, including incorporation of sustainability principles into strategic plans and supplementary guidance. The Aberdeen Local Development Plan [\(LDP\)](#) is reviewed on a five-yearly cycle and is reported to the Full Council.
- The Flooding and Coastal Management Team have responsibilities in assessing flood risk and flood risk management schemes. The team work in partnership to develop cycles of the North East Flood Risk Management Plan, to meet the Flood Risk Management (Scotland) Act 2009.
- The Transport Strategy and Programmes Team develop the Local Transport Strategy and a wide range of sustainable and active travel measures.

2c - Does the body have specific climate change mitigation and adaptation objectives in its corporate plan or similar document?

Document	Wording of objective(s)
Council Policy Statement	<p>We will continue to invest in green energy transport projects in order to realise our aspiration to become a world leading city for low carbon technology.</p> <p>We will build new council houses and work with partners to provide more affordable homes.</p> <p>We will build up our existing strength in hydrogen technology.</p> <p>We will support efforts to develop the Energetica corridor.</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>We will explore a property level flood protection scheme for domestic properties.</p> <p>Reduce fuel poverty across our most deprived communities through combined heat and power schemes including the Energy from Waste Plant and supporting community owned energy solutions.</p>
Council Delivery Plan	<p>The Council’s Commissioning Intentions are aligned to the stretch outcomes of the Local Outcome Improvement Plan and the Council’s strategy framework.</p>
Local Outcome Improvement Plan (LOIP) 2016-2026	<p>One of the 15 stretch outcomes for the plan is addressing climate change by reducing carbon emissions and adapting to the impacts of our changing climate.</p> <p>Work also took place during this period to inform a refresh of the LOIP (scheduled for approval July 2021) including an update on emission targets.</p>

2d - Does the body have a climate change plan or strategy?

City

Energy Transition/ Net Zero

- [A Net Zero Vision and Prospectus for Aberdeen](#) was approved at Urgent Business Committee in May 2020. Includes strategic objectives on: leading the global transition; accelerating transition demand; resilient, productive and dynamic place; climate positive exemplar; putting people first.
- [Strategic Infrastructure Plan \(Energy Transition\)](#): was approved at Urgent Business Committee in May 2020. It includes Strategic Infrastructure Goals: clean energy supply for the city, UK and, particularly, globally; Aberdeen’s infrastructure is adaptable to changes in climate; sustainable mobility; building energy efficiency; sustainable waste management. It also includes priority area of Net Carbon Zero - Public Sector.
- Council Committee March 2021 approved the decision: “to develop an Aberdeen Energy Transition and Climate Change Route Map.to meet our ambition to be a Net Zero city and report back to Council before March 2022.” This work is underway and an update on this will be provided in the next reporting period.

Adaptation

- [Aberdeen Adapts: Climate Adaptation Framework](#) was approved in December 2019 and covers city-wide working on adaptation. Incorporating the views of local organisations and communities, it sets the direction to build long term city resilience.

Council

- The [Council Energy and Climate Routemap](#) was approved at Urgent Business Committee in May 2020. The routemap outlined work towards producing a new climate change plan (highlighted below) with a refreshed focus on the Council's climate change intentions for Council operations and infrastructure.
- The [Climate Change Plan 2021-2025: Towards a Net Zero and Climate Resilient Council](#) was approved at Council in March 2021. The purpose of this plan is to set out the Council's approach, pathway and actions towards net zero and climate resilient Council assets and operations, by 2045. The plan sets emissions targets for Council assets and operations, outlines actions to reduce carbon emissions and to increase resilience to climate change. It covers 5 main themes:
 - **Buildings** - reducing energy demand, transitioning to renewable energy and low carbon technology, increasing resilience of Council buildings and improving standards.
 - **Mobility** – transition to zero emission fleet, with an expanded EV charging and hydrogen refuelling infrastructure. Reducing emissions from staff travel. Considerations of climate adaptation for transport infrastructure.
 - **Other Operations** - upgraded street lighting, increase in nature-based solutions, a reduction in waste generated from Council buildings and operations, a reduced carbon footprint from our catering.
 - **Leadership and Governance** – improved data and climate risk management, incorporating climate change into Council practices and decision-making processes, strategic resource allocation.
 - **Awareness and Behaviour Change** - staff are aware of the Council's climate action and commitments, increasing staff understanding on climate change; and where necessary, upskilling to support actions.

2e - Does the body have any plans or strategies covering the following areas that include climate change?

Topic area	Name of document	Time period covered	Comments
Business travel	Staff Travel Policy	Ongoing	Includes considerations of the Environmental Impact of travel. Asks staff to consider first if their trip is necessary, encourages travellers to use modes of transport that result in the least environmental impact and outlines that the Council keeps records of estimated environmental impact of travel and has a clear intent to reduce it.
Staff travel	Council Travel Plan (only available via the intranet)		High-level objectives: To increase the choice of transport modes available to employees, Councillors and visitors to Council buildings. To seek to reduce the negative impact of travel choices locally and more widely, whilst maintaining efficient service provision.
Energy Efficiency	Local Housing Strategy (page 5)	2018-2023	Outlines housing strategy approach and includes the strategic outcome: Fuel poverty is reduced which contributes to meeting climate change targets.
Energy efficiency	Property Asset Management Framework		Includes the objective: Assets will be environmentally and economically sustainable. With indicators for reduction of carbon emissions; reduction in energy consumption per year; total cost of core property costs; number of oil based heating systems – target of zero; maintain water consumption at 2010/11 levels; number of operational buildings connected to district heating
Energy efficiency	Property Asset Management Policy		Key principles include: reducing carbon emissions from our properties.
Other	Condition and Suitability Programme	2018/19 – 2020/21	3-year programme for the condition and suitability works on the Council's non-housing property portfolio. Around 30% of the proposed C&S

			programme is made up of projects that will contribute positively to improving the environmental performance of the Council's assets.
Fleet transport	Fleet Replacement Programme	Phase 1 - for 2021/22	The programme has been updated to reflect the Council's Net Zero ambition to work towards decarbonising its in-house fleet and introducing new vehicles with reduced emissions.
Information and Communication Technology	ICT (Information and Communication Technology) Asset Management Plan (only available via the intranet)	2013	ICT Assets should be environmentally sustainable. This means considering local and global environmental factors, monitoring and reducing energy consumption and CO2 emissions through the whole ICT life cycle from manufacture, packaging, utilisation and disposal. ICT Assets must be safe, secure and comply with current legal and regulatory requirements and known future requirements. This means ensuring regular audits for DSE requirements and PAT testing of all ICT Assets, regular preventative maintenance and testing of critical ICT assets such as UPS and Air Conditioning within Data Centre and communications room facilities, compliance with WEEE regulations for electrical disposals, compliance with software licensing terms and conditions, compliance with Data Protection Act (DPA) and Disability Discriminations Act (DDA) when designing new ICT systems.
Waste Management	Internal Waste Minimisation Policy (only available via the intranet)		Discusses internal waste in relation to the waste hierarchy.
Waste Management	Aberdeen City Waste Strategy (Page 7-8)	2014-2025	Target 1: Waste growth will be eliminated by 2015. Target 2: We will work towards the targets set in the Scottish Government's Zero Waste Plan 2010. Target 3: Introduce an organic waste collection for all households by 2016. Target 4: Develop facilities within the Aberdeen area to recover our resources. Target 5: No more than 5% of household waste should be landfilled by 2025.
Water and sewerage	<i>Not applicable</i>		
Land Use	Aberdeen Local Development Plan (LDP)	Adopted January 2017	Includes policy on low and zero carbon buildings and on renewable and low carbon energy development. A wider range of policy information on the current and proposed LDP is included in the adaptation section. The Proposed Aberdeen Local Development Plan (2020) and Delivery Programme was approved by Full Council March 2020
Land use	City Centre Masterplan (Executive summary, page 9)		Includes the objective - Technologically advanced and environmentally responsible. Providing the capacity, quality and reliability of infrastructure required by businesses and residents and utilising resources responsibly.
Land use	Aberdeen City and Shire Strategic Development Plan	2020-2040	Includes the aim - take on the urgent challenges of climate change.
Land Use	Open Space Strategy	2011-2016	Covers open space across the city, assists with climate adaptation. Recognise the economic, environmental, and social value of open spaces. Maximise opportunities to mitigate and adapt to climate change and further biodiversity. Ongoing open space audit which will feed into the review of the Open Space Strategy.
Other – nature conservation	Nature Conservation Strategy (page 4 and 15)		Biodiversity, which touches upon aspects of climate change. Within the objectives of the strategy and sections on sustainable development and climate change. There are many aspects to consider for truly sustainable development and climate change is one of them. A shift in species populations, ranges, migration patterns and reproductive behaviour are already evident both on land and at sea because of climate change.

Other – sustainable construction	Building Performance Policy	Renewed January 2018	The Buildings Performance Policy and accompanying guidance and checklist covers sustainable construction activity at a corporate level. It is an internal policy that sets building standards for refurbishments and new build projects. The policy states clearly an intention to deliver against energy performance, digital connectivity, future proofing for district heating and attaining certain BREEAM standards.
Other - various	Local Outcome Improvement Plan	2016-2026	Stretch outcomes for the plan (20/21) include: Addressing climate change by reducing carbon emissions and adapting to the impacts of our changing climate. 38% of people walking and 5% of people cycling as main mode of travel by 2026. A refresh of the plan is updating the emission reduction target.
Other – economy	Regional Economic Strategy (page 25)	Approved 2015	Includes the objective: to maximise the potential of hydrogen, energy from waste and other renewables technologies to develop a medium-long terms demand for the transferable skills in the oil and gas sector.
Other - hydrogen	Aberdeen City Region Hydrogen Strategy and Action Plan 2015-2025 (Part 2, page 16)	2015-2025	The aim of this strategy is to maintain and build on Aberdeen’s expertise in hydrogen in order to achieve the long-term goals associated with hydrogen rollout and being the leading hub in Scotland. The strategy and action plan outlines how these aims can be achieved in the short, medium and long term. The action plan identifies a series of measures required to achieve this, across seven key objectives: vehicle deployments, renewable hydrogen, refuelling infrastructure, non-transport applications, supply chain/market development, communication and education, and policy & regulation.
Other	Socio-Economic Rescue Plan	2020/21	Approved at Urgent Business Committee in June 2020. The plan includes outcomes for green and active travel
Other - transport	Local Transport Strategy (Page 5)	2016-2021	Increased modal share for public transport and active travel. Reduced the need to travel. Reduced dependence on the private car. Improved journey time reliability for all modes. Improved road safety. Improved air quality and the environment; improved accessibility to transport.
Other – transport	Sustainable Urban Mobility Plan (Page 1)		Sets out long term approach for active and low carbon travel in the city centre. Varying transport options. Reduces air and noise pollution, greenhouse gas emissions and energy consumption; improves the efficiency and cost-effectiveness of the transportation of people and goods.
Other – transport	Aberdeen Active Travel Action Plan	2021-2026	Aims to encourage and facilitate active travel.
Other – transport	Aberdeen Electric Vehicle Framework	2018-2032	Inform the future plans and supporting infrastructure for EVs in Aberdeen over the next 5-10 years
Other – air quality	Air Quality Action Plan (Page 2)	2011	Actions to improve air quality in Aberdeen. 2020 Air Quality Progress Report .

2f - What are the body’s top 5 priorities for climate change governance, management, and strategy for the year ahead?

In no specific order, the top 5 climate change priorities for the year ahead are:

1. Approve the city strategic approach for Net Zero by March 2022.
2. Programme the theme strategic documents underpinning the City Net Zero strategic approach.
3. Refresh of Aberdeen Adapts and the Local Transport Strategy, with roll out of work on key transport initiatives.
4. Continued delivery of over 100 projects in the Project Register for the Council Climate Change Plan, in support of the Council’s net zero targets.
5. Develop robust internal systems for data collection and monitoring of emissions.

2g - Has the body used the Climate Change Assessment Tool (a) or equivalent tool to self-assess its capability / performance?

N/A

2h - Supporting information and best practice.

The 20/21 reporting period covered a range of rapid adjustments and impact on services as a result of Covid. However, climate change remained a priority for the Council through this and throughout the year progress on climate change was not just maintained but took a step forward. This included the establishment of governance for city energy and net zero activity and the approval of a vision document and supporting plan. Further work is also underway to develop the strategic approach for a net zero city. In addition, the Council set net zero targets for its own assets and operations and a net zero and climate resilience Council plan was approved. This was accompanied by a Project Register of over 100 projects being taken forward under 5 thematic sub-groups. An Oversight Group drives the tracking of this activity. Further projects to embed climate change in Council systems and processes are being progressed through the Plan.

Additional plans were approved that sit under the Local Transport Strategy, including an Electric Vehicle Framework for Aberdeen and an Aberdeen Active Travel Action Plan.

SECTION 3 – EMISSIONS, TARGETS AND PROJECTS

3a - Emissions from start of the year which the body uses as a baseline (for its carbon footprint) to the end of the report year.

Reference year	Year	Scope 1	Scope 2	Scope 3	Total	Units	Comments
Baseline carbon Footprint	15/16	22,020.00	21,664.00	2,687.00	46,371.00	tCO ₂ e	
Year 1 carbon footprint	16/17	17,704.90	18,347.31	3,173.58	39,255.00	tCO ₂ e	Changes in estate and provision and accuracy of data account for the significant changes in relation to the total footprint.
Year 2 Carbon Footprint	17/18	17,867.11	15,767.82	2,257.46	35,892.39	tCO ₂ e	Changes in emission factors and provision and accuracy of data account for changes in relation to the total footprint. Biomass from wood chips has been included as a scope 1 emission source because it is not 100% renewable.
Year 3 Carbon Footprint	18/19	17,015.18	12,176.07	1,899.20	31,090.45	tCO ₂ e	Changes in emission factors; and provision and accuracy of data account for changes in relation to the total footprint.
Year 4 Carbon Footprint	19/20	18,544.97	10,315.87	1,700.40	30,563.24	tCO ₂ e	Changes in emission factors; and provision and accuracy of data account for changes in relation to the total footprint.

Year 5 Carbon Footprint	20/21	15,762.4	8,382.9	1,782.8	25,929.3	tCO ₂ e	Consumption figures are significantly lower than 2019-20 due to the reduced use of assets and reduced business travel during the COVID-19 restrictions
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3b – Breakdown of emission sources.

Emission Source	Scope	Consumption Data	Units	Emission Factors	Units	Emissions (tCO ₂ e)	Comments
Grid electricity (transmission and distribution losses)	3	22,992,737	Kwh	0.02005	kg CO ₂ e/kWh	461.0	Usage through corporate assets. Consumption 25% lower than 2019-20 due to the reduced use of buildings during the COVID-19 restrictions. This is an exceptional circumstance, and we expect consumption to return to 19-20 levels in 21-22
Grid electricity (Generation)	2	22,992,737	Kwh	0.23314	kg CO ₂ e/kWh	5,360.5	Usage through corporate assets. Consumption 15% lower than 2019-20 due to the reduced use of buildings during the COVID-19 restrictions. The prolonged cold winter increased gas consumption and that is why consumption did not fall as much as electricity. Degree days for winter 20-21 are 14% higher than 19-20. The Covid-19 restrictions have been an exceptional circumstance, and we expect consumption to return to 19-20 levels in 21 -22
Natural Gas	1	64,518,687	Kwh	0.18387	kg CO ₂ e/kWh	11,863.10	Usage through corporate assets. Consumption 15% lower than 2019-20 due to the reduced use of buildings during the COVID-19 restrictions. The prolonged cold winter increased gas consumption and that is why consumption did not fall as much as electricity. Degree days for winter 20-21 are 14% higher than 19-20. The Covid-19 restrictions have been an exceptional circumstance, and we expect consumption to return to 19-20 levels in 21-22.
Gas Oil	1	2,686,632	Kwh	0.25672	kg CO ₂ e/kWh	689.7	Usage through corporate assets. Consumption 43% lower than 2019-20 due to the reduced use of buildings during the COVID-19 restrictions. 2 sites did not require their tanks to be topped up at all during the year. This is an exceptional circumstance, and we expect consumption to return to 19-20 levels in 21-20.
Water Supply	3	175,715	m ³	0.11000	kg CO ₂ e/m ³	19.3	Usage through corporate assets. Consumption 27% lower than 2019-20 due to the reduced use of buildings during the COVID-19 restrictions. A further reduction in consumption is due to the removal of SportAberdeen, Bon Accord and Aberdeen Performing Arts sites from the total, to keep water reporting in line with other utilities.
Water Treatment	3	166929.25	m ³	0.23000	kg CO ₂ e/m ³	38.4	Usage through corporate assets. Figure is 95% of water supply.

Grid electricity (transmission and distribution losses)	3	12,963,880	Kwh	0.23314	kg CO2e/kWh	259.9	From Street Lighting
Grid electricity (Generation)	2	12,963,880	Kwh	0.02005	kg CO2e/kWh	3,022.4	From Street Lighting
Average car - unknown fuel	3	144,229	km	0.17140	kg CO2e/km	24.7	From car hire
Average car - unknown fuel	3	596,855	km	0.17140	kg CO2e/km	102.3	Gray fleet – essential and casual user.
Rail (national rail)	3	46133.46	passenger km	0.03694	kg CO2e/passenger km	1.7	Some data has been provided from the external supplier; however, this is inaccurate therefore an overall figure cannot be estimated at this time. This is further complicated by staff procuring their own rail travel and claiming back through expenses. This data is not captured.
Car – petrol (average)	3	61,774	km	0.17430	kg CO2e/km	10.8	Co-Wheels car club information. All mileage information taken from Co-wheels telematics.
Car – hybrid (medium)	3	0	km	0.11558	kg CO2e/km		Co-Wheels car club information. All mileage information taken from Co-wheels telematics.
Car- diesel (average – unknown engine size)	3	0	km		kg CO2e/km		Co-Wheels car club information. All mileage information taken from Co-wheels telematics.
Car – Battery electric Vehicle (Medium) Km	2	27,364.31	Km	0.05123	kg CO2e/km	1.4	Co-Wheels car club information.
Long haul flight (economy class)	3	0	passenger km	0.14615	kg CO2e/passenger km	0	Data from ATP. Flights booked through credit cards are not captured
Short haul flight (economy class)	3	0	passenger km	0.15289	kg CO2e/passenger km	0	Data from ATP. Flights booked through credit cards are not captured
Paper and board (mixed recycling)	3	26	tonnes	21.31700	kg CO2e/tonne	0.5	Confidential paper. Annual report provided by contractor.
Organic food and drink composting	3	40	tonnes	10.20400	kg CO2e/tonne	0.4	From 3R Schools
Organic food and drink composting	3	161	tonnes	10.20400	kg CO2e/tonne	1.6	From corporate premises
General waste to landfill	3	0	tonnes	437.37200	kg CO2e/tonne	0.0	Residual waste has been bulked and transported as refuse derived fuel since June 2017 rather than landfilled.
Mixed recycling	3	210	tonnes	21.31700	kg CO2e/tonne	4.5	Based on scheduled regular uplifts so data does not include bulky uplifts. Use volume to weight conversion factors.

Glass recycling	3	1.21	tonnes	21.31700	kg CO ₂ e/tonne	0.00	Based on scheduled regular uplifts so data does not include bulky uplifts. Use volume to weight conversion factors.
WEEE (Mixed) Recycling	3	3.42	tonnes	21.31700	kg CO ₂ e/tonne	0.1	IT provided information from contractor
Other – WEEE IT Reuse	3	1.98	tonnes	0	kg CO ₂ e/tonne	0	IT provided this information from contractor
General waste to landfill	3	134	tonnes	437.31700	kg CO ₂ e/tonne	58.7	3R schools. General waste to landfill provided by a report from the waste contractor.
Mixed recycling	3	50	tonnes	21.31700	kg CO ₂ e/tonne	1.1	3R schools. Mixed recycling provided by a report from the waste contractor
Diesel (average biofuel blend)	1	1,152,722	litres	2.54503	kg CO ₂ e/litre	2934.9	Used within fleet services
Petrol (average biofuel blend)	1	122,614	litres	2.16802	kg CO ₂ e/litre	265.8	Used within fleet services
Grid electricity (Generation)	2	4,793	kWh	0.23314	kg CO ₂ e/kWh	1.1	Used within fleet services
Grid electricity (transmission and distribution losses)	3	4,793	kWh	0.02005	kg CO ₂ e/kWh	0.1	Used within fleet services
Biomass chips	1	577,130		0.01513	kg CO ₂ e/kWh	8.9	150,000kg of woodchips consumed for the biomass.
Homeworking emissions	3	40.18	%	0.30000	kg CO ₂ e/FTE/annum	796.3	Estimate based on % of staff working from home during the pandemic. FTE not available. Headcount figure provided.
Overall Total Emissions						25,929.3	

3c - Generation, consumption and export of renewable energy

Technology	Renewable electricity		Renewable heat		Comments
	Total consumed by the organisation (kWh)	Total exported (kWh)	Total consumed by the organisation (kWh)	Total exported (kWh)	
Biomass			577,130		150,000 kg/ of woodchips consumed for the biomass plant.

3d – Organisational Targets

Name of target	Type of target	Target	Units	Boundary / scope of target	Progress against target	Year used as baseline	Baseline figure tCO2e	Units of baseline	Target completion year	Comments
Corporate emissions	Absolute	Net zero	tCO2e	Council assets/ operations	44%	15/16	46,371	tCO2e	2045	At the latest
	%	75	tCO2e					tCO2e	2030	At least
	%	48	tCO2e					tCO2e	2025	At least
Energy	Annual % reduction	2%	Annual %	Energy use in buildings		14/15		kWh/m ³		Significant reductions 20-21 due to covid restrictions.
Internal waste	%	65%	tonnes	Reuse, recycle, compost corporate waste		11/12	23,589	tonnes	2018	Internal Waste Policy
Recycling domestic	%	56%	tonnes	Household waste recycled by 2025	45.37% in 2020 calendar year			tonnes	2025	Waste Strategy
Waste - domestic	%	No more than 5%	tonnes	Household waste landfilled by 2025					2025	Waste Strategy

3e - Estimated total annual carbon savings from all projects implemented by the body in the report year

Emissions source	Total estimated annual carbon savings (tCO ₂ e)	Comments
Electricity		Data and monitoring actions are being progressed to support future reporting.
Electricity		
Natural Gas		
Other heating fuels		
Waste		
Water and sewerage		
Business travel		
Fleet transport		
Other		

3f - Detail the top 10 carbon reduction projects to be carried out by the body in the report year

Project Name	Funding Source	First full year of CO ₂ e savings	Estimated or actual?	Capital cost (£)	Operational cost (£/annum)	Project lifetime (years)	Primary fuel / emission source saved	Estimated carbon savings per year (tCO ₂ e/annum)	Estimated cost savings (£/annum)	Behaviour change aspects including use of ISM	Comments
Continued Streetlighting LED Replacement Programme	Aberdeen City Council	2017	Actual	£7,500,000	0	7	Electricity	352	17,000	no	Inventory update being compiled - will see a further reduction on figures shown.
Torry Heatnet - connecting 3 public buildings to existing District Heating Network	Aberdeen City Council & Interreg North East Europe	2021	-	£9,500,000	-	-	Gas	92	-	no	Interreg Heatnet NWE pilot completed at the start of 2021. In future Torry DH network will be supplied by heat from Energy from Waste plant currently under construction.
St Machar Academy District Heating Connection	Aberdeen City Council	2021	-	-	-	-	-	-	-	no	A 1.2km heat main to link St Machar Academy to Tillydrone Energy Centre
Woodlands Nursery District Heating Connection	Aberdeen City Council	2021	-	-	-	-	-	-	-	no	Connection to existing district heat network
Tillydrone Nursery District Heating Connection	Aberdeen City Council	2021	-	-	-	-	-	-	-	no	Connection to existing district heat network
Heating control upgrades	Aberdeen City Council	On-going	-	-	-	-	Mains Gas	-	-	no	Upgrade of heating controls in 3 schools and 1 community centre with minor works in 4 additional schools. Reduced gas use by 10%

Electric vehicle charge point rollout	Transport Scotland, Energy Saving Trust (Scotland), Office for Low Emission Vehicles (OLEV), Civitas PORTIS EU funded project	2012	Estimate	£315,000 for 2020/21 £810,000 since 2012	£75,000	Ongoing	Petrol and Diesel	-	-	no	Chargepoint installation organised by the Council 118. This includes 16 for the car club only and 22 for fleet.
Trial of vehicles running on green hydrogen dual fuel	HyTIME, HyTrEc2 (EU Interreg) and Transport Scotland Large Vehicles	20-21	Actual	Time – unknown. HyTrEc2 = £45,000 TS = £69,000	-	-	Petrol and Diesel	7.03	-	no	HyTIME, within the Low Emission Freight and Logistics Trial of vehicles running on hydrogen dual fuel. 1 roadsweeper, 2 waste trucks EU Interreg HyTrec2 project – 1 roadsweeper Transport Scotland funding – 1 Roadsweeper
Fleet Replacement Programme	Aberdeen City Council	2020	Estimate	As committee paper	-	-	Petrol and Diesel	-	-	no	Low carbon fleet vehicles at the end of March 2021 included: electric vans, 25; electric cars, 7; electric compact sweeper, 1; electric mini digger, 1; Electric Refuse Collection Vehicle, 1; Diesel/ hydrogen vehicles, 5; hydrogen car 1.
Condition & Suitability Programme	Aberdeen City Council	On-going	Estimate	As committee paper	-	-	Electricity, Mains Gas, Oil and Water	-	-	-	-Implementation of building energy efficiency measures through maintenance and upgrade programme

3g - Estimated decrease or increase in the body's emissions attributed to factors (not reported elsewhere in this form) in the report year blank

Emission source	Total estimated annual emissions (tCO ₂ e)	Increase or decrease in emissions	Comments
This section has not been populated due to lack of information.			

3h - Anticipated annual carbon savings from all projects implemented by the body in the year ahead

Emission source	Total estimated annual carbon savings (tCO ₂ e)	Comments
Electricity	145.35	Replacement lighting system at Marischal College
Electricity	tbc	Continued LED street lighting programme
Electricity	tbc	Lighting replacement - lit signs and bollards
Electricity	tbc	Phased Intelligent Street Lighting Programme
Natural gas	1,617.00	Torry Heatnet - connecting 3 public buildings to District Heat Network
Other heating fuels	tbc	Replacement school, Milltimber
Waste	0	
Water/ sewerage	0	
Business Travel	0	
Fleet transport	tbc	Continued fleet replacement programme – electric, hydrogen & hybrid vehicles
Fleet transport	tbc	Full hydrogen and electric refuse collection vehicles
Fleet transport	tbc	Conversion to dual fuel refuse collection vehicles
Other	tbc	Transition to low carbon small machinery - landscaping
Other	tbc	Condition & Suitability Programme
Other	tbc	Staff Green Champions scheme

3i - Estimated decrease or increase in the body's emissions attributed to factors

Emissions source	Total estimated annual emissions (tCO ₂ e)	Increase or decrease in emissions	Comments
Estate changes			
Service provision			
Staff numbers			
Other			

3j - Total carbon reduction project savings since the start of the year which the body uses as a baseline for its carbon footprint

Total savings	Total estimated emissions savings (tCO ₂ e)	Comments
Data and monitoring actions are being progressed to support future reporting.		

3k - Supporting information and best practice

- **Streetlighting Programme** – Since 2016 the Council's street lighting team have been carrying out a refurbishment process to convert the existing lighting in the city to LED. In addition, a phased approach to install an intelligent street lighting system is taking place enabling controls, dimming, and remote monitoring of faults.
- **Fleet transition**
The Council was a winner at the GreenFleet awards 'The Public Sector Fleet of the Year 2020 (Medium to Large)'. The award acknowledged the work which has been carried out by the Council replacing older

vehicles; including increased numbers of electric, hydrogen vehicles and dual fuel vehicles in the Council fleet. Phase 1 of the Fleet Replacement Programme 2021/22 reflects the Council's Net Zero ambition to work towards de-carbonising its in-house Fleet. This includes a hydrogen refuse collection vehicle through the HECTOR project – Hydrogen Waste Collection Vehicles in North West Europe.

- **Co-wheels Car Club** - Council staff have access to low carbon vehicles through the Co-wheels Car Club. In 2020/21, 22,571 km were covered using Battery Electric Vehicles (BEV) and 107,378 km using Fuel Cell Electric Vehicles (FCEV). Mileage information was taken from Co-wheels telematics.
- **Connections to district heating**

Torry HEATNET, an EU part-funded project is complete providing district heating connections to 146 homes. A [district heating routemap](#) has been published to show further district heating scope. A phased plan for expansion of the district heating network for existing Council housing stock & public buildings is planned.

Not-for-profit Aberdeen Heat & Power installed a 1.2km heat main to link St Machar Academy to Tillydrone Energy Centre in 2021. This is delivering affordable heat and hot water to the 900-pupil school.
- **Housing Programme**

The vision of the Aberdeen City Council Housing Programme is: “To create sustainable integrated communities and places, delivering affordable homes designed for life, which meet citizens current and changing needs, supporting the wellbeing and resilience of our tenants.” The new build programme is delivering 2,000 additional council homes in conjunction with developers. In February 2020, Aberdeen City Council agreed to adopt the Scottish Building Standards gold standard for the new house build programme, where practical. Gold standard homes promote a more efficient use of energy, fuel and water. The design specifications for the programme include use of energy efficient technologies that make homes greener and cheaper to run; enhanced sound insulation; increased natural light; improved security; dedicated space for working or study; storage for an electric wheelchair, pram or bicycle; and are “dementia friendly”.

SECTION 4 - ADAPTATION

4a - Has the body assessed current and future climate-related risks?

- A full strategic climate risk assessment has been completed for risks affecting the Council. The **Council's Corporate Risk Register (CRR)** captures the risks which pose the most significant threat to the achievement of organisational outcomes and have the potential to cause failure of service delivery. In 2020 the climate risk entry in the Council Corporate Risk Register was separated into 2 entries - compliance with climate duties and place climate risks.
 - 'Compliance' – the risk of not complying with statutory duties as a Council to reduce emissions, contribute to national targets, adapt to climate change in contribution to the national adaptation programme, and report annually on this work.
 - 'Place' – the risk of not contributing to a reduction in city-wide emissions and address strategic climate risks for the city where the Council has scope to influence. Including: heavy or reduced rainfall, flooding, higher temperatures and sea levels.

Previously a Climate Risk Guidance document was produced, outlining climate risks and their impact on corporate functions and teams and a one page document produced on key corporate climate risks was produced for corporate managers to support engagement on climate risks.

One of the actions in the Project Register for the **Council Climate Change Plan 2021-2025** covers climate risk management and the mainstreaming of climate risk at cluster and/ or operational level. To progress this, presentations on climate risks relevant to the Council were presented to the Risk Board and to the Organisational Resilience Working Group in March 2021. A spreadsheet of climate risks relevant at Cluster and Operational level has been collated and issued to Chief Officers in 2021 for integration in Cluster and/or Organisational Risk Registers where relevant.

Actions support Capability Framework – UC2A (Develop understanding of risk and vulnerability), and UC2B (Consider how you organisations functions might be affected by climate change).
- A review of the Council **Local Climate Impact Profile (LCLIP)** took place in 2019 to assess the impact of severe weather on Council services between 2014-19. This updated the Council's initial LCLIP, published in 2014. The LCLIP report was completed in 2020 and shared with the Council's Strategy

Board.

Action supports Capability Framework – UC2C (Explore the impact of recent weather events on your organisation).

- [Informing Aberdeen Adapts](#), an Evidence Base document was collated to inform the development of Aberdeen Adapts, which aimed to build understanding of how climate change will affect the city.
Action supports Capability Framework – UC3B (Undertake strategic climate change risk assessment).
- An assessment of flood risk was carried out for Aberdeen under work in the north east for the [Local Flood Risk Management Plan 2016- 2022](#) and this mapped areas potentially vulnerable to flood risk under cycle 1 of the plan. The plan forms part of the statutory obligations placed on Aberdeen City Council and partners SEPA, Moray Council, Aberdeenshire Council and Scottish Water, under the Flood Risk Management (Scotland) Act 2009.
Mapping and Assessment, to identified Potentially Vulnerable Areas (PVAs) was concluded in July 2018 to inform cycle 2 of the plan. Flooding hotspots in each PVA have been identified and these are called Objective Target Areas (OTAs).
During the implementation phase for Cycle 1, the Strategies and Plans for Cycle 2 are developed for publication on December 2021 and June 2022 respectively however these dates may be put back as a result of SEPA's postponement of the public consultation.
- A [Strategic Flood Risk Assessment](#) was undertaken for the **proposed Aberdeen Local Development Plan 2020**. This is to satisfy the requirements placed on local authorities under the Flood Risk Management (Scotland) Act 2009, requiring local authorities to exercise their flood risk related functions with a view to reducing overall flood risk and promoting sustainable flood risk management. The Assessment was to inform the development planning process and to reduce flood risk by avoiding areas at significant risk of flooding.

4b - What arrangements does the body have in place to manage climate-related risks?

- [Aberdeen Adapts: a Climate Adaptation Framework](#) for the city, was approved by [Council committee](#) in December 2019. The Framework sets out key priorities, goals and key action areas for adaptation in the city.
Action supports Capability Framework – UC3A (Explore future change by developing scenarios and/or storylines for climate impacts and PI2C (Develop an initial adaptation strategy or action plan).
- The Council approved an [Energy Transition Strategic Infrastructure Plan](#) in May 2020, which references Aberdeen Adapts, including the goal of "Aberdeen's infrastructure is adaptable to changes in climate" and some high level actions relevant to adaptation.
- The Council approved a [Council Energy and Climate Routemap](#) in May 2020. This outlined commitment and indicative mitigation and adaptation actions for Council assets and operations and the phased approach to producing a detailed plan.
- The [Council Climate Change Plan 2021-2025](#) was then approved by Full Council, March 2021, with over 100 mitigation and adaptation actions for Council assets and operations. Governance for the Council Climate Change Plan was fully established. (see 2a).
Actions supports Capability Framework PI2B (Identify a range of potential adaptation actions), PI2D (Take action to deliver adaptation, PI3D (Implement a programme of adaptation actions).
- Updates on progress with the control measures for climate risks in the Council's Risk Register are provided to the **Risk Board** on a monthly basis. The Audit, Risk and Scrutiny Committee is responsible for overseeing risk management on behalf of the Council and for receiving assurance that the Extended Corporate Management Team (ECMT) are effectively identifying and managing risks. In October 2020 the [Corporate Risk Register and Assurance Map](#) were provided to the Committee.
Action supports Capability Framework – UC3B (Undertake strategic climate change risk assessment)
- The Council is a participant in the **Adaptation Scotland Benchmarking Working Group**, using the **Benchmarking Tool** to assess progress against the Capability Framework. A visual of Council progress using the Benchmarking Tool is included in the [Council Climate Change Plan 2021 – 2025](#).

Adaptation is embedded in many Council and partnership policies and strategies including:

- The [Aberdeen Local Development Plan \(2017\)](#), includes policies on:
 - Greenspace network – policy NE1 (p67)
 - Trees and woodlands – policy NE5 (p72)

- Flooding, drainage & water quality - policy NE6 (p74)
 - Coastal planning – policy NE7 (p77)
 - Low and zero carbon buildings & water efficiency – policy R7 (p87)
 - Renewable and low carbon energy developments – policy R8 (p89)
- **Supplementary guidance** on open space & green infrastructure (p71) and flooding drainage and water quality (p75) with arrangements for Flood Risk Management Planning in Scotland, Flood Risk Assessment, Drainage Impact Assessment, Sustainable Drainage Systems (SuDS), Regional SuDS and Waste and Foul Drainage.
 - The **Proposed Aberdeen Local Development Plan (2020)** and Delivery Programme was approved by Full Council in March 2020 and public consultation ran for over 14 weeks from May to August 2020. The Proposed Aberdeen Local Development Plan 2020 assesses policies against the **UN Sustainable Development Goals** (p14-15). It includes policies on:
 - Green and Blue Infrastructure – policy NE2 (p50)
 - Our Water Environment – policy NE4 (p56)
 - Trees and Woodland – policy NE5 (p58)
 - Low and zero carbon buildings, and water efficiency – policy R6 (p71)
 - Renewable and Low Carbon Energy Developments – policy R7 (72)
 - Heat Networks – policy R8 (p73)
 - Energy Transition – policy B5 (p101)
 - Aberdeen City and Shire Strategic Development Planning Authority published the **Strategic Development Plan 2020**. It includes the objective: “mitigates and adapts to the effects of climate change and changing weather patterns”
 - Aberdeen City Council produces and maintains **emergency plans** in conjunction with the **Local Resilience Partnership** members, including the emergency services and other agencies. This is to address specific potential emergencies which may affect the Grampian area as a whole, such as flooding.
 - The **Aberdeen Nature Conservation Strategy**, considers the future impacts of climate change and highlights the links between biodiversity and climate change. Specifically, the strategy recognises that biodiversity loss and climate change are interlinked and that both threaten the availability of the natural resources. (p15)
 - The **Aberdeen Open Space Strategy 2011-2016**, contains a key objective and series of actions to, “Maximise opportunities to mitigate and adapt to climate change and further biodiversity.” This is through encouraging (Sustainable Urban Drainage Systems) SuDS, protecting open spaces for the role they play in flood management, planting native and wildlife friendly species. This strategy will be updated following the Open Space Audit review, which is in progress and is surveying the extent, type, function and quality of open spaces in urban and peri-urban parts of Aberdeen. It is an ongoing process. Actions are taken forward through the process of planning.
 - The **Local Transport Strategy 2016 - 2021** states and “we therefore need to build infrastructure which is more sustainable, climate resilient and adapted to our environment, ecological conditions and landscape setting”. It includes the objectives:
 - To ensure that the transport network is as resilient as possible in case of flooding from extreme weather conditions. (P28)
 - To contribute to Aberdeen’s carbon emissions targets and develop climate resilient infrastructure. (P43)
 - The **North East Local Flood Risk Management Plan (NELFRMP) and North East Local Flood Risk Management Strategies** were approved in 2016. The plan contains the statutory duties that the Council will be required to undertake during Cycle 1 of the Flood Risk Management Plan 2016-2022. This is to meet statutory requirements under the Flood Risk Management (Scotland) Act 2009. **Plans and Strategies for Cycle 2** are in development detailing the draft objectives set for each Objective Target Areas (OTAs) in Aberdeen City. The Council is part of the partnership for the North East Local Plan District (NELPD).
 - **Aberdeen City Council Business Case** - adaptation is embedded into the Environmental Management section of the Aberdeen City Council Business Case template – “*Building city resilience to projected changes in climate*”, to ensure climate change is considered in new projects and proposals.

- The **ACC Building Performance Policy** covers new build and refurbishment projects for corporate assets. Accompanying guidance and a checklist are to support and help inform decision making when considering the construction of new, and refurbishment of, corporate assets. The checklist includes consideration for site selection and assessment, including conducting a climate risk assessment, consideration for drainage, flooding and water efficiency.
- The Community Planning Aberdeen, [Local Outcome Improvement Plan](#) (LOIP) 2016 – 26 includes the stretch outcome “Addressing climate change by reducing Aberdeen’s carbon emissions...and adapting to the impacts of our changing climate.” Key drivers for community resilience, and the development of community resilience plans, are shown under this outcome, with key improvement measures against these drivers. (P47)
ACC Committee Report templates ask to state links to the LOIP.
- The [Aberdeen City Council Delivery Plan 2021-22](#) was approved at Council in March 2021. This sets out key deliverables and Commissioning Intentions, supporting delivery of the LOIP. Including delivery of Aberdeen Adapts; managing and expanding a safe, healthy tree stock; improve resilience to flooding and ensure the safety of the environment; encourage community resilience; and to increase community participation in winter maintenance and other resilience issues.
- [Granite City Growing: Aberdeen Growing Food Together](#) a city community food growing strategy was approved by Council in February 2020. This includes the strategic outcome “Embed the requirement to increase biodiversity and climate change adaptation and mitigation within growing spaces through the choice of plants, heritage varieties, site design and management.”

4c - What action has the body taken to adapt to climate change?

Increase awareness

- Presentations were on the **climate impacts** for the city and Council to:
 - The Council’s Risk Board in February 2021.
 - The Organisational Resilience Working Group in March 2021.
- Presentations were given on **climate risks relevant to Council assets and operations** along with wider mitigation data to support the development of the Council Climate Change Plan.
 - Council Climate Oversight Group July 2020.
 - Council Climate Theme Group - buildings, mobility, other operations, leadership and governance and awareness and behaviour change theme
- An area of the **staff intranet** “Green Workplace” has been established to share information. This will be developed over the coming year.

Building Adaptive Capacity

- The **Council Climate Change Group** fully established in this period – consisting of an Oversight Group and 5 thematic sub groups to develop and implement the Council Climate Change Plan (emission reduction and adaptation, covering the Council’s assets and operations). The first full meeting of the Oversight Group took place in July 2020 and they have met on a monthly basis since then.
- **A Teams channel** was established for the Group files and communication.
- Updates were made to the environmental consideration section of the **Committee Report Authors Guidance template**, this included climate adaptation.
- Adaptation and mitigation are being embedded into a range of processes and procedures as part of work under the Leadership and Governance Group, for the Council Climate Change Plan. This has included the development of information to include in the Council Policy template and guidance.

Deliver Adaptation Action

- The Council is a partner in the EU project [BEGIN: Blue-green Infrastructure through Social Innovation](#) project, with work including consultation in December 2019 on phase 2, environmental improvement work and extension of access for the **Maidencraig Flood Management and Wetland Scheme** in Aberdeen.

The scheme aims to slow the flow of water in the Den Burn, allowing it to temporarily flood across the boggy area of the Den of Maidencraig, if required, during storms.

- A [property level flood protection grant](#) remains in place. The Council runs a 50% funded grant scheme to assist protecting property from flooding. The grant is for private residences that have either been previously flooded and have sustained damage; are located on a vulnerable area shown on the SEPA Flooding Maps; or are shown on the Integrated Catchment Study Model.
- Aberdeen City Council is part of the [EU SCORE project](#) (Smart Cities + Open data reuse), using data to improve flood protection. The Council worked on a trial for an app for a smartphone with the community of Peterculter, which aimed to allow residents to use their local knowledge and let the Council know when waters are rising or there is flooding in their area. The trial was investigated as part of work on the project, with the app developed and led by the University of Bradford. There has been installation of smart technology such as, real time sensors and cameras, as well as improved flood models. Sensors give more accurate information on water levels at points in the city.
Actions supports Capability Framework PI2B (Identify a range of potential adaptation actions), PI2D (Take action to deliver adaptation, PI3D (Implement a programme of adaptation actions)

4d - Where applicable, what progress has the body made in delivering the policies and proposals referenced N1, N2, N3, B1, B2, B3, S1, S2 and S3 in the Scottish Climate Change Adaptation Programme(a) ("the Programme")?

Objective	Ref	Theme	Policy/ Proposal reference	Information required	Delivery progress made during 2020/21
Understand the effects of climate change and their impacts on the natural environment.	N1	Natural Environment	N1-8	Understand the risks associated with coastal flooding through development and implementation of local flood risk plans.	<p>The North East Local Flood Risk Management Plan (NELFRMP) was approved in 2016. The plan contains the statutory duties that the Council will be required to undertake during Cycle 1 of the Flood Risk Management Plan 2016-2022. This is to meet statutory requirements under the Flood Risk Management (Scotland) Act 2009. The Plan was produced in partnership with SEPA, Moray Council, Aberdeenshire Council and Scottish Water.</p> <p>The Footdee coastal study (2018), aimed to improve understanding of coastal flood risk, including wave overtopping, for the Footdee area of Aberdeen.</p> <p>In addition, Aberdeen Strategic Overview of Coast Protection (2019) has been completed.</p>
Understand the effects of climate change and their impacts on the natural environment.	N1	Natural Environment	N1-10	Developing datasets to support flood risk, river and coastal management. A requirement of the Flood Risk Management (Scotland) Act is to develop a programme to integrate necessary data.	<p>Outputs from the Integrated Catchment Study, have helped inform Surface Water Management Plans and identify in detail key risk areas within Potentially Vulnerable Areas, where further study work is required.</p> <p>The Footdee coastal study was completed under a previous reporting period, to improve understanding of coastal flood risk, including wave overtopping, for the Footdee area of Aberdeen.</p> <p>The Aberdeen Strategic Overview of Coast Protection (2019) has been completed.</p> <p>Aberdeen City Council remained a partner in the EU Interreg project SCORE Smart Cities + Open Data RE, in which low cost technology is being used to gather water level data, promote Citizen Science and provide property owners forewarning of potential flooding. In November 2019, residents in the Peterculter area of the city were invited to take part in a trail of smartphone flooding alert app with the hope this would help to build up a database on flooding patterns and statistics. The app was developed by Bradford University as part of the SCORE project.</p> <p>The Council is a partner in the BEGIN project: Blue-Green Infrastructure through Social Innovation, taking place from 2016 to 2020. It aims to drive the development of blue-green infrastructure (BGI) in urban areas through social innovation.</p> <p>This is a collaborative project working with ten cities and six scientific partners from across</p>

					the North Sea region. It focuses on developing an approach to climate resilience for cities, that mimics nature's potential to deal with flooding. BGI can support urban areas to cope with extreme weather events and can improve urban liveability. The project is also designed to empower multiple stakeholders to contribute to the design, construction and maintenance of BGI.
Support a healthy and diverse natural environment with capacity to adapt.	N2	Natural Environment	N2-2	The Scottish Planning Policy includes green networks, green space, street trees and other vegetation, green roofs, wetlands and other water features, and coastal habitats in helping Scotland to mitigate and adapt to climate change.	<p>A Green Space Network identifies threats and opportunities in relation to the natural and built environment across Aberdeen. This strategic network connects various habitats and species, urban and rural green spaces to each other and the communities around them. The network aims to protect and enhance designated sites; to improve connectivity between habitats and open spaces; and to promote opportunities for access to the outdoors. It also takes into account climate change adaptation opportunities and flood risk or alleviation. The Green Space Network and the Green Space Network (GSN) GIS Tool promotes, enhances and protects the environment identifies threats/ opportunities to the city natural and built environment. Focus on green infrastructure practices and enhancing the green space network. It is an ongoing process.</p> <p>The Council is a partner in the BEGIN project; Blue-Green Infrastructure through Social Innovation, taking place from 2016 to 2020. It aims to drive the development of blue-green infrastructure (BGI) in urban areas through social innovation.</p> <p>This is a collaborative project working with ten cities and six scientific partners from across the North Sea region. It focuses on developing an approach to climate resilience for cities, that mimics nature's potential to deal with flooding. BGI can support urban areas to cope with extreme weather events and can improve urban liveability. The project is also designed to help cities overcome BGI's implementation barriers through social innovation. Empowering multiple stakeholders to contribute to the design, construction and maintenance of BGI.</p>
Support a healthy and diverse natural environment with capacity to adapt.	N2	Natural Environment	N2-11	Embed climate change adaptation considerations, and potential responses such as habitat networks and green networks, into wider land use planning decisions using Forestry and Woodland Strategies, regional	<p>The Aberdeen Local Development Plan 2017 includes "Policy NE1 Green Space Network" and "Policy NE8 Natural Heritage" and supplementary guidance on:</p> <ul style="list-style-type: none"> - Green Space Network and Open Space - Natural Heritage <p>The Proposed Aberdeen Local Development Plan (2020) assesses policies against the UN Sustainable Development Goals, and includes "Policy NE2 Green and</p>

				land use strategies, and Strategic and Local Development Plans and development master-plans.	Blue Infrastructure, and Policy NE3 Our Natural Environment"
Support a healthy and diverse natural environment with capacity to adapt.	N2	Natural Environment	N2-20	Assess and manage coasts, promoting adaptive coastal management that works with natural processes.	<p>The Council assess and manage coasts through the development of the North East Local Flood Risk Management Plan (NELFRMP) approved in 2016.</p> <p>The understanding of coastal flood risk is improved by the Footdee Coastal Flood Study (2018) and Aberdeen Strategic Overview of Coast Protection (2019).</p> <p>In line with recommendations of the flood study, a Shoreline Management Plan will 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 will be considered. Coastal erosion will also be considered. Linkages with the North East Grampian Marine Plan will be considered.</p> <p>The Aberdeen Local Development Plan 2017 includes "Policy NE7 Coastal Planning", that states development will not be permitted in areas at risk from coastal erosion and flooding.</p> <p>The Proposed Aberdeen Local Development Plan (2020) includes "Policy NE4 – Our Water Environment", that states coastal development will not be permitted in areas at risk from coastal erosion and flooding.</p>

Objective	Ref	Theme	Policy/ Proposal reference	Information required	Delivery progress made during 2020/21
Understand the effects of climate change and their impacts on buildings and infrastructure networks.	B1	Buildings and infrastructure networks	B1-13	Flood Risk Management Plans - The Flood Risk Management (Scotland) Act 2009 requires the development of Flood Risk Management Strategies (FRMS) and Local Flood Risk Management Plans (LFRMP).	<p>The North East Local Flood Risk Management Plan (NELFRMP), was approved in 2016. The plan contains the statutory duties that the Council will be required to undertake during Cycle 1 of the Flood Risk Management Plan 2016-2022.</p> <p>This is to meet statutory requirements under the Flood Risk Management (Scotland) Act 2009. The Plan was produced in partnership with SEPA, Moray Council, Aberdeenshire Council and Scottish Water.</p> <p>During the implementation phase for Cycle 1, the Strategies and Plans for Cycle 2 are developed for publication on December 2021 and June 2022 respectively. However, these dates may be put back as a result of SEPA's postponement of the public consultation.</p>

<p>Increase the resilience of buildings and infrastructure networks to sustain and enhance the benefits and services provided</p>	<p>B3</p>	<p>Buildings and infrastructure networks</p>	<p>B3-2</p>	<p>Planning Advice Notes (PAN) provides advice and information on technical planning matters. As part of the modernisation of the planning system, the planning advice notes are being reviewed and consolidated. Revised PANs (Planning Advice Notes) are to be underpinned by the principles of sustainable flood risk management.</p>	<p>The <u>Aberdeen Local Development Plan 2017</u> was adopted on 20 January 2017. Adoption of supplementary guidance on 18 April 2017 including: <u>Flooding, Drainage & Water Quality</u> and <u>Resources for New Development</u></p> <p>The <u>Aberdeen Local Development Plan 2017</u> includes a specific policy on Flooding, Drainage and Water Quality (policy NE6) and it further supported by adopted Supplementary Guidance (SG). The aim of the policy and SG are to manage and reduce flood risk by ensuring that new development does not take place on areas that are susceptible to flooding and incorporates appropriate and sustainable surface water management measures. The policy and SG also seek to protect land and green infrastructure, with the potential to contribute to natural flood risk management from developments. The SG provides guidance on statutory roles and responsibilities, arrangements for flood risk management planning in Scotland, Flood Risk Assessments, Drainage Impact Assessments, Sustainable Drainage Systems (SuDS), Regional SuDS and Waste and Foul Drainage.</p> <p>Further to this, Policy R7 and its associated supplementary guidance focus on water efficiency, all new buildings are required to use water saving technologies and techniques.</p> <p>The <u>Proposed Aberdeen Local Development Plan (2020)</u> includes "Policy NE4 – Our Water Environment", that discussed flood risk and managements, foul drainage and water quality, and surface water drainage. The aim of the policy is to manage and reduce flood risk by ensuring that new development does not take place on areas that are susceptible to flooding and incorporates appropriate and sustainable surface water management measures. The policy seeks to protect land and green infrastructure, with the potential to contribute to natural flood risk management from developments. Further information will be produced in the form of "Aberdeen Planning Guidance Flooding, Drainage and Water Quality" which will support the policy by providing guidance on how developments will be expected to assess and demonstrate their compliance with the above policy, with regard to Flooding, Drainage and Water Quality. Accordingly, the APG will provide guidance on statutory roles and responsibilities, arrangements for flood risk management planning in Scotland, Flood Risk Assessment, Drainage Impact Assessment. Sustainable</p>
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					Drainage Systems (SuDS), Regional SuDS and waste and foul drainage requirements. Further to this, Policy R6 – Low and Zero Carbon Buildings, and Water Efficiency and its associated Aberdeen Planning Guidance focus on water efficiency, all new buildings are required to use water saving technologies and techniques.
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Objective	Ref	Theme	Policy/ Proposal reference	Information required	Delivery progress made during 2020/21
Increase the resilience of buildings and infrastructure networks to sustain and enhance the benefits and services provided	B3	Buildings and infrastructure networks	B3-3	Scottish Planning Policy (SPP) (Climate Change) identifies that short- and long-term impacts of climate change should be considered in all decisions throughout the planning system. Scottish Planning Policy is the statement of the Scottish Government's policy on nationally important land use planning matters.	The <u>Aberdeen Local Development Plan 2017</u> was adopted on 20 January 2017. Adoption of <u>supplementary guidance</u> on 18 April 2017. The adoption of the Aberdeen Local Development Plan 2017 and its associated supplementary guidance will ensure short and long term impacts of climate change will be taken into account in all decisions throughout the planning system. NE1: Green Space Network NE5: Trees and woodlands NE6: Flooding, Drainage and Water Quality NE7: Coastal Planning NE8: Natural Heritage R7: Low and Zero Carbon Buildings and Water Efficiency R8: Renewable and low carbon energy developments The <u>Proposed Aberdeen Local Development Plan (2020)</u> and Delivery Programme was approved by Full Council in March 2020. The Proposed Plan 2020 includes policies on: NE2: Green and Blue Infrastructure NE4: Our Water Environment NE5: Trees and Woodland R6: Low and zero carbon buildings, and water efficiency R7: Renewable and Low Carbon Energy Developments R8: Heat Networks B5: Energy Transition
Increase the resilience of buildings and infrastructure networks to sustain and enhance the benefits and services provided	B3	Buildings and infrastructure networks	B3-6	Home Energy Efficiency Programme for Scotland. Delivering heating and insulation measures across Scotland to help improve energy efficiency and reduce energy demands of existing housing stock in the most fuel poor areas.	Information on home energy initiatives in Aberdeen can be found on the <u>Council website</u> .
Increase the resilience of buildings and infrastructure networks to sustain and enhance the benefits and services provided	B3	Buildings and infrastructure networks	B3-7	The Energy Efficiency Standard for Social Housing sets a minimum standard for energy efficiency in social housing. All social housing will be expected to meet the standard by 2020.	For the 2020/21 annual return there was a slight improvement even with the restrictions brought on by the Covid 19 pandemic. From the 22,052 properties that are in the scope of the Energy Efficiency Standard for Social Housing (EESH) the following was reported: <ul style="list-style-type: none">- Pass EESH – 20,583 (93.3%)- Abeyance/Exemption – 586 (2.66%)

					<ul style="list-style-type: none"> - Unknown – 1 - Fail – 882 (4.00%) <p>The failing properties are a combination of cost, construction type i.e. granite, non-traditional, solid wall. The 1 unknown is a purchased property that has no Energy Performance Certificate (EPC) and due to restrictions the Council has not yet been able to survey.</p>
Increase the resilience of buildings and infrastructure networks to sustain and enhance the benefits and services provided	B3	Buildings and infrastructure networks	B3-8	Improve Housing Quality by ensuring all houses meet the tolerable standard, and that all social housing meets the Scottish Housing Quality Standard (SHQS) by 2015.	As with the previous reporting year, at this time there are no properties in the Aberdeen City Council, Housing Revenue Account that are failing to meet SHQS, under the criteria set in Tolerable Standard.

4d (i) - Where applicable, what contribution has the body made to helping deliver the Programme (Scottish Climate Change Adaptation Programme – SCCAP2)?

Sub-Outcome 1.1: People in Scotland's diverse communities are informed, empowered and adapting to climate change	1.1.2 Empowered Communities	Flood Wardens are in place in several areas of the city. The Aberdeen Local Outcome Improvement Plan includes an Improvement Project Aim for "Community led resilience plans in place for areas most vulnerable to flooding by 2023, leading to resilience plans in place across all areas of Aberdeen by 2026". 2 Community Led Resilience Plans have so far been developed.
Sub-Outcome 1.2: Scotland's buildings and places are adaptable to Climate Change	Flood Risk Management Strategies	The North East Local Flood Risk Management Plan (NELFRMP) was approved in 2016. The plan contains the statutory duties that the Council will be required to undertake during Cycle 1 of the Flood Risk Management Plan 2016-2022. This is to meet statutory requirements under the Flood Risk Management (Scotland) Act 2009. The Plan was produced in partnership with SEPA, Moray Council, Aberdeenshire Council and Scottish Water.
	1.2.1.1 Community Planning	The Council produced a Sustainable Urban Mobility Plan approved in December 2019. An Aberdeen Active Travel Action Plan 2021-2026 , was approved in March 2021
	1.2.3 Resilient Buildings	Information on home energy savings in Aberdeen can be found at https://www.aberdeencity.gov.uk/services/housing/home-energy-efficiency/home-energy-savings and on the Energy Efficiency Aberdeen website https://www.savingenergyaberdeen.co.uk/
Sub-Outcome 2.2: Scotland's health and social care is ready and responding to changing demands as a result of the changing climate	2.2.2.1 Temperature	The Council network is developing sustainable travel networks; have produced a Sustainable Urban Mobility Plan approved in December 2019 and Aberdeen Active Travel Action Plan 2021-2026 , was approved in March 2021
	2.2.2.5 Air Quality	The Council is developing a Low Emission Zone. Work is taking place to increase the electric vehicle network in Aberdeen and an Aberdeen Electric Vehicle Framework was approved in March 2021. In addition, work is taking place to transition the Council's own fleet.
Sub-Outcome 3.1: Scotland's businesses based on natural resources are informed and adaptable to climate change.	Land Use Strategy	The Council is a member of a Regional Land Use Partnership being piloted to help develop the approach to land use in support of our green recovery and transition to net-zero.
	3.1.2 Forestry	Expanding Forests and Woodlands, programme of tree planting on Council owned land.
Sub-Outcome 3.2: Scotland's manufacturing,	3.2.4 Building Premises	The North East Local Flood Risk Management Plan (NELFRMP) , was approved in 2016. The plan contains the statutory duties that the Council

services and wider economy are informed and adaptable to climate change		will be required to undertake during Cycle 1 of the Flood Risk Management Plan 2016-2022. During the implementation phase for Cycle 1, work has taken place to develop the Strategies and Plans for Cycle 2.
Sub-Outcome 4.2: Scotland's devolved supporting systems are resilient to climate change	4.2.2 Water	The Council has a Sustainable Growth Agreement with SEPA and Scottish Water, the City Blueprint Aberdeen planning is mapping potential areas for blue-green infrastructure.

4e - What arrangements does the body have in place to review current and future climate risks? Provide details of arrangements to review current and future climate risks, for example, what timescales are in place to review the climate change risk assessments referred to in Question 4(a) and adaptation strategies, action plans, procedures and policies in Question 4(b).

- High level information on climate risk is included in the **Council's Corporate Risk Register**, this gives details on the overarching strategic impacts causes and controls. The Risk Board is provided with monthly updates on progress with climate change action and annual updates are provided for the Audit, Risk and Scrutiny Committee.
- Monitoring processes for the delivery of actions in the **Council Climate Change Plan** are indicated in 4b.
- Progress with the **Nature Conservation Strategy** is reviewed, as part of **Biodiversity Reporting Duties**. This is required every three years under the Wildlife and Natural Environment (Scotland) Act 2011. The Council produced a Biodiversity Duty Report in December 2020. It includes information on climate change related challenges for biodiversity over the next three years.
- A review of current and future flood risks for the city took place for the **North East Flood Risk Management Plan 2016-2022**. The plan covers the North East Local Plan District and is reviewed at 6 yearly intervals. The plan for Cycle 2 is under preparation.

4f - What arrangements does the body have in place to monitor and evaluate the impact of the adaptation actions?

- Key indicators are set out under each of the priority areas in the approved **Aberdeen Adapts: Climate Adaptation Framework**. It is anticipated further indicators will be developed to support the implementation phases of the work.
- A Project Dashboard has been established for the **Council Climate Change Plan**. This is updated on a monthly basis by project leads, with project summaries provided to the Oversight Group by theme leads. Following the approval of the Plan in March 2021, quarterly reports will be provided to the Council's Performance Board. Initial indicators have been developed for the plan and these will be further developed as implementation progresses.
- The **Risk Board** is provided with monthly updates on progress with climate change controls in the Corporate Risk Register and annual updates are provided for the Audit, Risk and Scrutiny Committee.
- The Council is part of the Adaptation Scotland Benchmarking Working Group and reviews adaptation progress annually against the **Public Sector Adaptation Capability Framework**.
- Biodiversity actions are monitored through implementation of the **Aberdeen Nature Conservation Strategy**.
- Open space actions are monitored through the implementation of the Aberdeen Open Space Strategy.
- Ongoing flood monitoring helps to assess the delivery and effectiveness of flood alleviation studies and schemes.
- The Council is a partner in the Aberdeen Community Planning Partnership, monitoring takes place against key improvement measures for addressing climate change set out in the Aberdeen Local Outcome Improvement Plan. An Improvement Charter has been established for community resilience.

4g - What are the body's top 5 priorities for the year ahead in relation to climate change adaptation? Implementation of adaptation actions in the approved Council Climate Change Plan 2021-2025 for mitigation and climate resilience for the Council's own assets and operations.

1. To ensure the approved Aberdeen Adapts aligns with the development of a new Aberdeen Climate Plan due completion in March 2022, to cover place based net zero activity. A light refresh of Aberdeen

- Adapts is to take place, for completion at the same time along with establishing governance arrangements.
2. Progress with the development of cycle 2 of the North East Flood Risk Management Plan. The Council budget (10 March 2021) allocated funding for flood protection including grants, flood scheme and sensors.
 3. Mapping blue green infrastructure opportunity sites as part of a Sustainable Growth Agreement project with SEPA and Scottish Water.
 4. Continuing work to embed climate adaptation in Council processes and procedures.

4h - Supporting information and best practice

Covered in previous 4a-g

SECTION 5 - PROCUREMENT

5a - How have procurement policies contributed to compliance with climate change duties?

The Council's [Sustainable Procurement and Community Benefits Policy](#) guides sustainable procurement activity at a strategic and operational level, contributing positively and progressively to duties and commitments under Scottish Climate commitments. The policy is sufficiently agile to contribute to broader climate positive aspirations which support global energy transition, application of meaningful circular economy measures and a net zero future for Aberdeen. Strategic and practical guidance is provided at key stages: identification of need, specification development, selection/award and contract management. Policy/guidance assists procurers to proactively address key aspects of the duties: **mitigation** (ensuring reduction in greenhouse gases/enhancing carbon storage), **adaptation** (e.g flood prevention) and **maximising added social, economic and environmental value** in our procurements and national frameworks call offs.

The Commercial and Procurement Shared Service (C&PSS)

Embraces the procurement function in: Aberdeen City Council, Aberdeenshire Council and The Highland Council. [2017-2022 Joint Procurement Strategy](#) fully aligned to:

- i) Scottish Model of Procurement (balance of quality, cost and sustainability)
- ii) National Performance Framework
- iii) Public Service Reform Agenda and
- iv) Scottish Government aspirations to: "support Scotland's economic growth by delivering social and environmental benefits, supporting innovation and promoting public procurement processes and systems which are transparent, streamlined, standard, proportionate, fair and business-friendly"

The Council's **Procurement Mission Statement** commits to delivery of "ethical and sustainable value for money solutions that support the operational needs and wider strategic aims of the councils and the communities they service to further local and national priorities to the fullest extent possible."

This converges with the [National Performance Framework](#) outcome "**valuing, enjoying, protecting and enhancing our environment**" and **wider vision for the environment**. Policy/strategy/guidance emphasises a commitment (beyond mandatory thresholds) to identify: "leverage opportunities (including social, economic and environmental value) aligned to the needs and priorities of our communities"

Policy

"The partner councils aim to act as a role model within the public sector by carrying out activities in a responsible and sustainable manner, considering how the economic, social and environmental wellbeing of the area can be improved by working with all sectors of the business community to achieve increased prosperity. As responsible and ethical buyers, the partner councils aim to embed the key principles of sustainability into procurement activity for the benefit of society, the economy and the environment."

The policy statement appears prominently in sourcing strategies and tender documents guiding procurers and bidders. Communication in this manner leads to climate positive measures receiving early, considered focus resulting in higher quality, more innovative bids aligned to local priorities and climate change duties. Policy/guidance explains not all sustainability measures are solely achieved through community benefits. Outcomes can be specified as contractual conditions e.g. particular eco standards (or equivalent), product composition and opportunities to introduce circular economy measures. Methods of production, lifecycle costing, environmental performance, reduction of packaging (particularly single use plastic) wastewater standards/accreditation and production methods at any stage of the lifecycle of supply or service promoted.

Zero Waste Scotland Specification Development (Category and Commodity) guidance is promoted. Sustainable procurement measures achieved in the specification regarded as “community benefits” and procurers are encouraged to consider utilising community benefits and the specification to maximise environmental wellbeing.

Sustainability tools are promoted in policy and guidance: i) Sustainability Test, ii) Prioritisation Tool and iii) Lifecycle Impact Mapping. As with procurement strategy, linkages to The Scottish Model of Procurement; The [National Performance Framework](#) and Local Outcome Improvement Plans.

Policy/guidance recognises that councils have influence and responsibilities beyond the geographic areas they serve. Sustainable procurement measures/community benefits can be captured at the following levels: **Local** (Council/area specific); **National** (Scotland/UK) or **Global** (e.g., fairly traded/ethically sourced goods/carbon emission reduction.) Guidance prompts that many national strategic objectives are addressable locally (employment & skills, Real Living Wage, health and wellbeing, poverty, biodiversity, reduced road miles/reduced carbon emissions etc.)

To simplify, sustainable procurement strongly recognised as a means of increasing prosperity. Prosperity of the (local) economy; Prosperity of (local) people; Prosperity of (local) places and Prosperity of the (local) environment.

5b - How has procurement activity contributed to compliance with climate change duties?

The following represent illustrative samples of procurement activity i) delivering a reduction in CO₂; ii) improving energy efficiency and; iii) incorporating meaningful sustainability criteria:

1. **Construction** – follows industry terms/best practice (NEC3, SBCC ICE etc), Building Standards/Building Performance polices. Specifications incorporate sustainability, energy and environmental considerations to a challenging but proportionate extent per project. Strong ethos that value for money demonstrated by whole of life costing/best price-quality ratio. Current and future climate risks factored into procurement processes where relevant to safeguarding assets/infrastructure and communities. In the reporting period, procurer and supplier knowledge/awareness of circular economy principles and opportunities increased.
2. **Sensor Network**– Illustrative of the Council's proactive approach to adaptation. At full business case stage in 2019/2020. Progressing and will assess the merits of strategically deploying sensors that could serve to support early intervention in the context of flood prevention.
3. **Managed Print Contract (Managed Print Contract (Aberdeen City/Aberdeenshire)** From an original estate of over 5,000 unmanaged print devices in 2016 the contract systematically eliminated use of small, inefficient desktop printers requiring regular consumable replacement and rationalised to under 50% by 2018 to ENERGY STAR® power saving models. Supported by a Print Policy that drove duplex and mono print as default with encouragement to scan and move paper to digital to reduce resources and eliminate waste. The outcomes being reduced print volumes of nearly 10% year on year, with an estimated 250M less sheets of paper used since 2016 (the equivalent to 28,800 trees). Overall, the Sustainability Calculator reports a 30% reduction in: Energy: (annualised BTUs), Greenhouse Gas Emissions (Annualised Pounds GHG) and Solid Waste (annualised Pounds SW.) Specifically, from 2018 to 2021 the CO₂ emissions from electricity have reduced by 15% and from paper production by 58%. The contract also ensures all removed devices are governed via WEEE compliant processes and used consumables are managed through the Xerox Green World Alliance programme to recycle and minimise environmental impacts.
4. **Energy from Waste** (Aberdeen City, Aberdeenshire and Moray Councils) The award of a contract for the construction of an Energy from Waste plant working towards fulfilling Zero Waste Plan requirements has been made with the facility targeted to be operational by 2022. This aims to provide a long-term solution for non-recyclable waste produced in the NE of Scotland. Facility will provide a viable solution for residual waste that will generate significant, wider benefits e.g electricity generation and heat for local residents as a sustainable means of reducing fuel poverty. Forecasts indicate plant will process circa 150,000 tonnes of non-recyclable waste pa. Modern combustion technology utilises flexible, future-proof, cutting-edge process control. High temperature combustion provides electricity and heat from the production of steam. Project has the potential to heat 10,000 homes otherwise reliant on fossil fuels. Forecasts show around 10MW of electricity, and/or 20MW of

heat as steam or hot water will be produced.

5. **Aberdeen Hydrogen Bus Projects** – Hydrogen buses only emit water vapour so reducing carbon emissions/air pollution compared to diesel equivalents they are replacing. The HyTransit and HyVLoCty single decker hydrogen buses were retired at the end of 2019 and have been allocated to various learning institutions for training / parts purposes. The new hydrogen fuel cell electric double decker buses as part of the JIVE Project are a world first and arrived in November 2020 with testing phase until full launch in January 2021. Since launch in January, the fleet of 15 buses has already saved 170,000kg of CO₂– the equivalent of taking 42 cars off the road for a year. This is considered to mark a significant step forward in improving the city's air quality for residents.
6. **Fuel Cell/Hydrogen/Electric Vehicles** - in the reporting period, two Hyundai Nexos were deployed into the Council Fleet Car Club operated by Cowheels and one allocated to the Lord Provost (July 20) Two H₂ICED (Hydrogen Internal Combustion Engine) roadsweepers deployed onto the Council fleet (July + November 20) and 2 x Nissan eNV200 EVs purchased for the harbour through the EU CIVITAS PORTIS project. Due to Covid 19 pandemic, the lease, purchase and deployment of other vehicles has been delayed. In the reporting period, a comprehensive fleet review was carried out to assess potential H₂ demand and electric vehicles potential uptake. The findings of the review are linked here

In terms of charge points, Aberdeen City Electric Vehicle Framework (and supporting Evidence Base and Baseline report) were approved by the Council's City Growth and Resources Committee in February 2021. A tariff for use of publicly available EV chargepoints was introduced in June 2020 (38p connection fee and 19p per kWh thereafter) A further 3 x rapid triple charger and 4 x fast chargers, each capable of recharging two vehicles at once, purchased and installed in Frederick Street car park. It is hoped that these will be operational in Summer 2021. 2 x rapid triple chargers purchased and now operational for the harbour through the EU CIVITAS PORTIS project. 4 x replacement fast chargers (each capable of recharging 2 vehicles at once) purchased for Craibstone Park and Ride. These will replace older, less reliable units. To be installed in Summer 2021. A comprehensive list of chargepoints is listed [here](#).

Aberdeen City Hydrogen Energy Storage (ACHES) – the facility runs off a green tariff so there are no emissions emitted, only emissions saved. Due to the pandemic a part needing to be replaced by the Belgian based company was unable to attend and access to 700 bar hydrogen was therefore limited with car refuelling primarily undertaken at the BOC owned and operated Kittybrewster Hydrogen Refuelling Station. Aberdeen did however facilitate trial tube trailer filling from the station with quantities shipped to Northern Ireland for use in their buses. Limited reliable data is therefore available in terms of emission savings attributable directly to the facility in Aberdeen in the reporting period.

Hydrogen Hub - In December 2020, the Council published a Prior Information Notice (PIN) inviting expressions of interest to explore potential delivery options to achieve the Council's ambitions to deliver a hydrogen hub in Aberdeen. Aberdeen has a vision to be a world leading hydrogen City. The potential opportunity focused on developing a commercial supply of hydrogen to support requirements to decarbonise transport, heat and industrial applications, but also to establish the opportunity for the City and the region to export hydrogen to the UK and EU markets. Initial requirements in terms of renewable hydrogen production could include supply to Aberdeen's bus and public sector vehicle fleets. Initial demand was estimated at 500kg/day with demand forecasted to increase to 3.5 tonnes of hydrogen by 2030 to meet potential transport uses – road, rail, marine – as well as for heat and industry applications.

National Frameworks

Through participation in User Intelligence Groups (UIGs), the Council works in close collaboration with Scotland Excel (SXL) to improve sustainability credentials in the development of new national frameworks. A comprehensive sustainability test is carried out by SXL for each new framework. Amongst other considerations, the bidder's policies on managing waste, minimising carbon footprint, fair work practices, innovation and commitments to delivering meaningful community benefits are routinely explored and subject to robust contract/supplier management.

The Council makes extensive use of national frameworks (particularly SXL.) The SXL Contracts Register lists each operative SXL framework. In most cases the SXL Contracts Register contains a summary of

sustainability considerations. These considerations represent a minimum standard which can (where options allow) be enhanced through purchasing decisions made in “call offs” from the framework. For example, lease and purchase of fleet vehicles and plant predominantly through SXL frameworks. In any framework involving delivery of supplies, new generations of frameworks encourage increasingly superior emissions class of vehicles from framework commencement or willingness to work towards a particular framework during the life of the framework. Food related frameworks increasingly incorporate reduced packaging/waste and circular economy principles.

Scottish Government Frameworks and Contracts cover a wide range of goods and services and can be used by central government and the wider public sector). In some cases the list of frameworks and contracts contain a summary of sustainability considerations. These considerations represent a minimum standard which can (where options allow) be enhanced through purchasing decisions made in “call offs” from the framework.

Utilities

- **Electricity** - Promoting greener power: option of Renewable Energy Guarantee of Origin (REGO) certificates at a fixed rate; range of Energy Efficiency Services available as additional services and opportunities to sell energy back to the grid.
- **Natural Gas** – sustainable measures and energy performance guarantee option to ensure a range of energy conservation measures.
- **Water** – Climate Change Emergency measures including intelligent water management programme for reducing water usage with associated reduction in CO2 emissions.

5c - Supporting information and best practice

- In the reporting period, the Commercial and Procurement Shared Service (CPSS) assessed a variety of options for Climate Friendly Criteria/Weightings (including comprehensive appraisal of carbon calculator tools) and assessment of how impacts could be monitored and reported upon. Representatives from the CPSS team are involved with three themed corporate Climate Sub-Groups feeding into the Climate Change Plan supporting enabling actions to support integration of climate change into systems/processes and to build internal awareness of climate change/circular economy principles.
- Alongside work at a local level officers from CPSS have made positive contributions to the Climate and Procurement Forum and the Aberdeen and Grampian Chamber of Commerce “Circular North-East” initiative at a local/regional level.
- Despite the impact of the coronavirus (Covid19), significant community benefit outcomes have been secured in the reporting period. Guided by the Council’s Sustainable Procurement and [Community Benefits Policy](#), 311 community benefit outcomes included in regulated contracts, are in process or were delivered in the reporting period. This represents a community benefits inclusion rate of 73% and an inclusion rate of 80% in respect of fair work criteria.
- The Policy guides sustainable procurement activity at a strategic and operational level and contributes positively and progressively to duties and commitments under Scottish Climate Change Commitments. The policy is sufficiently agile to contribute to broader climate positive aspirations which support global energy transition, application of meaningful circular economy measures and a net zero future for Aberdeen.
- Strategic and practical guidance is provided at key stages: identification of need, specification development, selection/award and contract management. Policy/guidance assists procurers to proactively address key aspects of the duties: mitigation (ensuring reduction in greenhouse gases/enhancing carbon storage), adaptation (e.g.flood prevention) and maximising added social, economic and environmental value in our procurements and national frameworks call offs.
- An increasingly significant number of outcomes relate to “environmental wellbeing” and promote the Council’s leadership role in net zero transition. The approach provides a framework to work consistently within.
- A themed approach to community benefits continues to evolve and improve in close alignment to the Aberdeen City Council Local Outcome Improvement Plan 2016-2026 (LOIP) and National Performance Framework. Considerable care is taken to ensure that requirements do not inadvertently create bidder discrimination contrary to treaty principles and that proposals can be evaluated fairly on a “like for like” basis. The approach/strategy has secured supportive feedback from The Scottish Government, suppliers, Sustainable Procurement Limited, Scotland Excel, Senscot, Ready for Business, 3rd Sector Interfaces and Social Enterprises.

- In the reporting period, a new section within the Community Benefits Project Plan/Award Questionnaire section of the template Invitation to Tender Documents introduced a climate friendly weighting. Example Climate Clause.
- Bidders are asked to outline commitment on areas directly related to performing the contract, which may include: energy efficiency in buildings, emissions class of fleet vehicles, effective route planning measures, energy/fuel efficiency measures in buildings/vehicles/operations, minimisation of waste, circular economy initiatives, reuse of materials, carbon neutrality initiatives, reduction of material/packaging/reduced plastic content of packaging, avoidance of single use plastics etc. Performance against these commitments will be monitored during ongoing contract management.

Future Plans

- CPSS has reviewed the forward pipeline of procurements for financial year 2021-2022 and identified those which will include climate friendly criteria. The projects have been selected across a wide range of categories including Construction, Social Care, PPE and Agency workers based upon assessment of most impact in terms of outcomes. Projects will be reviewed on a continuous basis and additional projects added where it is proportionate and relevant to do so. A further review of potential options for a system will be conducted with a view to implementing a system to monitor, measure and report on Community Benefits, Fair Work Practices, Sustainability and Climate outcomes achieved through procurement activity.

Effective Collaboration/Partnership Working

- CPSS has strengthened close partnerships with community planning partners, local third sector interface organisations, Aberdeen Social Enterprise Network and Sencot to raise awareness of and capability within the 3rd sector re sustainable procurement/community benefits/net zero. Improvement initiatives around co-design (embracing LOIP, National Performance Framework) began to come to fruition in the reporting period e.g. new Riverbank School.
This approach ensures that as far as possible, social value is aligned to community priorities. If social/economic value can be supported by the 3rd sector, this allows increased scope for procurers and suppliers address “environmental wellbeing” and the net zero agenda.

Sustainable Food City Partnership Procurement Group

- Partners include representatives from: the Council, NHS, University of Aberdeen, Robert Gordon University, Sport Aberdeen and CFine Foods.
The group advocates for change at national level, shares best practice and aspires to localise the Scottish Government’s aspirations to make Scotland a Good Food Nation; a Land of Food and Drink, not only in what we produce but in what we buy, serve and eat. CPSS worked in partnership with the Sustainable Food City Partnership Aberdeen (SFCPA) group to secure bronze accreditation under the “Food for Life” Scheme and continues to support a city/place application for Silver accreditation.

SECTION 6 – VALIDATION AND DECLARATION

6a – Internal validation process.

Representatives from the Council’s Environmental Policy team collated the information used to populate the Climate Change Report template. The information was gathered from multiple service areas. It is expected that those service areas have provided accurate data and have gained verification of this by their senior management. The Climate Change Report is checked by the Environmental Policy team that all areas have been completed, where reasonably practicable to do so.

Senior management have been asked to validate information provided by relevant Officers. The following information has been validated in this way.

- Adaptation
- Car club
- Trade waste
- Domestic waste
- Street Lighting
- Procurement
- Co-Wheels
- Travel
- Fleet

- Energy

Work is being carried out to identify areas for improvement in data collation for the Climate Change Report. The Climate Change Report 2020/21 is submitted to the City Growth and Resources Committee for approval. During the committee reporting process consultation is undertaken.

6b – Peer validation process

The Climate Change Report 2020/21 has not undergone peer validation due to time and resource constraints.

6c – External validation process

The Climate Change Report 2020/21 has not undertaken any external validation due to time and resource constraints.

6d – No validation process

Not applicable.

6e – Declaration

Dated and signed prior to submission.

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Aberdeen City Council Climate Change Report 2020/21

RECOMMENDED SECTION – WIDER INFLUENCE

Q.1a Historic Emissions

Indicating emission amounts and units of measurement (tCO₂e) and years.

Emissions of carbon dioxide for local authority areas*													
Sector	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	Units
Total emissions	1,696.18	1,531.77	1590.42	1,485.76	1,563.65	1,480.88	1,323.94	1,275.5	1,173.84	1,111.08	1,094.86	1,073.21	ktCO ₂ e
Industry & commercial	659.52	584.03	609.97	571.26	603.53	568.22	498.68	457.24	384.22	368.38	341.74	307.50	ktCO ₂ e
Domestic	576.91	519.17	550.51	488.17	526.17	506.31	428.80	413.07	385.16	353.55	351.89	341.95	ktCO ₂ e
Transport Total	342.24	322.82	315.84	305.94	298.54	293.42	296.56	297.38	300.22	300.62	294.45	326.71	ktCO ₂ e
<i>Per Capita</i>	<i>7.93</i>	<i>7.06</i>	<i>7.24</i>	<i>6.68</i>	<i>6.95</i>	<i>6.52</i>	<i>5.78</i>	<i>5.54</i>	<i>5.11</i>	<i>4.86</i>	<i>4.81</i>	<i>4.69</i>	<i>ktCO₂e</i>

*UK Local Authority and Regional Carbon Dioxide Emissions National Statistics (subset data)

Q.2a Detail wider influence targets

Sector	Description	Type of targets (units)	Baseline value	Start year	Target saving	Target / End year	Saving in latest year measured	Latest year measured	Comments
Waste - domestic	56% of household waste to be recycled through source	%				2025	45.37%	2020	(calendar year)
Waste - domestic	No more than 5% of household waste should be landfilled	%				2025	19.96%	2020	(calendar year)
Active travel	Modal Shift - Private Vehicle to	%	3.3% cycling (2018). 25% walking	2018		2026	4.5% cycling in 2019 for work and education	2019	38% of people walking and 5% of people cycling as main mode

	Active Travel (Cycling/Walking)		(2018) (Cityvoice) to work and education				and 23% walking for work and education		of travel by 2026 (Local Outcome Improvement Plan)
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Q. 2b Does the organisation have an overall mission statement, strategies, plans or policies outlining ambition to influence emissions beyond your corporate boundaries? If so, please detail:

Energy Transition/ Net Zero

- [A Net Zero Vision and Prospectus for Aberdeen](#) was approved at Urgent Business Committee in May 2020. Includes strategic objectives on: leading the global transition; accelerating transition demand; resilient, productive and dynamic place; climate positive exemplar; putting people first.
- [Strategic Infrastructure Plan \(Energy Transition\)](#): was approved at Urgent Business Committee in May 2020. It includes Strategic Infrastructure Goals: clean energy supply for the city, UK and, particularly, globally; Aberdeen’s infrastructure is adaptable to changes in climate; sustainable mobility; building energy efficiency; sustainable waste management. It also includes priority area of Net Carbon Zero - Public Sector.
- Council Committee March 2021 approved the decision: “to develop an Aberdeen Energy Transition and Climate Change Route Map...to meet our ambition to be a Net Zero city and report back to Council before March 2022.” This work is underway and an update on this will be provided in the next reporting period.

Adaptation

- [Aberdeen Adapts: Climate Adaptation Framework](#) aims to work in partnership to build city resilient to the impacts of current and future climate change. The Aberdeen Adapts project brought together a range of organisations and businesses to identify the specific challenges for the area and the new opportunities that come from a changing climate. The aim is to create a positive and ambitious strategic approach, setting the foundations for long term local partnership working on climate change. This ongoing project complements Powering Aberdeen in ensuring the city is taking action to mitigate and adapt to a changing climate.

Q.3 Policies and Actions to Reduce Emissions

Please detail any of the specific policies and actions which are underway to achieve emissions reductions targets.

Sector	Start year for policy/action	Year of full implementation	Annual CO ₂ saving	Last year measured	Savings in latest year measured	Status	Metric/ indicators for monitoring progress	Delivery role	ISM used ?	Details of behaviour change activity	Value of investment (£)	Ongoing costs (£)	Primary funding source	Comments
Transport	2012	On-going	-	2021	-	In implementation	No. chargepoint installations organised by the Council	Direct	no	Installation and managing network of electric vehicle charge points - Aberdeen. 118 (106 in 2020). 80 public, 16 car club only, 22 for fleet	£315,000 2020/21 Further £810,000 since 2012	£75,000	Transport Scotland, Energy Saving Trust (Scotland)	-
Transport	2012	On-going	-	2021	-	In implementation	52 vehicles in March 2021 up from 49 last year. 841 Council employees signed up to March 2021. Increase of 13	Indirect	no	Co-wheels Car Club . People able to have access to a low carbon vehicle without needing to own one.	£1,076,000	£185,000	Council budgets, Developer Contributions , Transport Scotland, Paths for All, Co-wheels car club	-
Transport	Ongoing	On-going	-	2021	-	In implementation	Number of schemes delivered	Indirect	no	Studies, designs and implementation of Active Travel Infrastructure across the city	-	-	Sustrans, NESTRANS	Spend figures/ delivery 20 / 21 year still to be completed
Transport	2013	2019	115 tCO ₂ e	2019		Complete	-	Direct	no	Fleet of 10 x hydrogen buses and hydrogen refuelling station. First bus expanding fleet of hydrogen vehicles through the JIVE	21,000,000	closed	Private-Public Sector. Element Energy as project partner are compiling a report that will include the hydrogen bus emissions savings	-

										project. 15 double-decker buses.				
Transport	-	-	To confirm at end of project	20/21	168 tCO2	In implementation	-	Indirect	no	Fuel Cells and Joint Undertaking Project (FCH JU JIVE) - Deliverables: 15 double-decker buses due to be operational	-	-	Funding from FCH JU JIVE project & further money from Air Quality Action Plan	Aberdeen City Council a partner
Transport	2016		To confirm at end of project	20/21	Well to Wheel saving	In implementation	Cenex are monitoring data for all vehicles using the ACHES station. Number of vehicles, fuel efficiency, miles driven, availability of station are also being measured.	Direct	no	Aberdeen City Hydrogen Energy Storage. Council Waste Team, Building Services and City Wardens trialled vehicles as well as Scottish Environmental Protection Agency, SCARF, CFine, NESCol, Sport Aberdeen, RGU, Aberdeenshire Council and NHS.	£2.9million	£103k	Aberdeen City Council	Funding from fuel sales ACC NESTR-ANS Transport Scotland, EU Regional Development Fund
Energy	2021	2023	-	-	-	In implementation	-	Direct	no	District Heating – heat supplied by Energy from Waste plant. First phase of the energy from waste district heating network in Torry. Future phases are planned to connect more homes, businesses and public buildings	-	-	Part funded by ACC and part funding by Scottish Government grant funding	-

										subject to funding availability				
Energy	-	2021	-	--		In implementation	-	Direct	no	Project DORIC, a “whole house” retrofit demonstrator project, in 100 existing council properties to improve fabric and energy efficiency. Installing energy efficiency measures and PVs. Learning about the standards, timescales, cost of retrofit to inform the development of a future retrofit programme. Using smart modelling software and infrared survey techniques to better target resources.	-	-	ACC & UK government grant funding	-
Energy	2002	2021	-	-	-	-	The carbon savings are calculated based on the amount of heat and electricity supplied by the CHP plant operated by Aberdeen Heat and Power.	Indirect	no	Stockethill, Hazlehead, Seaton, Beach and Tillydrone CHP Energy Centres . 3,332 flats/houses are now connected and 29 public buildings and sheltered housing complexes.	-	-	-	Aberdeen Heat and Power established in 2002 providing Combined Heat and Power.
Energy	2019	-	-	-	-	-	tCO2e	-	no	283 new Council homes (Wellheads)	-	-	-	-

										to connect to an onsite CHP energy centre providing district heating (connected to communal heating within the site).				
Energy	-	-	-	-	-	-	-	-	no	36 new Council homes to be incorporating low/ zero carbon renewable technologies e.g. heat pumps and solar PV + battery.	-	-	-	-
Energy	2019	-	-	-	-	-	-	-	no	369 new Council homes to connect to an existing heat network mains (Stockethill Energy Centre) providing district heating.	-	-	-	-
Energy	2021	-	-	-	-	-	-	-	no	A technical and feasibility study to inform hydrogen for heat demand for Aberdeen. Links to the development of the Hydrogen Hub.	-	-	-	-

Q.4 Partnership Working, Communications and Capacity Building

Key action type	Description	Organisation project role	Lead organisation (if not reporting organisation)	Private partners	Public partners	3 rd sector partners	Outputs	Comments
Partnership working	Net Zero City – Terms of reference for the Net Zero City Leadership Board and Delivery Unit was approved at Urgent Business Committee June 2020	Lead	-	Range of private and public sector partners		-	Partnership working to provide a platform for collective leadership of the drive to a net zero city. and to coordinate the work required.	-
Partnership working	North East Scotland Fleet Review (Hydrogen Demand) . A H2 Aberdeen study to bring about an increased demand of hydrogen in north east Scotland, through the Aberdeen Hydrogen Hub.	Lead	-	Opportunity North East, Royal Mail	Scottish Water, Scottish Enterprise, Aberdeenshire Council, Highland Council, Angus Council, Moray Council, NHS Grampian, Robert Gordon University, North East Scotland College, Scottish Environment Protection Agency, NatureScot	-	The Fleet Review part of the project aimed to deliver a commercial supply of green hydrogen in north east Scotland, initially for transport uses.	Proposal Template (aberdeencity.gov.uk)
Partnership working	HyTrEc2 . Supporting the further use of Hydrogen Fuel Cell Electric Vehicles (FCEVs).	Lead	-	Partners from the UK, Germany, The Netherlands, Sweden and Norway are working together to support the use of Hydrogen in the transport and energy sectors in the North Sea Region (NSR).			Deployment of hydrogen vehicles, green hydrogen production and storage, development of hydrogen refuelling stations and training.	Interreg North Sea Region Project
Partnership working	JIVE – Fuel Cell & Hydrogen Joint Undertaking . To advance the commercialisation of fuel cell buses through large-scale deployment of vehicles and infrastructure	Participant.	-	The project consortium comprises 22 partners from seven countries.			Deliverables: hydrogen double decker buses. JIVE will run for six years from January 2017.	https://www.fuelcellbuses.eu/projects/jive

Partnership working	Smart HyAware. Promoting hydrogen electric mobility by tackling the main infrastructural -and technological and market uptake barriers related to hydrogen for electro-mobility.	Participant.	-				Deliverables: update the Hydrogen Strategy with extensive stakeholder engagement and increase awareness of hydrogen potential throughout the city region.	Interreg Europe Programme.
Partnership working	HECTOR project – Hydrogen Waste Collection Vehicles in North West Europe	Lead	-	Partners: Aberdeen, Scotland; Groningen, Netherlands; Arnhem, Netherlands; Duisburg, Germany; Herten; Germany; Touraine Vallee de l'Indre France; Brussels, Belgium			Deliverables: hydrogen fuel cell waste truck, development of training and operational recommendations, business case for upscaling based on real life operational data.	Interreg North West Europe Project
Partnership working	Participant and leader of the Aberdeen City EU-funded Civitas PORTIS project . To develop innovative low carbon transport solutions, helps to encourage partnership working across the north east. Helps to better promote the Council on an international scale and learn from other partners in the project.	Lead	-	Aberdeen Harbour Board	Aberdeen City Council, Aberdeenshire Council, NESTRANS, Robert Gordon University, University of Aberdeen	-	Work packages. WP1 SUMP and Port Optimisation WP2 Less Car-dependent Mobility WP3 More Efficient and Cleaner Transport WP4 More Efficient Freight Transport WP5 Sustaining Innovation WP6 Impact and Process Evaluation WP7 Knowledge Share and Take-up WP8 Comms and Dissemination WP9 Co-ordination and Management	https://civitas.eu/portis/aberdeen
Partnership working	Getabout Partnership. Sustainable travel brand promoting walking, cycling, use of public transport, lift share. This helps the Council realise the aims and objectives of its Local Transport Strategy and Active Travel Action Plan	Participant	Getabout Partnership	-	Aberdeen City Council, Aberdeenshire Council, University of Aberdeen, Robert Gordon University, North East College, James Hutton Institute, Energy Saving Trust, NESTRANS, NHS	-	Getabout brand	Investment into partnership - around £198,000. Smarter Choices, Smarter Places funding from Transport Scotland/ Paths for All
Partnership working	Co-wheels car club. Car club in Aberdeen and	Participant	Co-wheels car club	Co-wheels car club	-	CoMo	City Car Club. Gives residents access to a shared vehicle.	Investment into partnership -

	associated promotion of this.							Around £185,000 per year by Council
Partnership working	EV chargepoint Network. External funding allows the Council to provide a recharging network for electric vehicles to encourage their uptake.	Lead	-	Swarco, Siemens, BMM Energy Solutions, BP Chargemaster	Transport Scotland, Energy Saving Trust (Scotland) Electric Vehicle Association Scotland (EVAS) European Union	-	EV chargepoint network . Supporting electric vehicles and encouraging a shift away from diesel and petrol cars.	Investment into partnership - £1,125,000 by Council
Partnership working	Facilitating Active Travel Infrastructure	Participant	Aberdeen City Council	-	NESTRANS, Sustrans, Transport Scotland	-	Active Travel infrastructure studies, designs and physical infrastructure to encourage more walking and cycling.	-
Partnership working	Aberdeen Renewable Energy Group (AREG). AREG works closely in partnership with the Council to identify and help facilitate the delivery of projects that could provide additional renewable energy infrastructure.	Lead	-	Membership directory: https://www.aberdeerenrenewables.com/members/full-member-directory/#!directory			Aberdeen Renewable Energy Group working to ensure businesses in Aberdeen City and Shire capitalise on opportunities in renewable energy.	https://www.aberdeerenrenewables.com/
Partnership working	ACE- retrofitting	Participating	-	European association of Local Authorities in energy transition – will work with six partner Local Authorities from five different countries in North West Europe (NWE).			A European funded project to tackle energy efficiency in flats and tenement buildings.	Interreg North West Europe
Partnership working	HeatNet NWE	Participating	-	https://www.nweurope.eu/projects/project-search/heatnet-transition-strategies-for-delivering-low-carbon-district-heat/			Local district heating network.	
Partnership working	Dee Catchment Partnership. Effective management and conservation of the river Dee and its surrounding environment, including natural flood management.	Supporting	Dee Catchment Partnership	Aberdeen Harbour Board, National Farmers Union Scotland	Aberdeenshire Council, Cairngorms National Park Authority, Scottish Forestry James Hutton Institute,	Royal Society for the Protection of Birds (RSPB), Dee District Salmon Fishery Board	Dee Catchment Management Plan and Partnership. Natural Flood Management.	https://www.deepartnership.org/about-us/our-partners/

					Scotland Rural College (SRUC), Scottish Environment Protection Agency, Scottish Government, Scottish Natural Heritage, Scottish Water			
Partnership working	North East Scotland Biodiversity Partnership (NESBiP) . Tackling threats to biodiversity and facilitating conservation action for local biodiversity.	Participant	Coordinator, hosted by James Hutton Institute	2 independent individual members, James Hutton Institute	NatureScot, Scottish Forestry	RSPB, Scottish Wildlife Trust, East Grampian Coastal Partnership, NFU Scotland	NESBiP's Strategic Delivery Plan and actions complement the Council's environmental and community objectives and helps to support land-use planning duties.	https://www.nesbiodiversity.org.uk/
Partnership working	Sustainable City Group – Community Planning Aberdeen	Participant			Aberdeen City Council, Scottish Fire and Rescue Service, NESTRANS, SEPA, NHS Grampian, NatureScot	Active Aberdeen Partnership, ACVO, Cfine	Lead and be responsible for actions which support delivery relevant outcomes of the Local Outcome Improvement Plan (LOIP).	https://communityplanningaberdeen.org.uk/sustainable-city-2/
Partnership working	North East Scotland Area Advisory Group . Local River Basin Management.	Participant	SEPA	https://www.sepa.org.uk/media/75414/doc-7-north-east-area-advisory-group-membership-list.pdf			Working together to ensure water bodies achieve a certain ecological status.	-
Partnership working	North East Scotland Area Advisory Group . Local Flood Risk Management Plan	Participant	SEPA	https://www.sepa.org.uk/media/75414/doc-7-north-east-area-advisory-group-membership-list.pdf			Working together to prevent and alleviate flooding.	-
Partnership working	Ness Energy Project . Energy from waste facility	Participant	-	-	Aberdeenshire and Moray Councils	-	Treatment and recovery of residual waste to produce heat and electricity by the three authorities in the north east of Scotland.	http://nessenergy.co.uk/
Partnership working	Sustainable Food Places Partnership Aberdeen	Participant	-	Enscape Ltd	Council Aberdeen Health & Social Care Partnership	Community Food Initiatives North East (CFINE)	Seeks to develop high-level co-ordination and influence over food policies and practises in Aberdeen.	https://www.sustainablefoodplaces.org/Portals/4/Documents/Sustainable%20Food

					NHS Grampian's Public Health Directorate Robert Gordon University	The Allotment Market Stall Tillydrone Community Flat		%20Partnership%20Aberdeen%20MoU.pdf
Capacity Building	Hydrogen Economy for Aberdeen.	Lead	-	First Group, Stagecoach	Scottish Government, NESTRANS, European Regional Development Fund, Office of Low Emission Vehicles.	-	To develop the supply chain for a hydrogen economy in Aberdeen.	http://www.h2aberdeen.com/home/H2-Aberdeen-hydrogen-economy.aspx
Communication	Sustainable Transport. Raising awareness of how to better use city space and a range of sustainable transport modes	Lead	-	Many including Co-wheels car club, Stagecoach, First bus	Aberdeen City Council, NESTRANS, Sport Aberdeen, Aberdeenshire Council, Home Energy Scotland	-	Awareness raising of sustainable transport with radio adverts, promotional items, walking maps, Walking Map app development, I-Bike Officer, Travel Tracker, cycle training, car club promotion, car club vehicle subsidy in regeneration areas, car club public transport awareness	Monies brought in using CIVITAS PORTIS EU funded project as the match fund
Communication	Scottish Cities Alliance – Peer to Peer Network	Lead						
Partnership working	Aberdeen Fairtrade Steering Group	Partner	Aberdeen Fairtrade Steering Group					

Q.5 Please detail key actions relating to Food and Drink, Biodiversity, Water, Procurement and Resource Use in the table below.

Key action type	Key action description	Organisation's project role	Impacts	Comments
Food and Drink	Granite City Growing	Lead	Implementation of a food growing strategy for the city encompassing allotments, communities and urban farming.	Ongoing initiative https://www.aberdeencity.gov.uk/services/environment/food-growing-strategy
Biodiversity	Hazlehead Grove Nursery	Lead	Providing an opportunity to develop life skills and learning opportunities for people, through various activities including plant cultivation and other horticultural related activities for the benefit of the city's parks and open spaces and an outdoor educational space.	Ongoing initiative

Biodiversity	North East Scotland Biodiversity Records Centre (NESBReC)	Participant	NESBReC collect, store, manage and disseminate biological data for various organisations including local authorities.	http://www.nesbrec.org.uk/
Biodiversity	Managing non-native invasive species	Lead	Countryside Ranger Service work to manage invasive non-native plant species across the City.	
Food and Drink	Sustainable Food Cities	Participant	The initiative promotes a sustainable approach to food and could see more local food growing projects, organic food, less food waste, less food transportation and stronger links between consumers and local producers. A reduced footprint will reduce city-wide carbon emissions.	http://sustainablefoodcities.org/findacity/city-information/userid/462
Food and Drink	Aberdeen Fairtrade City	Participant	The Council reaffirmed its support for Fairtrade Buying more Fairtrade supports an income stream and engagement with communities in developing countries. This gives them more opportunity to adapt to a changing climate and to pursue low carbon solutions relevant to their needs. This is an on-going initiative.	Ongoing initiative
Food and Drink	Community Food Growing	Lead	Several projects aimed at developing new community growing spaces in Aberdeen as part of the delivery of a Food Growing Strategy.	Ongoing initiative

Aberdeen City Council Climate Change Report

2020-21 Summary

Our interim target is to reduce emissions by at least **48%** by 2025*

Our total emissions for 2020/21 were **25,929 tCO₂e**







This shows a reduction of **4,634 tCO₂e** - a **15%** reduction from 19/20

Our emissions have reduced by 44% against reporting baseline of 2015/16*

In 2020/21 we approved:

- A Net Zero Vision for Aberdeen and supporting Strategic Infrastructure Plan in May 2020.
- A Council Climate Change Plan in March 2021.

Our Council emissions breakdown 2020/21(tCO₂e):

 Buildings Emissions	 Fleet Emissions	 Travel Emissions	 Waste Emissions	 Homeworking Emissions	 Street lighting Emissions
18,432	3,202	141	67	796	3,282

Energy (buildings)	Energy consumption reduced by 21,554,167 kWh	A 21% reduction in tCO ₂ e from 19/20. A 45% reduction from the baseline
Fleet	Petrol and diesel use reduced by 18,872 litres	8.9% of the fleet low emission vehicles in 20/21
Staff travel	Emissions reduced by 242 tCO₂e	A 59% reduction from 19/20 and a 69% reduction from the baseline
Street lighting	Emissions reduced by 142 tCO₂e	4% reduction from 19/20 and a 60% reduction from the baseline
Internal waste	618 tonnes less waste generated	50% reduction from 19/20 and a 68% reduction from the baseline
Working from Home	40.18% of staff worked from home	This added 796 tCO₂e to the scope of reporting

Emissions data for 2020/21 reflects the impact of COVID-19 and as such this is not a representative year. N.B. All figures are rounded to the nearest whole number

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ABERDEEN CITY COUNCIL

COMMITTEE	City Growth and Resources
DATE	03 November 2021
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Bus Partnership Fund Update
REPORT NUMBER	COM/21/254
DIRECTOR	Gale Beattie
CHIEF OFFICER	David Dunne
REPORT AUTHOR	Nicola Laird
TERMS OF REFERENCE	3.2

1. PURPOSE OF REPORT

- 1.1 To advise the Committee on the progress of the delivery of the Bus Partnership Fund grant projects.

2. RECOMMENDATION(S)

That the Committee:-

- 2.1 Notes the progress of the delivery of this grant;
- 2.2 Instruct the Chief Officer – Strategic Place Planning and Chief Officer – Capital to continue to work with partners to deliver the projects in accordance with the grant conditions; and
- 2.3 Instruct the Chief Officer – Strategic Place Planning to prepare quarterly reports on the progress of the delivery of this grant.

3. BACKGROUND

- 3.1 Reference is made to the meeting of the City Growth and Resources Committee of 25 August 2021 wherein the Committee considered the report 'Bus Partnership Fund Bid – COM/21/178' and resolved:
- (i) to Agree 2.1 to 2.4 as contained within the report; and
 - (ii) to instruct the Chief Officer - Strategic Place Planning to submit a report to the November 2021 meeting of the Committee on the progress of the delivery of this grant.
- 3.2 The below table provides an update on the status of all Bus Partnership Fund projects as of September 2021.

Project	Current Stage	Progress
BPF004-1 A90 Ellon to Garthdee	Completion of STAG appraisal and identification of preferred options	Consultation completed and final appraisal report submitted to Transport Scotland. Bus Partnership Fund deliverables Gateway Review date to be agreed by Transport Scotland and Aberdeen City Council. Next steps are to report study outcome to the City Growth & Resources (CG&R) Committee on February 3rd 2022.
BPF004-3 A96 Inverurie to Aberdeen	Completion of STAG appraisal and identification of preferred options	High level option sifting and development has been completed with an agreed list of options for further development. Next steps will be to start undertaking option appraisal and further stakeholder engagement.
BPF004-5 A944/A9119 Westhill to Aberdeen	Completion of STAG appraisal and identification of preferred options	The consultant has been appointed to undertake the Detailed Appraisal and Outline Business Case development. The Inception Report with revised proposed programme and spend profile has been received from the consultant and accepted by both Transport Scotland and internal Aberdeen City Council governance. Initial appraisal tasks are underway.
BPF004-7 A92 Stonehaven to Aberdeen	Completion of STAG appraisal and identification of preferred options	Project Inception meeting to be held with consultant on 25th October 2021. Contract to then be finalised with updated quote and timescales / milestones. Review of Existing Studies and Policy Review expected to be completed during November and December 2021.
BPF004-9 City Centre	Outline Business Case development	A report on the City Centre Masterplan (CCMP) review was approved by the City Growth and Resources Committee in August 2021 and officers have commissioned additional work to inform the Traffic Management Plan instructed by that Committee. An update report on the City Centre Masterplan, including the first phase of the Traffic Management Plan, appears elsewhere on the Agenda for this City Growth & Resources Committee meeting. A key focus of the Transport Management Plan is bus accessibility and permeability within the City Centre, for example ensuring bus reliability and punctuality are maintained and improved. This work will feed into the

		Outline Business Case for improvements to City Centre bus infrastructure.
BPF004-11 Aberdeen Rapid Transit	Completion of Case for Change	Consultancy work has been awarded. Initial discussions with the consultant have been held with the Inception meeting due to take place in October 2021. Partnership workshop to be planned for November 2021.
BPF004-13 South College Street	Design and Preparation	The landscape design has been finalised and Traffic Regulation Orders have been republished. Work is currently ongoing to conclude agreements.
BPF004-14 Comms and Engagement	Scoping	The scope is currently being identified to gauge the level of communication and engagement required for the programme.
BPF004-15 Programme Management and Contingency/Optimism Bias	Ongoing	Programme Management is ongoing with monthly project reports being submitted to Transport Scotland. Quarterly financial claims commenced from October 2021.

4. FINANCIAL IMPLICATIONS

- 4.1 The Bus Partnership Fund grant award is fully funded by Transport Scotland, and no match funding is required from the Council or other North East Bus Alliance partners.
- 4.2 The grant award is for the financial years of 2021/2022 and 2022/2023, with a completion date of 31 March 2023.
- 4.3 Aberdeen City Council is the designated lead authority and Accounting Officer for the grant and will reclaim eligible spend in accordance with the grant conditions.

5. LEGAL IMPLICATIONS

- 5.1 There are conditions associated with the grant that must be complied with in order to claim eligible spend. These have been reviewed with Legal Services in accordance with the Scheme of Governance prior to accepting and signing the grant award.
- 5.2 Continued compliance with the grant conditions by all partners in the Bus Alliance, as reported to this Committee in August 2021 and referenced in 3.1 will be necessary for successful reclaim of eligible expenditure.

6. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
Strategic Risk	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. Failure to deliver public transport improvements where there is evidence of their effectiveness could undermine the Council's ability to realise these aspirations.	M	Work with partners to deliver the projects within the grant award and continue to work in partnership to maximise 'match in kind' to add value to this grant in terms of meeting the strategic objectives of partners and Transport Scotland.
Compliance	There are conditions attached to the grant award that must be adhered to in order to secure payment of eligible spend. Certain actions, such as the progression of Traffic Regulation Orders, may be subject to statutory objection.	M	Compliance with statutory processes, grant conditions and Scheme of Governance. Regular progress and spend reporting to Transport Scotland, Aberdeen City Council and the Capital and Transportation Programme Boards, and to the North East Bus Alliance Board.
Operational	There may be risks around the business cases and procurement of public transport measures proposed and these will be detailed and addressed as each project progresses.	L	Compliance with the Scheme of Governance and monitoring/ updating of project risk registers.

Financial	Risks around spend being ineligible or rejected, and therefore having to be absorbed by this Council and partners.	L	All partners have confirmed they have read and understood the grant conditions, and have confirmed they will work with this Council to ensure compliance. Expenditure on projects is likely to be by this Council and Nestrans, both of whom have rigorous internal governance procedures. Regular reporting to Transport Scotland and partners will also help to reduce this risk. Any grant funds to go to Nestrans or Aberdeenshire Council will be through a separate grant letter obligating them to comply with the grant terms and conditions.
Reputational	Failure to deliver in accordance with the grant conditions 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.	M	Work with partners to deliver the projects within the grant award and continue to work in partnership to maximise 'match in kind' to add value to this grant in terms of meeting the strategic objectives of partners and Transport Scotland.
Environment / Climate	ACC's net zero vision and strategic infrastructure plan – energy transition: transport emissions are a significant contributor so increasing sustainable travel will be necessary to achieving this sector's required reduction.	M	Work with partners to deliver the projects within the grant award and continue to work in partnership to maximise 'match in kind' to add value to this grant in terms of meeting the strategic objectives of partners and Transport Scotland.

7. OUTCOMES

COUNCIL DELIVERY PLAN

Impact of Report	
Aberdeen City Council Policy Statement	Facilitating and encouraging an increase in public transport usage through utilisation of this grant 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.
Aberdeen City Local Outcome Improvement Plan	
Prosperous Economy Stretch Outcomes	The projects funded by this grant support the delivery of the following Stretch Outcomes: 2. 400 unemployed Aberdeen City residents supported into Fair Work by 2026 3. 500 Aberdeen City residents upskilled/ reskilled to enable them to move into, within and between economic opportunities as they arise by 2026. The development and delivery of active and sustainable travel infrastructure supports a range of economic policies and strategies that will benefit the economy and support access to key employment areas. There will also be employment opportunities during construction.
Prosperous People Stretch Outcomes	The projects funded by this grant support the delivery of the following Stretch Outcomes: 7. 95% of children living in our priority neighbourhoods will sustain a positive destination upon leaving school by 2026. 8. Child friendly city where all decisions which impact on children and young people are informed by them by 2026. 11. Healthy life expectancy (time lived in good health) is five years longer by 2026. Active and sustainable travel are known to improve a number of health conditions, potentially increasing life expectancy. The projects funded by this grant include measures to support, encourage and increase active and sustainable travel thereby also producing less greenhouse gas emissions and improving air quality. There will be further opportunities for engagement through the development and design process and there will be employment opportunities during construction.
Prosperous Place Stretch Outcomes	The projects funded by this grant support the delivery of the following Stretch Outcomes:

	<p>13. Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate.</p> <p>14. Increase sustainable travel: 38% of people walking and 5% of people cycling as main mode of travel by 2026.</p> <p>The projects funded by this grant aim to increase active and sustainable travel which will contribute to reductions in carbon emissions and improvements in air quality.</p>
Regional and City Strategies	The projects funded by this grant support the Regional Transport Strategy, Strategic Development Plan, the Regional Economic Strategy, 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.
UK and Scottish Legislative and Policy Programmes	The projects funded by this grant contribute towards the delivery of the Scottish Government's National Transport Strategy (NTS2) and Cleaner Air for Scotland 2.

8. IMPACT ASSESSMENTS

Assessment	Outcome
Impact Assessment	The projects funded by this grant will be/ are being undertaken in accordance with the Scottish Transport Appraisal Guidance which appraises impacts across a range of categories (Economy, Environment, Accessibility and Social Inclusion, Safety and Integration). Further detailed assessments will be undertaken through the development and design process, as appropriate.
Data Protection Impact Assessment	Not required

9. BACKGROUND PAPERS

[City Growth and Resources Committee 25 August 2021 Bus Partnership Fund Item 11.2](#)

[Bus Alliance Action Plan April 2021](#)

10. APPENDICES

None

11. REPORT AUTHOR CONTACT DETAILS

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ABERDEEN CITY COUNCIL

COMMITTEE	City Growth and Resources
DATE	10 November 2021
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Wellington Road Multimodal Corridor Study STAG Part 2
REPORT NUMBER	COM/21/257
DIRECTOR	Gale Beattie
CHIEF OFFICER	David Dunne
REPORT AUTHOR	Will Hekelaar
TERMS OF REFERENCE	3.2

1. PURPOSE OF REPORT

- 1.1 To advise the Committee of the outcomes of the Wellington Road Multimodal Corridor Study Scottish Transport Appraisal Guidance (STAG) Part 2 Appraisal.

2. RECOMMENDATION(S)

That the Committee:-

- 2.1 Note the outcomes of the Wellington Road STAG Part 2 Appraisal;
- 2.2 Approve the progression of the recommended hybrid package as detailed in section 3.10; and
- 2.3 Subject to agreement on recommendation 2.2, instruct the Chief Officers – Capital and Strategic Place Planning to progress outline design, route option assessment and Outline Business Case as soon as funding and resource is identified, and report the outcomes back to this Committee once completed.

3. BACKGROUND

- 3.1 The Wellington Road Multimodal Corridor Study aims to identify and appraise options for improving conditions on the A956 Wellington Road, between the A92 / A956 Charleston Interchange and Queen Elizabeth Bridge, for all modes of transport. The objectives of the study are to:
- Provide greater priority to sustainable modes of transport on the corridor and facilitate locking in of the benefits of the Aberdeen Western Peripheral Route (AWPR);
 - Facilitate efficient movement of freight on the corridor, promoting access to Aberdeen South Harbour (ASH) and the proposed Energy Transition Zone (ETZ);

- Reduce and manage traffic demands at key pinch points on the corridor, taking cognisance of the framework provided by the Roads Hierarchy;
- Improve accessibility to employment and education areas on the corridor;
- Promote a transport corridor which is safe for all users; and
- Promote a transport corridor which supports air quality improvement strategies and improves public health.

At the meeting of this Committee in [September 2018](#), Members agreed the outcomes of the [STAG Part 1 Appraisal](#) and instructed officers to proceed to Part 2 Appraisal, to further develop the options identified and subject these to detailed appraisal.

- 3.2 The Wellington Road STAG Part 2 Appraisal has been undertaken in parallel with the City Region Deal (CRD) funded External Transportation Links to Aberdeen South Harbour STAG Part 2 Appraisal, with the final stages of the former taking cognisance of the preferred options for the latter, agreed by this Committee in [February 2021](#). Proposals for the ETZ have also come forward since the study commenced. Improvements on Wellington Road will therefore help frame the transport elements of future masterplanning work for the ETZ.
- 3.3 The North East Scotland Roads Hierarchy study has been completed since the Wellington Road appraisal began, and the outcomes of the study recognise the role of Wellington Road as a priority route in the revised hierarchy - a primary movement corridor between the AWPR and the City Centre, providing access to a range of industrial, employment, education, leisure and retail destinations, including access to ports and the proposed ETZ for freight and people, and one which should operate efficiently for all modes of transport, including active travel and public transport. A balance needs to be struck between the prioritisation of sustainable modes, and ensuring that the corridor functions efficiently in accordance with its role in the Hierarchy and prevents traffic re-routeing onto less appropriate routes.
- 3.4 The eight options recommended for further appraisal at the end of the Wellington Road STAG Part 1 were:
- Strategic Cycle Improvements;
 - Shared Bus/Heavy Goods Vehicle (HGV) Priority Lane;
 - Souterhead Roundabout Improvements, including improved crossings;
 - Hareness Roundabout Improvements, including improved crossings;
 - Additional capacity between Souterhead and Hareness Roundabouts;
 - Upgrade to dual carriageway at former HM Craiginches Prison Site;
 - Wellington Road Bus Quality Package; and
 - Wellington Road Corridor Right-turn/Traffic Signals Priorities Review package.
- 3.5 During the Part 2 appraisal, 16 individual concepts (based on the above Part 1 options) were subject to initial assessment using a bespoke Wellington Road Corridor Traffic Model, which was developed to model options for both the ASH and Wellington Road studies, to understand the impacts of the options on transport in the area:

1. Northbound Shared HGV/Bus Lane between Southerhead Roundabout and Queen Elizabeth Bridge (QEB);
2. Southbound Shared HGV/Bus Lane between QEB and Southerhead Roundabout;
3. Shared HGV/Bus Lane in Both Directions between Southerhead Roundabout and QEB;
4. Existing Northbound Bus Lane Converted to Shared HGV/Bus Lane;
5. Existing Southerhead Roundabout with New Pedestrian Crossings;
6. Southerhead 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. With-flow Segregated Cycleway.

The initial modelling results showed that few of the above had universal benefits across all modes. In some cases, individual options benefitted one transport mode to the detriment of another.

- 3.6 To facilitate the detailed appraisal, individual options were combined into three packages. Reflecting the Scottish Government's Sustainable Travel Hierarchy, these comprised an Active Travel Package, a Public Transport Package, and a Multimodal package.
- 3.7 These packages were subject to public and stakeholder consultation during April and May 2021. A total of 129 responses were received and indicated that:
 - 53% supported the active travel package, with 26% disagreeing;
 - 25% supported the public transport package, with 45% disagreeing; and
 - 49% supported the multimodal package, with 25% disagreeing.
- 3.8 Parallel to the consultation, the option packages were tested within the traffic model. Each package was predicted to generally increase vehicle journey times and queuing for general traffic. Even within the individual packages, disbenefits were often observed for the very vehicle types that the packages aimed to prioritise. For example, an increase in southbound PM peak bus journey times was predicted even within the public transport and multimodal packages as a result of increased queueing elsewhere in the network. In other cases, the proposed changes only provided marginal journey time benefits compared to the Do Minimum scenario. A series of incremental adjustments were therefore undertaken to optimise the performance of each package.
- 3.9 The revised packages were then subject to detailed appraisal against the study objectives, the STAG Criteria (Environment, Safety, Economy, Integration and Accessibility & Social Inclusion), Feasibility, Affordability and Public

Acceptability. Based on the appraisal outcomes, it is considered appropriate, rather than delivering one of the packages in its entirety, to progress the most beneficial individual elements from different packages, providing benefits to the majority of users, while helping offset some of the potential negative impacts identified during the appraisal.

3.10 The elements of the proposed hybrid package are summarised in Table 1.

Table 1: Proposed Hybrid Package of Improvements

Intervention	Description	Rationale
Cycleways	<ul style="list-style-type: none"> • Delivery of with-flow cycleway between the tie-in with existing shared use facilities at Old Wellington Road and Hareness Roundabout. • Detailed design to determine optimum configuration between Hareness Roundabout and QEB. 	<ul style="list-style-type: none"> • Provides a step-change in active travel provision via delivery of a safe and segregated cycle route for the length of the corridor, potentially encouraging modal shift to sustainable forms of transport. • To the south of Hareness Roundabout, with-flow segregated cycling infrastructure can be provided with limited impact on the road network. • To the north of Hareness Roundabout, there is no existing dedicated cycling infrastructure.
Souterhead Junction	<ul style="list-style-type: none"> • Undertake more detailed work on the potential reconfiguration of Souterhead Junction. 	<ul style="list-style-type: none"> • Although, based on the modelled design, the appraisal indicated there could be significant disbenefits in reconfiguring the roundabout to signals, active travel users could see safety and accessibility improvements from a reconfiguration of the junction. Alternative design options will therefore be considered.
Hareness Junction	<ul style="list-style-type: none"> • Conversion of the roundabout to a signalised junction, with integrated pedestrian and cycle crossing facilities. 	<ul style="list-style-type: none"> • The existing roundabout is uncontrolled, with two crossing points provided which are remote from the roundabout. • Reconfiguration of Hareness Roundabout would provide safety improvements for active travel users and provide more direct routes.
Northbound bus lanes	<ul style="list-style-type: none"> • Introduction of northbound bus lane between Craigshaw Drive and Abbotswell Road, avoiding the approach to and the junctions at Craigshaw Drive, 	<ul style="list-style-type: none"> • Supports the efficient movement of buses along the corridor, bringing reliability and journey time benefits, therefore improving the attractiveness of this sustainable transport mode.

	Greenbank Road and Abbotswell Road, and a small extension to the existing bus lane towards QEB, subject to detailed design review.	<ul style="list-style-type: none"> • Considered to be low risk in terms of impacts on other traffic, including movements to ASH and the proposed ETZ. • Opportunity to “lock-in” the benefits of the AWPR by allocating road space for public transport where it can be accommodated.
Additional road capacity	<ul style="list-style-type: none"> • Undertake more detailed work on the potential for an additional northbound lane between Charleston Road North and Hareness Junction. 	<ul style="list-style-type: none"> • Although the appraisal noted that providing additional space for vehicles is potentially counter to national transport and climate change policy, there may be economic benefits in providing efficiency improvements, especially for vehicles travelling to ASH and the proposed ETZ.

Appendix 1 outlines the proposed interventions by section along the corridor and identifies further considerations that will be borne in mind as interventions progress to business case stage. The elements not proposed for progression as part of the hybrid package are identified in Table 2.

Table 2: Elements not forming part of the proposed package

Intervention	Rationale
Southbound bus lanes	The modelling results indicated that southbound bus lanes did not achieve benefits to bus journey times due to resulting queuing elsewhere on the network.
Shared bus/HGV lanes	The modelling results indicate that in the northbound direction, allowing HGVs to access the bus lanes proposed in the hybrid package provide limited benefits. Restricting proposals for northbound bus lanes only supports exclusivity of bus priority. In the southbound direction, the modelling results indicate that the most efficient solution for buses and HGVs is to maintain movements with general traffic.
Right-turn ban from Wellington Road onto Abbotswell Road	The implementation of a right-turn ban was not shown to generate any significant benefits or disbenefits against the majority of appraisal criteria. This intervention was developed in response to a queuing problem in this location, identified at the previous stage of the study. Since the opening of the AWPR, results of surveys undertaken to facilitate development of the traffic model indicated that queueing has dissipated and therefore it is not considered that this intervention is addressing an existing problem on the network (<i>please note that the other proposed right-turn bans were sifted out earlier on in the appraisal process and were not appraised as part of the option packages</i>).
Conversion of the existing bus lane north of Balnagask	Maintenance and extension of the existing bus lane towards QEB is considered low risk in terms of impacts on other traffic, including movements to ASH and the proposed ETZ. As noted above, it will be important to

Road to an all vehicle lane	encourage public transport with as much priority as is feasible and therefore, it is not considered appropriate to remove existing areas of bus priority provision.
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- 3.11 The proposed hybrid package seeks to achieve an appropriate balance between respecting the sustainable travel hierarchy and the Council's air quality and net zero obligations, and recognising the economic importance of the corridor in terms of providing access to the harbours and the proposed ETZ, and supporting new employment opportunities in the future. It seeks to bring together the most effective elements of each of the packages, providing a step-change in active travel provision via the creation of safer segregated routes for people walking and cycling, and improving public transport reliability and hence attractiveness by increasing bus lane lengths by 100% from existing levels. General traffic and freight movements are supported by retaining existing road provision northbound to Hareness Roundabout and full southbound provision, and undertaking further assessment work on an additional northbound lane. All movements are supported by the proposed reconfigurations of Southerhead and Hareness Junctions to provide segregation and controlled priority of all users.
- 3.12 An Executive Summary of the STAG Part 2 report is provided as Appendix 2, with the full STAG Part 2 report included as Appendix 3.
- 3.13 Further work is now required to assess, design and develop the technical aspects of the interventions recommended as part of the hybrid package and this work will be progressed as soon as funding is identified (see section 4 below).

4. FINANCIAL IMPLICATIONS

- 4.1 Appraisal work has been funded by Nestrans and Developer Obligations.
- 4.2 There is currently no dedicated budget for the next stages of work, although it is considered likely that the majority of the elements would be eligible for external funding from a range of sources, including the City Region Deal (given that a number of options support the efficient movement of freight traffic to and from the new harbour), Nestrans (who have funded appraisal work to date) and, for the active travel elements, Sustrans and Cycling Walking and Safer Routes (CWSR). All external funding options will be explored prior to commencing further assessment and design work.
- 4.3 High-level costings for the various elements of each of the packages are provided within the STAG report. These delivery costs will be developed as proposals proceed through further assessment and design and towards Outline and Full Business Case.

5. LEGAL IMPLICATIONS

- 5.1 Wellington Road is an Air Quality Management Area (AQMA) therefore the Council has a legal obligation to ensure air quality remains at an acceptable

level. As transport is the main contributor to emissions, the Council's response must be in the form of transport improvements to encourage efficient vehicle usage and flow and modal shift from private to public, shared and active forms of transport, and supporting and encouraging all vehicle owners, businesses and transport providers to move to low / zero emissions based technology.

- 5.2 The recommended package requires: land purchase which will require negotiation with landowners and potentially Compulsory Purchase Order (CPO); the progression of Traffic Regulation Orders (TRO); and potentially Planning approval. All of these processes risk public objection and may result in an inquiry being called.
- 5.3 Any external support required for future stages of work will be undertaken in line with the Council's Procurement Regulations.

6. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
Strategic Risk	Delivery of improved transport links on key strategic travel corridors 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 and other harmful emissions and a high-quality environment. Failure to deliver improvements where there is evidence of their effectiveness could undermine the Council's ability to realise these aspirations.	M	Appraisal is evidence-based, with the recommendations assessed against the STAG criteria of environment, safety, economy, integration, accessibility and social inclusion. Take forward the recommended package for further assessment and design.
Compliance	The delivery of the recommendations may be subject to	M	Continue to engage with the public and stakeholders to

	objection as we move through the design and delivery process. This may be a particular issue for land acquisition through the CPO process and any planning applications required.		understand and mitigate potential issues. Management of the project in accordance with internal procedures, scheme of governance, and other relevant governance requirements.
Operational	There may be risk around the continued operation of the existing route during any construction processes.	L	Identify and monitor risks, and identify mitigations as the project moves from feasibility towards design and delivery.
Financial	Continuing poor provision of active travel and public transport measures could see increasing societal costs arising from ill health and pollution. Care needs to be taken that measures recommended for implementation supports equality of opportunity for individual good health and the economic vitality of the city region.	M	Take forward the recommended package to further assessment and design.
Reputational	There is a reputational risk to the City if it does not invest in transport infrastructure that caters for the needs of a high performing international city economy. Failure to implement adequate active travel and public transport measures when there is evidence of the health and travel benefits of doing so	M	Appraisal is evidence-based, with the recommendations assessed against the STAG criteria of environment, safety, economy, integration, accessibility and social inclusion. Take forward the recommended package to further assessment and design.

	could result in reputational damage should ACC not take sufficient action to improve conditions for the health and wellbeing of our citizens and visitors.		
Environment / Climate	<p>Risk of deteriorating air quality in the Wellington Road AQMA if improvements are not made.</p> <p>Risk of fines being imposed on the local authority if air quality further deteriorates at this location and the Council is perceived as not taking action to address this.</p> <p>Risk of not achieving net zero carbon aspirations if transport's contribution to emissions is not addressed via schemes to facilitate and encourage the use of alternative modes.</p>	M	Impact on the Environment considered during STAG appraisal and has influenced recommendations. Further Environmental Impact Assessment, including any mitigations, as the project moves towards design and delivery.

7. OUTCOMES

<u>COUNCIL DELIVERY PLAN</u>	
	Impact of Report
Aberdeen City Council Policy Statement	The proposals within this report support the delivery of Economy - Policy Statement 5, <i>Support the Aberdeen Harbour expansion and work collaboratively to maximise tourism opportunities, including attracting high value cruises</i> . The recommendations seek to complement the work being undertaken to improve transport connectivity between ASH and the strategic road network by improving transport efficiency along this key corridor

	which provides a link from the new Harbour to the City Centre to the north and the AWPR to the south.
Aberdeen City Local Outcome Improvement Plan	
People Stretch Outcomes	The proposals within this report support the delivery of Stretch Outcome 11: <i>Healthy life expectancy (time lived in good health) is five years longer by 2026</i> . The proposals aim to result in cleaner transport choices within this AQMA which should have a beneficial impact in terms of reducing emissions which are harmful to human health. More walking and cycling can improve a number of health conditions, potentially increasing life expectancy.
Prosperous Place Stretch Outcomes	The proposals within this report support the delivery of Stretch Outcome 13 (<i>Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate</i>) in that measures to increase active travel and public transport will also reduce carbon emissions. The proposals will also contribute towards the delivery of Stretch Outcome 14 (<i>Increase Sustainable Travel: 38% of people walking and 5% of people cycling as main mode of travel by 2026</i>) in that they aim to improve conditions for walking and cycling along the corridor.
Regional and City Strategies	The proposals in this report support the delivery of the Regional and Local Transport Strategies, both of which aim to deliver less miles travelled by private car and a cleaner transport system which results in fewer emissions. The measures also support delivery of the Air Quality Action Plan by seeking to reduce air pollution within the Wellington Road AQMA, and the Net Zero Vision by looking to reduce transport's contribution to climate change. The proposals also support delivery of the Local Development Plan, particularly in terms of improving accessibility of the proposed ETZ.
UK and Scottish Legislative and Policy Programmes	The proposals within this report support the delivery of the Scottish National Transport Strategy, in terms of improving infrastructure for active travel and public transport users and improving transport efficiency for all. They also support Cleaner Air for Scotland, the Scottish air quality strategy, by looking to reduce air pollution in the Wellington Road AQMA by facilitating more active travel and public transport use on Wellington Road.

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). An Integrated Impact Assessment has also been undertaken to accompany this report.
Data Protection Impact Assessment	Not required

9. BACKGROUND PAPERS

[Wellington Road Corridor Multimodal Transport Study Pre-Appraisal](#)
[Wellington Road Multimodal Corridor Study STAG Part 1 Appraisal](#)

10. APPENDICES

Appendix 1 – Proposed Interventions

Appendix 2 – Wellington Road Multimodal Corridor Study STAG Part 2 Appraisal Executive Summary

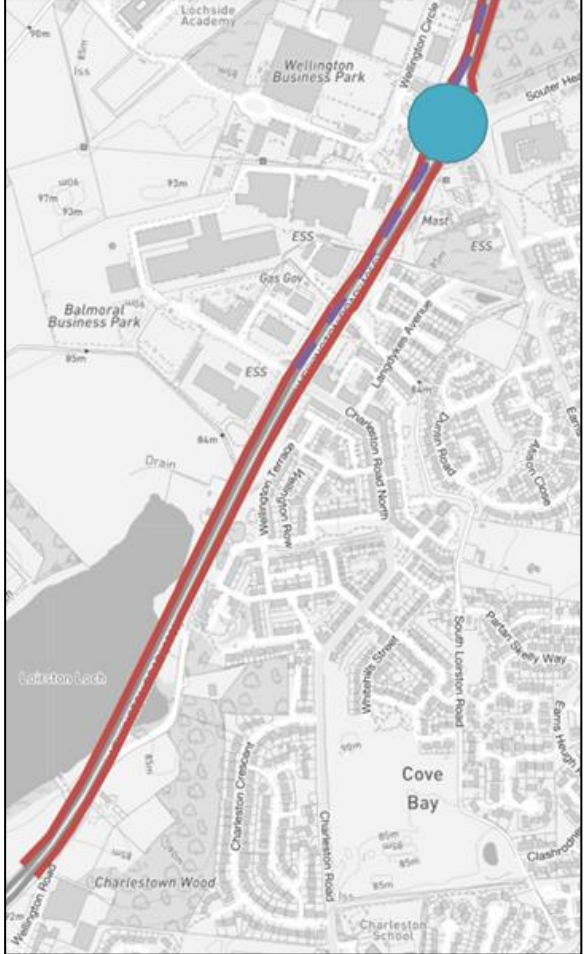
Appendix 3 – Wellington Road Multimodal Corridor Study STAG Part 2 Appraisal Full Report

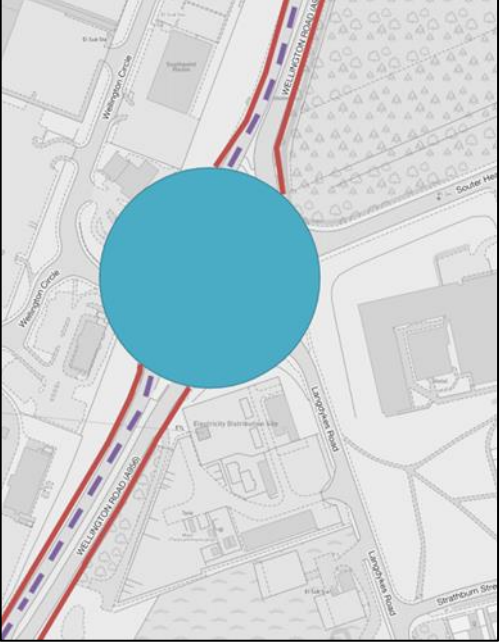
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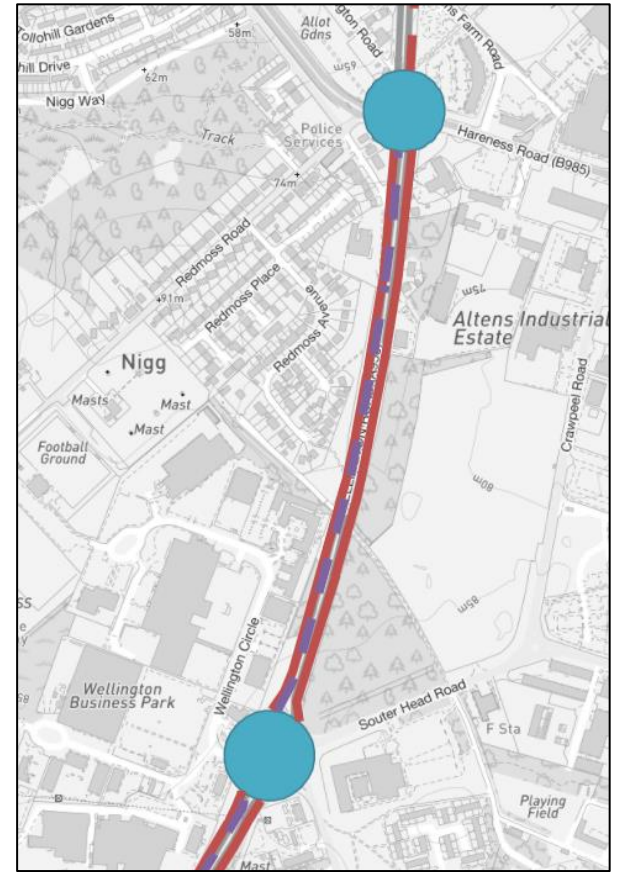
Appendix 1: Proposed Interventions

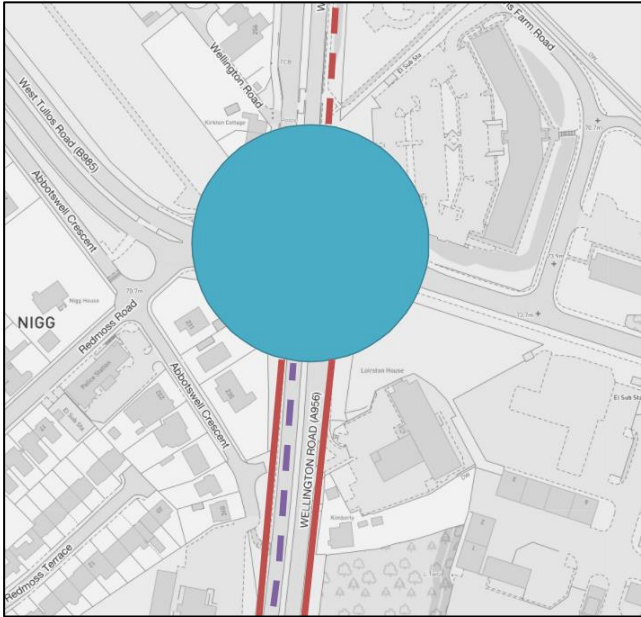
Corridor Section	Potential Interventions Proposed	Further Considerations	
<p>1: Charleston to Souterhead Roundabout</p>	<p>With-flow cycleway from tie-in with existing shared use facilities to the west of Old Wellington Road to Souterhead Roundabout.</p>	<ul style="list-style-type: none"> • Environmental Impact Assessment required. 	
	<p>Additional lane northbound between Charleston Road North and Souterhead Junction.</p>	<ul style="list-style-type: none"> • Further design work required. • Will require land purchase. 	

<p>2: Souterhead Junction</p>	<p>Reconfiguration of Souterhead Junction.</p>	<ul style="list-style-type: none"> • Further design work required to determine optimum configuration. • Environmental Impact Assessment required. 	
<p>3: Souterhead Junction to Hareness Junction</p>	<p>With-flow cycleway between Souterhead Roundabout and Hareness Roundabout.</p>	<ul style="list-style-type: none"> • Further design work required to determine the tie-in with facilities at Souterhead and Hareness junctions. 	

Additional lane northbound between Souterhead and Hareness Junctions.

- Further design work required.
- Will require land purchase.



<p>4: Hareness Junction</p>	<p>Removal of the roundabout for introduction of a signalised junction with improved crossing facilities for active travel users.</p>	<ul style="list-style-type: none"> • Further design work required to determine the tie-in with cycle facilities to the north and south of the junction and to ensure that there is sufficient capacity at the junction to operate effectively (e.g. as proposed for the Multi-Modal Package). 	
<p>5: Hareness Roundabout to Craigshaw Road</p>	<p>Cycleway between Hareness Roundabout and Craigshaw Road.</p>	<ul style="list-style-type: none"> • Detailed design required to determine the type of cycleway between Hareness Roundabout and QEB – a with-flow cycleway requires removal of the central reservation between Hareness Roundabout and Polwarth Road; a two-way cycleway requires removal of the central reservation between Greenbank Road and Polwarth Road. 	

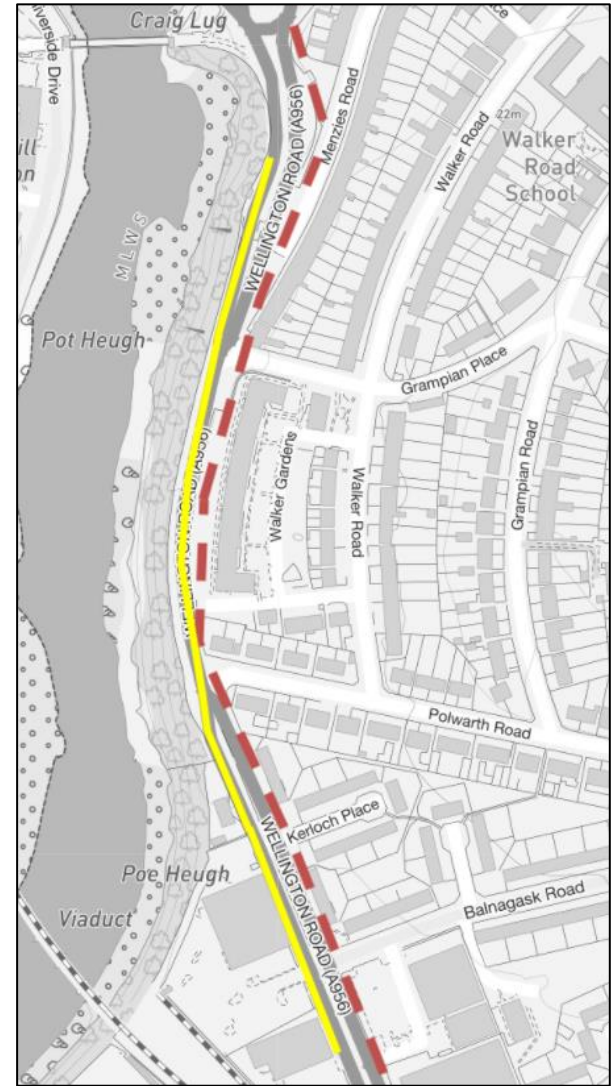
		<ul style="list-style-type: none"> • Removal of the central reservation and all proposed designs would require a Road Safety Audit (RSA) to comment on the safety implications and inform any adjustment to the design/ mitigation. • Further consideration to be given to options for retaining the central reservation, including reduced footway or carriageway widths or increased use of verge space. A detailed survey of pedestrian movements would inform these design decisions. 	
	<p>Northbound bus lane between Craigshaw Drive and Abbotswell Road, avoiding the approach to and the junctions at Craigshaw Road, Greenbank Road and Abbotswell Road.</p>	<ul style="list-style-type: none"> • Further modelling and design review required to determine the exact location of northbound bus lane at the next stage of design development. 	

<p>6: Craigshaw Road to Balnagask Road</p>	<p>Cycleway between Craigshaw Road and Balnagask Road.</p>	<ul style="list-style-type: none"> • Detailed design required to determine the type of cycleway between Hareness Roundabout and QEB – a with-flow cycleway requires removal of the central reservation between Hareness Roundabout and Polwarth Road; a two-way cycleway requires removal of the central reservation between Greenbank Road and Polwarth Road. • Removal of the central reservation and all proposed designs would require a RSA to comment on the safety implications and inform any adjustment to the design/ mitigation. • Further consideration to be given to options for retaining the central reservation, including reduced footway or carriageway widths or increased use of verge space. A detailed 	
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		survey of pedestrian movements would inform these design decisions.	
7: Balnagask Road to QEB	Cycleway between Balnagask Road and QEB.	<ul style="list-style-type: none">• Land purchase required at the former HM Craiginches Prison Site.• Detailed design required to determine the type of cycleway between Hareness Roundabout and QEB – a with-flow cycleway requires removal of the central reservation between Hareness Roundabout and Polwarth Road; a two-way cycleway requires removal of the central reservation between	






Northbound bus lane (small extension to existing bus lane towards QEB)

- Greenbank Road and Polwarth Road.
- Removal of the central reservation and all proposed designs would require a RSA to comment on the safety implications and inform any adjustment to the design/ mitigation.
- Further consideration to be given to options for retaining the central reservation, including reduced footway or carriageway widths or increased use of verge space. A detailed survey of pedestrian movements would inform these decisions.
- Further design work required to consider the tie-in to the existing layout at QEB, including opportunities for controlled crossing points for pedestrians and cyclists at the Craig Place/South Esplanade West Roundabout.



		<ul style="list-style-type: none">• Onward connections to National Cycle Network Route 1 crossing QEB to South Esplanade West and from Craig Place requires further consideration of improvements for active travel.	
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KEY:

With-flow cycleways	
Cycleway (<i>optimum configuration to be determined</i>)	
Northbound bus lanes (<i>indicative locations</i>)	
Potential additional northbound road lane (<i>subject to further assessment</i>)	
Junction Improvement (<i>subject to further assessment</i>)	

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Wellington Road Multi-Modal Corridor Study

Detailed Appraisal – Executive Summary

Aberdeen City Council

Project number: 60597273

July 2021

Executive Summary

Background

In 2014, Nestrans commissioned AECOM to undertake a multi-modal transport study on the Wellington Road corridor, with the aim of generating and assessing options consistent with the aims and objectives of a previous 'locking in the benefits' study in relation to the Aberdeen Western Peripheral Route (AWPR) and that addresses current and future planned developments on the corridor. This Initial Appraisal (Case for Change) Study was published in January 2015¹ and included the identification of key problems, issues, opportunities and constraints on the corridor; development of Transport Planning Objectives (TPOs) for the study; generation of a long list of options; and a high level option appraisal to sift the long options list into a shorter list for more detailed consideration.

In 2017, Aberdeen City Council (ACC) commissioned AECOM to undertake a Preliminary Options Appraisal to define and assess options for improving strategic connections and active travel along the Wellington Road corridor, building on the previous work undertaken in 2014-15. This study was published in April 2018² and included revalidation of the problems, issues, opportunities, and constraints identified at the Initial Appraisal stage; identification of a series of options and packages for assessment within the Preliminary Appraisal assessment framework and recommended a shortlist of improvement options for more detailed appraisal.

Subsequently, AECOM was commissioned in November 2018 to undertake a Detailed Options Appraisal of the shortlisted options. This stage of the appraisal included further option development; updated context setting; assessment of the options against TPOs, STAG Criteria, Cost to Government, and Implementability Criteria noting key risks and uncertainties; and consultation and engagement, informing Public Acceptability of the option packages identified for detailed appraisal.

Study Area

The Wellington Road corridor is a strategic corridor which links Aberdeen city centre and the wider southern extents of Aberdeen City to the A92(T) and the AWPR via the A956(T). The corridor stretches for approximately three miles from the Charleston Interchange at the A92 to the Queen Elizabeth Bridge (QEB), which crosses the River Dee close to the city centre.



Figure 1: Wellington Road Study Corridor

¹ https://www.nestrans.org.uk/wp-content/uploads/2017/02/2015_01_21_WR_Multimodal_Corridor_Study_Final_Report.pdf

² <https://www.aberdeencity.gov.uk/services/roads-transport-and-parking/wellington-road-transport-study>

Aberdeen South Harbour Study

The development of Aberdeen South Harbour at the Bay of Nigg is being taken forward in response to constraints at the existing harbour in the city centre 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, Aberdeen South Harbour will provide:

- 1,400m of quay at water depths of up to 10.5m;
- A turning circle of 300m;
- A channel width of 165m;
- A laydown area of 125,000m²; and
- Heavy lifting capacity.

The main access to Aberdeen South Harbour will be located close to the existing Coast Road/St Fittick's Road/Greyhope Road Junction. Aberdeen South Harbour is anticipated to be completed in 2022 and has the potential to stimulate growth in the economy, employment, and tourism.

The work undertaken as part of the Wellington Road Study has taken cognisance of the recently completed External Transportation Links to Aberdeen South Harbour STAG Appraisal. This study considered transport connections to the new harbour, including the identification of appropriate transport infrastructure and connectivity upgrades.

Additional traffic generated by the new harbour (and recently proposed Energy Transition Zone), as well as the infrastructure proposed under the various options being considered, has the ability to alter traffic flows, patterns, and routing along the Wellington Road corridor. Collaboration has been ongoing throughout the process of developing the two studies to ensure that options developed are complementary.

Following completion of the study, a preferred road option was approved by ACC. This option involves improving the existing route towards Aberdeen South Harbour via Hareness Road through the provision of a new bridge over the railway on Coast Road and providing capacity improvements. An updated Strategic Business Case is currently being prepared prior to the next stage in the design and delivery process.

Transport Planning Objectives

In line with STAG, the TPO objective setting process for this study was driven by an understanding of the evidence-based problems and opportunities identified along the Wellington Road corridor during the Initial Appraisal stage of the study (and revalidated during the Preliminary Appraisal).

The final TPOs for the study are shown in the table below, as agreed with the Client Group in March 2021.

Table 1: Final Study Transport Planning Objectives

Ref	TPO at Preliminary Appraisal Stage
TPO1	Provide greater priority to sustainable modes of transport on the corridor and facilitate locking in of the benefits of the AWPR
TPO2	Facilitate efficient movement of freight on the corridor
TPO3	Reduce and manage traffic demands at key pinch points on the corridor, taking cognisance of the framework provided by the Roads Hierarchy
TPO4	Improve accessibility to employment and education areas on the corridor
TPO5	Promote a transport corridor which is safe for all users
TPO6	Promote a transport corridor which supports air quality improvement strategies and improves public health

Option Packaging

Following initial modelling tests undertaken, three packages were identified for appraisal:

- **Active Travel Package** – introduces interventions that aim to prioritise people walking and cycling on the corridor through dedicated cycling infrastructure and improvements at key junctions;
- **Public Transport Package** – introduces interventions that aim to prioritise bus users through bus lanes and bus priority through key junctions; and
- **Multi-Modal Travel and Transport Package** – introduces interventions that aim to provide balanced improvements across key modes for those walking, cycling, using public transport and for freight movements along the corridor.

Final Package Components

The final package components that formed the basis for appraisal are outlined below.

Active Travel Package

The final Active Travel Package for appraisal is made up of the following key components:

- With-flow kerb segregated cycleway;
- Removal of Souterhead Roundabout, with improved active travel facilities;
- Removal of Hareness Roundabout, with improved active travel facilities; and
- Right-turn ban from Wellington Road onto Abbotswell Road.

It should be noted that, given the focus on active travel as part of this package, the existing bus lane between Balnagask Road and QEB has not been retained. This package proposes conversion of the existing bus lane to an all vehicle lane, however, there would remain adequate space to retain the existing bus lane if desired.

Table 2 provides the approximate length of with-flow cycleway that is introduced along the various sections of the corridor, relative to the active travel infrastructure provided in the Do Minimum scenario. It should be noted that Section 2 (Souterhead Roundabout) and Section 4 (Hareness Roundabout) are omitted from the table as interventions in these locations have been covered separately above. This package increases the number of crossing points at Souterhead from 2no. to 7no. (staggered) and at Hareness from 2no.³ to 4no.

Table 2: Approximate Lengths of Active Travel Infrastructure along Corridor

	Section 1: Charleston to Souterhead		Section 3: Souterhead to Hareness		Section 5: Hareness to Craigshaw Rd		Section 6: Craigshaw Rd to Balnagask Rd		Section 7: Balnagask Rd to QEB	
	Do Min	AT Package	Do Min	AT Package	Do Min	AT Package	Do Min	AT Package	Do Min	AT Package
NB	Footway = 310m Shared Use = 1140m Gap = 700m	Footway = 1455m With-flow cycleway = 1455m Shared Use = 695m	Shared Use = 840m	Footway = 840m With-flow cycleway = 840m	Footway = 1020m	Footway = 1020m With-flow cycleway = 1020m	Footway = 410m	Footway = 410m With-flow cycleway = 410m	Footway = 650m Bus lane = 420m ⁴	Footway = 650m With-flow cycleway = 650m
SB	Shared Use = 1635m Gap = 200m	Footway = 1460m	Shared Use = 850m	Footway = 850m	Footway = 1030m	Footway = 1030m	Footway = 410m	Footway = 410m	Footway = 650m	Footway = 650m

³ Existing crossings are not located directly at Hareness Roundabout – 1no. 50m to the west on West Tullos Road and 1no. 65m north on Wellington Road (applicable in all packages). In all packages, the proposed improvements at Hareness would involve consolidation of the existing crossing points, meaning that the existing crossing on Wellington Road to the north of the roundabout would be removed.

⁴ Bus lane use by cyclists is permitted.

	Section 1: Charleston to Souterhead		Section 3: Souterhead to Hareness		Section 5: Hareness to Craigshaw Rd		Section 6: Craigshaw Rd to Balnagask Rd		Section 7: Balnagask Rd to QEB	
	Do Min	AT Package	Do Min	AT Package	Do Min	AT Package	Do Min	AT Package	Do Min	AT Package
		With-flow cycleway = 1460m Shared Use = 375m		With-flow cycleway = 850m		With-flow cycleway = 1030m		With-flow cycleway = 410m		With-flow cycleway = 650m

As shown in the table above, there are gaps in active travel provision in Section 1, with no pedestrian or cycle infrastructure (including footways) provided for 700m northbound between Charleston and Souterhead (between Loirston Loch and Charleston Road North) and for 200m southbound in proximity to the Old Wellington Road Junction. Additionally, there is currently no dedicated infrastructure for cycling to the north of Hareness Roundabout. Where there is existing shared use infrastructure in the south of the corridor, some sections are relatively poor quality (e.g. between Souterhead and Hareness where the paths are generally less than 2m wide).

Public Transport Package

The final Public Transport Package for appraisal is made up of the following key components:

- Sections of bus lane in both directions;
- Existing Souterhead Roundabout, with bus priority signals southbound;
- Removal of Hareness Roundabout, with improved active travel facilities; and
- Right-turn ban from Wellington Road onto Abbotswell Road.

Table 3 provides the approximate length of bus lane that is introduced along the various sections of the corridor, relative to the Do Minimum scenario. It should be noted that Section 2 (Souterhead Roundabout) and Section 4 (Hareness Roundabout) are omitted from the table as interventions in these locations have been covered separately above. This package increases the number of crossing points at Hareness from 2no. to 4no.

Table 3: Approximate Lengths of Bus Lane along Corridor

	Section 1: Charleston to Souterhead		Section 3: Souterhead to Hareness		Section 5: Hareness to Craigshaw Rd		Section 6: Craigshaw Rd to Balnagask Rd		Section 7: Balnagask Rd to QEB	
	Do Min	PT Package	Do Min	PT Package	Do Min	PT Package	Do Min	PT Package	Do Min	PT Package
Northbound	0m	0m	0m	0m	0m	+575m	0m	+85m	405m	+85m
Southbound	0m	0m	0m	+160m	0m	+300m	0m	+160m	0m	+305m

Multi-Modal Package

The final Multi-Modal Package for appraisal is made up of the following key components:

- Two-way kerb segregated cycleway;
- Sections of shared bus/HGV lane in both directions;
- Existing Souterhead Roundabout, with additional toucan crossings on Souter Head Road, Langdykes Road and Wellington Circle;
- Removal of Hareness Roundabout, with improved active travel facilities; and
- Right-turn ban from Wellington Road onto Abbotswell Road.

Table 4 provides the approximate lengths of two-way cycleway and shared bus/HGV lane along the various sections of the corridor, relative to the Do Minimum scenario. It should be noted that Section 2 (Souterhead Roundabout) and Section 4 (Hareness Roundabout) are omitted from the table as interventions in these locations have been covered separately above. This package increases the number of crossing points at Hareness from 2no. to 4no. As noted above for the Active Travel Package, there is currently no dedicated infrastructure for cycling to the north of Hareness Roundabout. Where there is existing shared use infrastructure in the south of the corridor, some sections are relatively poor quality (e.g. between Souterhead and Hareness where the paths are generally less than 2m wide). It should be noted that there are gaps in active travel provision in Section 1, with no pedestrian or cycle infrastructure (including footways) provided for 700m northbound between Charleston and Souterhead (between Loirston Loch and Charleston Road North) and for 200m southbound in proximity to the Old Wellington Road Junction.

Table 4: Approximate Lengths of Intervention along Corridor

Intervention		Section 1: Charleston to Souterhead		Section 3: Souterhead to Hareness		Section 5: Hareness to Craigshaw Rd		Section 6: Craigshaw Rd to Balnagask Rd		Section 7: Balnagask Rd to QEB	
		Do Min	MM Package	Do Min	MM Package	Do Min	MM Package	Do Min	MM Package	Do Min	MM Package
Active Travel Infrastructure	SB ⁵	Shared Use = 1635m Gap = 200m	Footway = 1460m Two-way cycleway = 1460m Shared Use = 375m	Shared Use = 850m	Two-way cycleway = 850m	Footway = 1030m	Two-way cycleway = 1030m	Footway = 410m	Two-way cycleway = 410m	Footway = 650m	Two-way cycleway = 650m
Shared bus/HGV lane	NB	0m	0m	0m	0m	0m	+355m	0m	+70m	Bus lane = 405m	+100m (converted to shared HGV/bus lane)
	SB	0m	0m	0m	+225m	0m	+170m	0m	0m	0m	+250m

⁵ Assumed to be on the east side for the purposes of the assessment.

Traffic Modelling

To assist the detailed appraisal of options, the Wellington Road Corridor Microsimulation Model was developed using Paramics Discovery software. The model area of focus is highlighted in orange in **Figure 2** below with the Wellington Road Corridor shown in red. The network encompasses the Wellington Road corridor between the A92/A956 and QEB, including all the main connecting side roads. The modelled network also contains the Altens Industrial Estate east of the Wellington Road corridor and the Coast Road/Langdykes Road in Cove Bay.



Figure 2: A956 Wellington Road Corridor – Modelled Area

Do Minimum Model (2026)

The Wellington Road Corridor Microsimulation Model comprised the Do Minimum for the study, which was used in order to provide the basis for comparison of other options. The Do Minimum model included assumptions around background traffic growth, including committed development in the area and infrastructure changes to the network, as presented below.

Developments

- Stationfields, Cove;
- Loirston Development;
- Altens East and Peterseat, Altens Industrial Estate;
- Energy from Waste Plant, East Tullos;
- Aberdeen South Harbour; and
- Energy Transition Zone.

Infrastructure

- The linking up of Palmerston Road to North Esplanade West at the northern extent of the model. 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.
- Removal of signals on Coast Road due to provision of a new bridge over the railway under the proposed improvements for Aberdeen South Harbour.
- Additional capacity at the Wellington Road/Greenwell Road Junction with a two-lane section extending back on Greenwell Road from the junction approximately 50m introduced in 2019.
- 'Ghost links' added to the model to enable route choice from the north. The ghost links were constrained to allow only light vehicle traffic associated with the new harbour and proposed Energy Transition Zone sites to use them. In this way, base traffic was maintained as is and HGV traffic associated with the harbour/proposed Energy Transition Zone sites was still required to route via the defined Aberdeen freight routes.

Additional Lane Sub-Test

In addition to the packages outlined, an additional sub-test was undertaken in the context of the Multi-Modal Package. This included an additional lane for use by buses and HGVs northbound between Charleston Road North and Hareness Junction. It should be noted that delivery of this additional lane in combination with the proposed two-way segregated cycleway would be anticipated to require removal of the central reservation or land acquisition on the west side of Wellington Road.

Modelling Conclusions

The option packages were tested within the Wellington Road Corridor Microsimulation Model. The following table provides a general overview of the performance of each package based on the end-to-end journey times anticipated for each model, relative to the Do Minimum. In the table below, the following guide has been used:

- **Less than 1 minute** = Negligible (-);
- **1-2 minutes** = Minor Benefit (✓) or Impact (x);
- **2-3 minutes** = Moderate Benefit (✓✓) or Impact (xx); and
- **3+ minutes** = Major Benefit (✓✓✓) or Impact (xxx).

Table 5: Overview of Each Package

		All Vehicles		HGVs		Buses	
		NB	SB	NB	SB	NB	SB
Active Travel Package	AM Peak (07:00-09:00)	-	xx	-	xx	-	-
	PM Peak (16:00-18:00)	x	-	xx	x	x	-
Public Transport Package	AM Peak (07:00-09:00)	-	x	-	x	-	-
	PM Peak (16:00-18:00)	-	xx	-	xx	✓	x
Multi-Modal Package	AM Peak (07:00-09:00)	x	-	-	-	-	-
	PM Peak (16:00-18:00)	-	xxx	✓	x	-	x
Sub-test	AM Peak (07:00-09:00)	-	-	✓✓	-	-	-
	PM Peak (16:00-18:00)	-	xxx	✓	x	✓	x

It should be emphasised that the above guide has been used for the purposes of comparison of the operational performance of option packages within the Wellington Road Corridor Microsimulation Model. Whilst negative impacts are shown for a number of the packages above, it is unlikely that journey time increases of 1-2 minutes would be observed by the majority of users. Furthermore, given the Sustainable Travel Hierarchy and the requirement to reduce car kilometres by 20% by 2030, journey time increases for vehicles may have to be accommodated in order to encourage a modal shift from motorised transport.

Consultation & Engagement

Following the formulation of option packages, members of the public and stakeholders were given the opportunity to provide feedback on proposals for the Wellington Road corridor through an online survey hosted on ACC's Citizen Space portal from 12th April 2021 to 10th May 2021⁶. There were 130 responses received during this round of consultation, with the feedback received being used to inform the Public Acceptability element of the appraisal.

The results indicated support for the Active Travel and Multi-Modal Packages, with less overall support for the Public Transport Package. The diagram below highlights the extent to which respondents indicated their agreement with the three option packages.

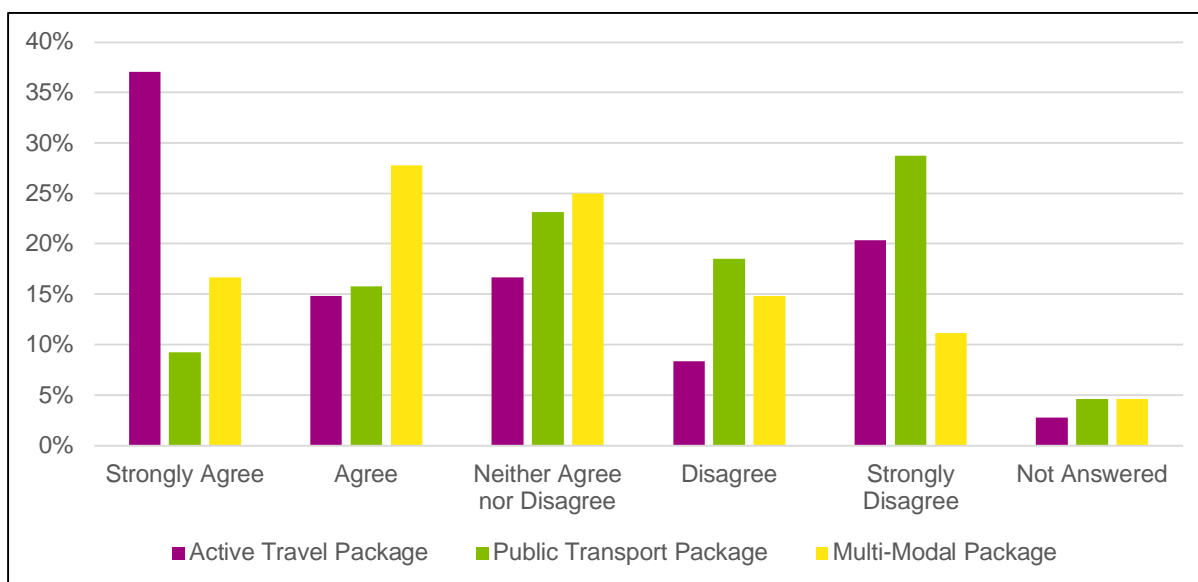


Figure 3: Level of Agreement with Packages

The table below provides an overview of the key types of comments made in support of and against the three packages.

Table 6: Key Feedback on Option Packages

Option Test	Positive	Negative
Active Travel Package	<ul style="list-style-type: none"> Improved feelings of safety for active travel users Encourage increased walking and cycling 	<ul style="list-style-type: none"> Concerns about delays to general traffic, particularly freight vehicles Concerns about the topography of Wellington Road for cycling
Public Transport Package	<ul style="list-style-type: none"> Supporting modal shift (and reduced vehicle emissions) Improved opportunities for those without access to a car 	<ul style="list-style-type: none"> Relatively low number of bus services currently operating on the corridor Concerns about delays to general traffic
Multi-Modal Package	<ul style="list-style-type: none"> Equal share of road space across modes Improved feelings of safety for active travel users Desire to see with-flow option included within this package 	<ul style="list-style-type: none"> Concerns about the safety of the two-way cycleway in comparison to the with-flow option Concerns about delays to general traffic and difficulties for HGVs turning right at Hareness Road

⁶ The full scope of the public and stakeholder engagement exercise is set out in Chapter 6 of the main report.

Appraisal Findings

The option packages were appraised against the TPOs, the STAG Criteria (Environment, Safety, Economy, Integration, and Accessibility and Social Inclusion), and Implementability Criteria (Feasibility, Affordability, and Public Acceptability).

TPOs

The results of the appraisal against the TPOs are summarised in the table below.

Table 7: Summary of Appraisal against TPOs

Package	Performance vs TPO					
	TPO1 – Sustainable Modes Priority	TPO2 – Freight	TPO3 – Traffic Management	TPO4 - Accessibility	TPO5 - Safety	TPO6 – Air Quality & Public Health
Do Minimum	-	-	-	-	-	-
Active Travel	✓✓	xx	xx	✓	-	-
Public Transport	✓	xx	xx	-	-	x
Multi-Modal	✓✓	✓	xx	✓	✓	-

The key outcomes from the TPO appraisal are as follows:

- TPO1 – All packages are considered to generate benefits in terms of providing greater priority to sustainable modes of transport relative to the Do Minimum. The Active Travel and Multi-Modal Packages are considered to provide more significant benefits than the Public Transport Package due to the inclusion of dedicated cycling infrastructure along the corridor and improved infrastructure for active travel users at Souterhead.
- TPO2 – The Active Travel Package and Public Transport Package are considered to generate moderate negative impacts in terms of facilitating efficient movement of freight to Aberdeen South Harbour and the proposed Energy Transition Zone due to the delays caused to general traffic on the network (for some movements). The Multi-Modal Package provides minor benefits to HGVs due to the introduction of some HGV priority as part of this package.
- TPO3 – All packages are considered to generate moderate negative impacts in terms of traffic management due to delays caused on the network as a result of the proposed interventions. Analysis of the modelling results indicates the potential for the introduction of a number of mitigation measures to minimise delays caused by the packages, including exclusion of the Souterhead Junction improvement in the Active Travel Package, exclusion of southbound bus lanes in the Public Transport Package, and exclusion of the southbound shared bus/HGV lanes in the Multi-Modal Package.
- TPO4 – All packages provide variable impacts in terms of accessibility to employment and education, with the Active Travel and Multi-Modal Packages providing significant accessibility improvements for pedestrians and cyclists, whilst slightly reducing accessibility for bus and car users. Given the significant accessibility improvements for active travel users, these packages were assessed as providing minor beneficial impacts overall. It is considered that the Public Transport Package could provide slight benefits to active travel users and bus users whilst reducing accessibility by car. Given the slight benefits provided to active travel users relative to the Active Travel and Multi-Modal Packages, the Public Transport Package is considered to provide no benefit or impact overall.
- TPO5 – The Active Travel Package and Public Transport Package are considered to provide no benefit or impact in terms of safety for users. For the Active Travel Package, this reflects the balance between safety improvements (associated with dedicated cycling infrastructure and improvements for active travel users at major junctions) and potential negative safety implications (associated with the increased accident severity for general traffic due to the reconfiguration at Hareness and Souterhead and the proposed removal of the central reservation between Hareness and Polwarth Road). The Public Transport Package offers safety improvements for active travel users through the introduction of signal control at Hareness, whilst having the potential to introduce negative safety implications for general traffic. The Multi-Modal Package is considered to provide minor safety improvements through dedicated cycling infrastructure, additional toucan crossing points at Souterhead and signal control at Hareness (with benefits for active travel users). The introduction of

signal control at Hareness, in line with the other packages, could introduce negative safety implications for general traffic.

- TPO6 – The Active Travel Package and Multi-Modal Package are considered to provide no benefit or impact in terms of air quality and health, reflecting the potential for positive impacts relating to modal shift against the adverse impacts that would be caused by congestion on the road network. The Public Transport Package is considered to result in negative impacts in terms of air quality and health as it is not anticipated that interventions included within the package would result in significant mode shift and therefore it is considered that there could be negative overall impacts associated with increased delays on the road network.

Implementability Criteria

The results of the appraisal against the Implementability Criteria are summarised in the table below.

Table 8: Summary of Appraisal against Implementability Criteria

Package	Feasibility	Affordability	Public Acceptability
Do Minimum	-	-	-
Active Travel	x	Very High Cost	✓
Public Transport	x	Low Cost	xx
Multi-Modal	xx	High Cost	✓

The key outcomes from the Implementability appraisal are as follows:

- Feasibility – The feasibility considerations associated with the implementation of the option packages are considered to provide a minor risk to the deliverability of the Active Travel and Public Transport Packages, primarily in relation to the requirement for land purchase in the northern section of the corridor at the former HM Craiginches Prison Site. Feasibility considerations are considered to provide a moderate risk to the deliverability of the Multi-Modal Package as currently presented due to the constraints north of Grampian Place, which would require significant works to be undertaken in order to deliver a shared bus/HGV lane in this location in combination with a two-way segregated cycleway. It is therefore anticipated that there would be a requirement to prioritise one intervention over the other in this location.
- Affordability – The Active Travel Package is anticipated to constitute a very high cost in terms of capital construction costs; the Multi-Modal Package is anticipated to constitute a high cost and the Public Transport Package is anticipated to constitute a low cost. For all packages, varying maintenance costs would also be required.
- Public Acceptability – The online survey that was undertaken indicated a level of support for the Active Travel and Multi-Modal Packages whereas the Public Transport Package generated a significant level of opposition.

STAG Criteria

The results of the appraisal against the STAG Criteria are summarised in the table below.

Table 9: Summary of STAG Criteria Appraisal

	ENVIRONMENT								SAFETY		ECONOMY			INTEGRATION			ACCESSIBILITY & SOCIAL INCLUSION				
	Noise & Vibration	Global Air Quality	Local Air Quality	Water Quality, Drainage & Flood Defence	Biodiversity & Habitats	Landscape & Visual Amenity	Cultural Heritage	Physical Fitness	Accidents	Security	Transport Economic Efficiency (TEE)	Wider Economic Impacts (WEIs)	Active Travel Economic Assessment	Transport Integration	Transport & Land Use Integration	Policy Integration	Public Transport Network Coverage	Local Accessibility	Impacts by People Group	Impacts by Geographical Location	
Do Minimum	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Active Travel	xx	x	xx	xx	xx	✓	-	✓✓✓	-	-	xx	✓	-	✓	-	✓✓	-	✓✓	✓	-	-
Public Transport	x	x	x	x	x	-	-	✓	-	-	xxx	✓	-	-	-	-	-	-	-	-	-
Multi-Modal	x	x	-	x	x	✓	-	✓✓	✓	-	xx	✓	✓	✓	✓	✓✓	-	✓✓	✓	-	-

The key outcomes from the STAG Criteria appraisal are as follows:

- **Environment** – All packages generate some environmental concerns relating to noise and vibration, air quality, water quality, drainage and flood defence, and biodiversity and habitats, with the Active Travel Package generating more significant concerns primarily due to the more significant intervention at Souterhead Junction in this package. There are potential measures that could be implemented to mitigate these impacts. There are anticipated benefits in terms of landscape and visual amenity, and physical fitness, particularly with the Active Travel and Multi-Modal Packages.
- **Safety** – None of the packages are considered to generate any security concerns. The Active Travel Package and Public Transport Package are considered to provide no benefit or impact in terms of safety for users. For the Active Travel Package, this reflects the balance between safety improvements (associated with dedicated cycling infrastructure and improvements for active travel users at major junctions) and potential negative safety implications (associated with the increased accident severity for general traffic due to the reconfigurations of Hareness and Souterhead and the proposed removal of the central reservation between Hareness and Polwarth Road). The Public Transport Package offers safety improvements for active travel users through the introduction of signal control at Hareness, whilst having the potential to introduce negative safety implications for general traffic. The Multi-Modal Package is considered to provide minor safety improvements for active travel users through dedicated cycling infrastructure, additional toucan crossing points at Souterhead and signal control at Hareness. The introduction of signal control at Hareness, in line with the other packages, could introduce negative safety implications for general traffic.
- **Economy** – There are significant negative impacts in terms of the TEE analysis, however, there are potential mitigation measures that could be implemented to minimise impacts to general traffic in all packages, to a greater or lesser extent. Some minor benefits would be anticipated in terms of wider economic impacts for all packages, primarily in terms of providing businesses with access to a wider pool of labour due to improved accessibility. The two-way segregated cycleway element of the Multi-Modal Package is anticipated to generate a low to medium value for money and has therefore been assessed as providing a minor beneficial impact in terms of the active travel economic assessment.
- **Integration** – The Public Transport Package is considered to provide negligible impacts in terms of integration, with limited impacts anticipated in terms of transport integration and policy integration. The Active Travel and Multi-Modal Packages perform well against the transport integration and the policy integration criteria due to the tie-in with the wider active travel network and the support the interventions provide to policy priorities at the national, regional, and local level.
- **Accessibility & Social Inclusion** – All packages are considered to generate a negligible impact in terms of public transport network coverage as it is anticipated that the minor improvements to bus journey times (for some journeys) in the Public Transport and Multi-Modal Packages would not be significant enough to generate knock-on service improvements. In addition, none of the packages are anticipated to generate impacts by geographical area. The Active Travel and Multi-Modal Packages would be anticipated to generate beneficial impacts in terms of local accessibility and impacts by people group overall.

Cost to Government

The outline costs for each package are provided in the table below, with numbers rounded to the nearest £100. It is noted that design is in early stages and through design development and value engineering, the costs of schemes can be managed.

It should be noted that package costs do not include pricing of further investigation/survey, land purchase, relocation of utilities, structures, retaining walls, enhanced drainage, path lighting, TROs etc. Costs have been informed by the application of similar local authority framework rates and, where appropriate, priced from similar schemes. Outline costs are inclusive of optimism bias at 44%.

Table 10: Estimated Scheme Costs

Cost Element	Active Travel Package	Public Transport Package	Multi-Modal Package
TOTAL PACKAGE COST	£17,963,000	£2,113,700	£10,894,600

Risk & Uncertainty

The table below outlines the main project risks that are considered to be relevant in the context of this study and identifies potential mitigation measures that could be implemented.

Table 11: Project Risks and Potential Mitigation Measures

Type of Risk		Anticipated Significance for Wellington Road Study	Potential Mitigation Measures
Risk on delivering the asset	Construction risk	Medium risk – there are moderate risks associated with construction of interventions associated with the packages. As pricing of further investigation/survey, land purchase, relocation of utilities, structures, retaining walls, enhanced drainage, path lighting and TROs etc. has not been undertaken as part of the study, there is additional uncertainty placed on any additional risks associated with the construction of the interventions.	<p>Early contractor engagement would provide an opportunity to consider construction phasing in more depth. An experienced contractor may be able to offer alternative solutions for phasing these works, and for minimising any closure of side roads. Obtaining early contractor input could also offer some design and construction cost efficiencies and may support risk mitigation.</p> <p>It is recommended that a construction noise and vibration assessment is undertaken as part of the Construction Environment Management Plan (CEMP) to provide an indication of likely impacts and identify where additional mitigation may be required.</p>
	Planning risk	<p>Medium risk – each of the packages under consideration as part of the study would require development of land at the former HM Craiginches Prison Site that is not currently owned by ACC and therefore, land acquisition would be required. It should be noted that planning consent may be required for the development of options on the land at the former prison site.</p> <p>There is also a risk that there could be statutory objections to Orders that would require to be introduced for delivery of some interventions. If an objection is not withdrawn, this would automatically trigger a Public Local Inquiry, which could cause significant delays and additional costs for delivery.</p>	<p>It is understood that ACC has previously engaged in discussions regarding the land at the former HM Craiginches Prison Site with the Scottish Government – continuation of these discussions would determine whether planning risks can be mitigated.</p> <p>The project programme and Risk Register should include for the statutory objection period and consider project risk caused by the submission and maintenance of an objection to relevant Road Orders.</p>
Risk on operating the asset	Operational risk	<p>Active Travel Package: the reconfiguration of Souterhead as part of this package is shown to introduce a 1-3 minute delay for all vehicles, which would have impacts on the movement of bus and freight vehicles along the corridor (as well as cars).</p> <p>Public Transport Package: it is considered that the addition of northbound bus lanes is relatively low risk in terms of the impacts on other road users. The addition of southbound bus lanes risks delays (approx. 1-3 minutes) to all vehicles, including buses, particularly during the PM peak.</p> <p>Multi-Modal Package: the shared bus/HGV lanes and reconfiguration at Hareness results in a delay for all traffic of 1-2 minutes (northbound) through Hareness in the AM and a 2-3 minute delay (southbound) in the PM. There</p>	<p>Active Travel Package: exclusion of the Souterhead Junction improvement would be anticipated to minimise delays for general traffic along the corridor.</p> <p>Public Transport Package: exclusion of the southbound bus lanes would be anticipated to minimise delays for all vehicles along the corridor.</p> <p>Multi-Modal Package: exclusion of the southbound shared bus/HGV lanes would be anticipated to minimise delays for all vehicles along the corridor. Exclusion of the shared bus/HGV lane in the sensitive section northbound would minimise delays for buses and HGVs.</p> <p>Right-turn ban risks could be mitigated through communications with the public.</p> <p>Risks associated with signalisation at Hareness and minor additional delay could be mitigated by communications with the public regarding</p>

Type of Risk		Anticipated Significance for Wellington Road Study	Potential Mitigation Measures
		<p>is a sensitive section of northbound shared bus/HGV lane between Craigshaw Road and Balnagask Road.</p> <p>In all packages, there is a risk in terms of drivers obeying the signage associated with the implementation of the right-turn ban from Wellington Road onto Abbotswell Road.</p> <p>In all packages, signalisation of Hareness causes minor delays (less than 1 minute) in peak periods. This could present perception issues for motorised users of the corridor that are considered to constitute a low-medium risk.</p>	implementation of signals to improve the safety and directness of walking and cycling crossing points.
	Inflation risk	Low risk – the risk that actual inflation differs from assumed inflation rates. It is possible that the construction costs developed as part of this study could vary in the future.	Construction costs should be kept under review as interventions are developed further.
	Maintenance risk	Medium risk – ACC is generally seeking to rationalise maintenance costs where practical. Some of the interventions in this study (e.g. junction signalisation) would introduce a maintenance burden on the Council, as would maintenance of, for example, cycleway schemes. However, with no new major structures proposed as part of the option packages, none are considered to present a significant risk with regard to maintenance.	ACC should mitigate costs of maintenance in line with existing practices.
Risks on demand and revenue	Demand risk	Low risk – the COVID-19 pandemic has led to significant change in people's travel behaviours (e.g. increased home working, reduced public transport use, increased levels of walking and cycling) and introduced uncertainty around future travel patterns. There is uncertainty as to whether some of the changes observed will be short-term or if they will result in a more structural change in how society operates. Wellington Road is expected to continue its function as a priority route into the future and therefore, it is expected to continue to generate significant demand for traffic to facilitate movement of people and goods.	Further future scenario testing.
	Design risk	<p>Low risk – in order to obtain funding through Sustrans or other funding sources, such as the Bus Partnership Fund, certain standards of design will be required. This is considered to be low risk in the context of the proposed active travel interventions, which have been designed in accordance with Sustrans guidance as far as possible. As the cycleways are at concept design stage, there would be a requirement to develop the designs during Developed Design as part of the normal design process.</p> <p>Medium risk – the Public Transport Package and Multi-Modal Package propose lengthening bus lanes on approach to QEB, which could introduce safety implications.</p>	<p>Mitigation measures will be identified and assessed as part of the detailed design process.</p> <p>The lengthening of bus lanes on approach to QEB would require a detailed safety design check in the north of the corridor.</p> <p>Additional environmental survey work, including flood risk modelling and Phase 1 habitat surveys will be required to support and inform technical design work.</p> <p>Consistency risks can be mitigated by implementing as much of a modal type along the route as is possible using the Sustainable Travel Hierarchy</p>

Type of Risk		Anticipated Significance for Wellington Road Study	Potential Mitigation Measures
		<p>Further design considerations inherent with all projects include uncertainty over underground conditions, utilities, geotechnics, and drainage issues etc. There may additionally be design requirements relating to increased areas of hardstanding (e.g. for SEPA).</p> <p>There is currently a lack of consistency of junction types, public transport, and active travel provision along the route. The packages aim to bring consistency along the corridor, however, based on the appraisal, it may not be possible to be fully consistent along the length of the route to meet all the objectives of the study.</p>	and focussing on areas that lack existing provision of any type (for example, there is no cycling provision between Hareness Roundabout and QEB at present).
	Volume risk	Low risk – the risk that actual usage of the service varies from the level forecast. It is possible that usage of the proposed cycling facilities could differ from the levels predicted, which could reduce the predicted benefits generated by the schemes. It is also possible that the volume of vehicles could reduce in line with Scottish Government targets to reduce private car trips and associated with impacts from COVID-19. Furthermore, the volume of traffic may rise into the future as a result of emerging technologies such as Connected and Autonomous Vehicle (CAV) technology.	Further future scenario testing.
	Technology risk	Low risk – the risk that changes in technology result in services being provided using non-optimal technology. It is possible that where technological solutions are provided as part of the study (e.g. traffic signals), obsolescence can occur over time. Furthermore, there are emerging technologies (such as CAV) which could present a risk to the proposed interventions due to the uncertain impact on travel patterns.	ACC should ensure that optimal technology is adopted at the time of implementation of any interventions on the Wellington Road corridor.

In addition to the project risks outlined in the table above, there is further uncertainty regarding:

- **Availability of Funding** – at present, there is no allocated budget to support the progression of interventions through to delivery and construction. Whilst funding sources exist (e.g. through Sustrans), ACC will require to apply for this funding to make the case for the interventions proposed. Overall, this is considered to present a medium risk to delivery.
- **Bridge of Dee** – previous work has been completed regarding the potential for a new crossing of the River Dee, with a STAG Part 2 Study completed in 2017. It was agreed that the outcomes of this work should be reviewed at a suitable period after the opening of the AWPR to enable any changes in traffic patterns to be accurately assessed. Should this work be progressed, it would have an impact on traffic movements along the Wellington Road corridor.
- **Low Emission Zone** – in accordance with the Scottish Government's Programme for Government, ACC is considering options for a Low Emission Zone in Aberdeen. Whilst the preferred option does not include the area of the Wellington Road corridor, it will still be necessary for ACC to take cognisance of the impact of traffic exiting the Wellington Road priority route and accessing Aberdeen city centre (and the LEZ). Any modal shift changes facilitated by the implementation of schemes in the detailed appraisal may have wider impacts in terms of the composition of vehicle types moving in the city centre (and consequently may influence the number of vehicles which are eligible to access any LEZ).

Conclusions

The Wellington Road corridor is a priority route on the local road network. It is a key artery of the transport system linking the trunk road network (including the AWPR) to the south of Aberdeen city centre. The corridor plays a key role in access to ports for freight, for public transport from growing southern residential areas and it is a spine for industrial and employment uses along its length. It is also used for access on foot and by bike to local services, including retail and education uses. This study has systematically reviewed problems and issues, identified potential solutions to meet the net zero emissions ambition of the city as well as other policy drivers following Scottish Government guidance. The study has involved extensive consultation with stakeholders and the wider community and has modelled predicted transport impacts of selected intervention packages.

Further design work is necessary to further develop and assess the technical aspects of the interventions within the detailed appraisal packages on the Wellington Road corridor. Going forward, it will be key for ACC to obtain agreement on the overarching principles from the packages and determine the appropriate treatments at the key junctions (Souterhead and Hareness).

The key issues of concern that interventions should look to support include:

- Consistency of provision for active travel and public transport;
- Poor pedestrian provision through junctions at Souterhead and Hareness;
- The lack of any infrastructure for cyclists to the north of Hareness;
- Missing links in northbound active travel provision between Loirston Loch and Charleston Road North;
- The need to continue to provide priority route access for HGVs, including to Aberdeen South Harbour, the proposed Energy Transition Zone and the city centre; and
- Encouraging public transport with as much priority as is feasible.

Given the competing demands along the corridor, delivery of a more attractive corridor for all modes of travel will require difficult decisions to be made. The appraisal of the three option packages against the study objectives and STAG Criteria has indicated that the Do-Minimum performs more favourably than the option packages as they are currently presented. Therefore, based on the findings of the appraisal and the modelling results, a fourth 'hybrid' package is proposed, which is considered to provide benefits for the majority of users of the corridor. The proposed elements of this proposed package are summarised in the table below, with further details provided by corridor section in **Table 14**.

Table 12: Interventions Proposed in 'Hybrid' Package

Intervention	Description	Rationale
Cycleways	With-flow cycleway proposed between the tie-in with existing shared use facilities at Old Wellington Road and Hareness; a detailed design process would be required to determine the configuration between Hareness and QEB, though it will be important to ensure consistency of provision along this section.	<ul style="list-style-type: none"> • To the south of Hareness, with-flow segregated cycling infrastructure can be provided with limited impact on the road network. • There is no pedestrian or cycle infrastructure (including footways) provided for 700m northbound between Loirston Loch and Charleston Road North and for 200m southbound in proximity to the Old Wellington Road Junction. • To the north of Hareness, there is no existing dedicated cycling infrastructure.
Souterhead Junction – toucan crossings	Additional toucan crossing facilities at Langdykes Road, Souter Head Road and Wellington Circle.	<ul style="list-style-type: none"> • Toucan crossing infrastructure provides safety and accessibility improvements for pedestrians and cyclists whilst maintaining efficient vehicle flows through the junction.
Hareness Junction	Conversion of the roundabout to a signalised junction, with integrated pedestrian and cycle crossing facilities.	<ul style="list-style-type: none"> • The existing roundabout is uncontrolled, with two crossing points provided which are remote from the roundabout.

Intervention	Description	Rationale
		<ul style="list-style-type: none"> Reconfiguration of Hareness Roundabout would provide safety improvements for active travel users and provide more direct routes.
Northbound bus lanes	Introduction of northbound bus lane between Craigshaw Drive and Abbotswell Road, avoiding the approach to and the junctions at Craigshaw Drive, Greenbank Road and Abbotswell Road, and a small extension to the existing bus lane towards QEB, subject to detailed design review.	<ul style="list-style-type: none"> Considered to be low risk in terms of impacts on other traffic, including in terms of movements to Aberdeen South Harbour and the proposed ETZ. Opportunity to “lock-in” the benefits of the AWPR by allocating road space for public transport where it can be accommodated.

A number of elements are not proposed to be promoted as part of this ‘hybrid’ package, with rationale provided in the table below.

Table 13: Interventions Not Proposed in ‘Hybrid’ Package

Intervention	Rationale
Southbound bus lanes	The modelling results indicated that southbound bus lanes did not achieve the intended benefits on the corridor in terms of journey times due to queue back at junctions.
Shared bus/HGV lanes	The modelling results indicate that in the northbound direction, allowing HGVs to access the bus lanes proposed in the ‘Hybrid’ package provided limited benefits. Therefore, restricting any proposals to northbound bus lanes only supports the promotion of exclusivity of bus priority. In the southbound direction, the modelling results indicate that the most efficient solution for buses and HGVs is to maintain movements with general traffic.
Additional lane northbound between Charleston Road North and Hareness	Whilst the additional lane northbound would provide efficiency improvements in the south of the corridor for northbound movements, providing additional space for vehicles is counter to current policy position and it could introduce safety implications for active travel users by increasing crossing lengths.
Reconfiguration of Southerhead Roundabout	The appraisal indicated that there would be significant disbenefits in reconfiguring the existing roundabout to signals for motorised users, both in terms of safety and economy. The appraisal also indicated that there could be environmental implications associated with a full junction reconfiguration in terms of surface water flooding and impacts on biodiversity and habitats, with the woodland to the north-east of Southerhead Roundabout identified as a key area of risk. While the junction reconfiguration would generate safety and accessibility improvements for active travel users, it is considered that the addition of toucan crossing points (as proposed) would generate some benefits.
Right-turn ban from Wellington Road onto Abbotswell Road	The implementation of a right-turn ban from Wellington Road to Abbotswell Road was not shown to generate any significant benefits or disbenefits against the majority of appraisal criteria. This intervention was developed in response to a queueing problem in this location, identified at the previous stage of the study. Since the opening of the AWPR, results of surveys undertaken to facilitate development of the Wellington Road Corridor Microsimulation Model indicated that queueing has dissipated and therefore, it is not considered that this intervention is addressing an existing problem on the network.
Conversion of the existing bus lane north of Balnagask Road to an all vehicle lane	Maintenance and extension of existing bus lane towards QEB considered to be low risk in terms of impacts on other traffic, including in terms of movements to Aberdeen South Harbour and the proposed ETZ. As noted under the key considerations above, it will be important to encourage public transport with as much priority as is feasible and therefore, it is not considered appropriate to remove existing areas of bus priority provision.

Table 14 outlines the proposed interventions by section along the Wellington Road corridor and sets out a series of further considerations that should be borne in mind in progressing interventions to business case stage.

Table 14: Potential 'Hybrid' Package by Corridor Section

Corridor Section	Potential Interventions Proposed	Further Considerations
Section 1: Charleston to Souterhead	With-flow cycleway from tie-in with existing shared use facilities to the west of Old Wellington Road to Souterhead.	<ul style="list-style-type: none"> • Further studies should be undertaken in the vicinity of Loirston Loch to establish appropriate pollution control measures. • Phase 1 habitat survey should be undertaken to establish the quality of the habitats and species they support in the vicinity of Loirston Loch.
Section 2: Souterhead Junction	Toucan crossings on Langdykes Road, Souter Head Road and Wellington Circle arms of the roundabout.	<ul style="list-style-type: none"> • Further design work will be required to determine the tie-in with with-flow cycleway facilities to the north and south of the junction. It should be noted that existing designs have assumed shared use facilities are provided through Souterhead Junction.
Section 3: Souterhead to Hareness	With-flow cycleway between Souterhead and Hareness.	<ul style="list-style-type: none"> • Further design work will be required to determine the tie-in with facilities at Souterhead and Hareness junctions.
Section 4: Hareness Junction	Removal of the roundabout for the introduction of a signalised junction with improved crossing facilities for active travel users.	<ul style="list-style-type: none"> • Further design work will be required to determine the tie-in with cycle facilities to the north and south of the junction. It should be noted that the 'CYCLOPS' arrangement shown in Appendix A was not the design that was modelled as part of the Active Travel Package due to the significant delays that were caused as a result of reduced capacity from a lower number of approach lanes and alternative crossing arrangements. Subsequent design should ensure that there is sufficient capacity at the junction to operate effectively (e.g. as proposed for the Multi-Modal Package). • The signalisation acts as a segregation safety measure to control users of the junction. As other interventions encourage increased use by people walking and cycling on the Wellington Road corridor, the segregation of users should support the ability of freight, public transport and other vehicular users to respect the movement of pedestrians and cyclists in a more controlled way than exists as present, where the only priorities that exist are remote and are not direct or fully inclusive.
Section 5: Hareness to Craigshaw Road	Cycleway between Hareness and Craigshaw Road.	<ul style="list-style-type: none"> • Detailed design required to determine the type of cycleway between Hareness and QEB – a with-flow cycleway requires removal of the central reservation between Hareness and Polwarth Road; a two-way cycleway requires removal of the central reservation between Greenbank Road and Polwarth Road. • Removal of the central reservation and all proposed designs would require a Road Safety Audit (RSA) to comment on the safety implications. • Further consideration should be given to options for retaining the central reservation, including reduced width or increased use of verge space. A detailed survey of pedestrian movements would be recommended to support these design decisions.

Corridor Section	Potential Interventions Proposed	Further Considerations
	Northbound bus lane between Craigshaw Drive and Abbotswell Road, avoiding the approach to and the junctions at Craigshaw Drive, Greenbank Road and Abbotswell Road.	<ul style="list-style-type: none"> Further testing and design review should be undertaken to determine the exact locations of northbound bus lane at the next stage of design development.
Section 6: Craigshaw Road to Balnagask Road	Cycleway between Craigshaw Road and Balnagask Road.	<ul style="list-style-type: none"> Detailed design required to determine the type of cycleway between Hareness and QEB – a with-flow cycleway requires removal of the central reservation between Hareness and Polwarth Road; a two-way cycleway requires removal of the central reservation between Greenbank Road and Polwarth Road. Removal of the central reservation and all proposed designs would require a Road Safety Audit (RSA) to comment on the safety implications. Further consideration should be given to options for retaining the central reservation, including reduced width or increased use of verge space. A detailed survey of pedestrian movements would be recommended to support these design decisions.
Section 7: Balnagask Road to QEB	Cycleway between Balnagask Road and QEB.	<ul style="list-style-type: none"> Land purchase would be required at the former HM Craiginches Prison Site. Flood risk modelling should be undertaken if land purchase is progressed due to the increased area of impermeable hardstanding. Detailed design required to determine the type of cycleway between Hareness and QEB – a with-flow cycleway requires removal of the central reservation between Hareness and Polwarth Road; a two-way cycleway requires removal of the central reservation between Greenbank Road and Polwarth Road. Removal of the central reservation and all proposed designs would require a Road Safety Audit (RSA) to comment on the safety implications. Further consideration should be given to options for retaining the central reservation, including reduced width or increased use of verge space. A detailed survey of pedestrian movements would be recommended to support these decisions. Further design work will be required to consider the tie-in to the existing layout at QEB, including opportunities for controlled crossing points for pedestrians and cyclists at the Craig Place/South Esplanade West Roundabout. Onward connections to NCN1 crossing QEB to South Esplanade West and from Craig Place requires further consideration of improvements for active travel.
	Northbound bus lane (small extension to existing bus lane towards QEB)	

Going forward, ACC should consider the outcomes of this study and determine next steps in terms of progressing any interventions to business case stage. Overall, key considerations will be the purchase of land at the former HM Craiginches Prison Site in order to facilitate provision of segregated active travel infrastructure in the northern section of the corridor and the form of dedicated cycling infrastructure to the north of Hareness. With-flow segregated cycleways are considered to provide safety and accessibility benefits relative to two-way segregated cycleways and would also offer consistency of provision with what is proposed to the south of Hareness. However, delivery of with-flow cycleways may require an additional 800m of central reservation to be removed (relative to the requirements for the two-way cycleway), introducing safety concerns, particularly along this steep section of the corridor. Further consideration

should be given to delivery of cycleway schemes with retention of the central reservation, either through reduced width or increased use of verge space, for use by pedestrians informally crossing the wide road.

In summary, the potential 'Hybrid' package brings together the most effective parts of the Active Travel, Public Transport and Multi-Modal Packages as evidenced in this study. It proposes a step-change in active travel provision on the Wellington Road corridor and promotes improved northbound bus lanes, increasing lengths by 100% from existing levels. Access by freight is supported by retaining existing road provision to Hareness and full southbound provision from QEB. Freight and public transport are also supported by a proposal to provide signal control to Hareness Junction to provide segregation and controlled priority of all users



Wellington Road Multi-Modal Corridor Study

Detailed Appraisal

Aberdeen City Council

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1. Introduction

1.1 Background

In 2014, Nestrans commissioned AECOM to undertake a multi-modal transport study on the Wellington Road corridor, with the aim of generating and assessing options consistent with the aims and objectives of a previous 'locking in the benefits' study in relation to the Aberdeen Western Peripheral Route (AWPR) and that address current and future planned developments on the corridor. This Initial Appraisal (Case for Change) Study was published in January 2015¹ and included the identification of key problems, issues, opportunities and constraints on the corridor; development of Transport Planning Objectives (TPOs) for the study; generation of a long list of options; and a high level option appraisal to sift the long options list into a shorter list for more detailed consideration.

In 2017, Aberdeen City Council (ACC) commissioned AECOM to undertake a Preliminary Options Appraisal to define and assess options for improving strategic connections and active travel along the Wellington Road corridor, building on the previous work undertaken in 2014-15. This study was published in April 2018² and included revalidation of the problems, issues, opportunities, and constraints identified at the Initial Appraisal stage; identification of a series of options and packages for assessment within the Preliminary Appraisal assessment framework and recommended a shortlist of improvement options for more detailed appraisal.

Subsequently, AECOM was commissioned in November 2018 to undertake a Detailed Options Appraisal of the shortlisted options. This report presents the findings of this stage of the appraisal and includes:

- Further option development;
- Updated context setting;
- Assessment of the options against TPOs, STAG Criteria, Cost to Government, and Implementability Criteria noting key risks and uncertainties; and
- Consultation and engagement, informing Public Acceptability of the option packages identified for detailed appraisal.

1.2 STAG Appraisal

Scottish Transport Appraisal Guidance (STAG) is the appraisal framework developed by the Scottish Government to aid transport planners and decision-makers in the development of transport policies, plans, programmes, and projects in Scotland. It is a requirement that all transport projects are appraised in accordance with STAG where Scottish Government support or approval is required.

There are four parts to the STAG process as follows:

- **Initial Appraisal (Case for Change)** – an analysis of present and future problems, issues, constraints, and opportunities; the development of objectives; and option generation and sifting to establish the case for change;
- **Preliminary Appraisal** – a largely qualitative appraisal of impacts, designed to decide whether a proposal should proceed, subject to meeting the planning objectives and fitting with relevant policies;
- **Detailed Appraisal** – detailed appraisal of the options taken forward from the Preliminary Appraisal with specific consideration given to the STAG Criteria (Environment, Safety, Economy, Integration, Accessibility & Social Inclusion), Cost to Government, Implementability, and Risk and Uncertainty;
- **Post Appraisal** – development of a monitoring and evaluation plan to set out how the preferred option(s) will be assessed against the original appraisal once investment is committed and following implementation.

¹ https://www.nestrans.org.uk/wp-content/uploads/2017/02/2015_01_21_WR_Multimodal_Corridor_Study_Final_Report.pdf

² <https://www.aberdeencity.gov.uk/services/roads-transport-and-parking/wellington-road-transport-study>

1.3 Study Area

The Wellington Road corridor is a strategic corridor which links Aberdeen city centre and the wider southern extents of Aberdeen City to the A92(T) and the AWPR via the A956(T). The corridor stretches for approximately three miles from the Charleston Interchange at the A92 to the Queen Elizabeth Bridge (QEB), which crosses the River Dee close to the city centre.



Figure 1.1: Wellington Road Study Corridor

1.3.1 Roads Hierarchy

It should be noted that ACC and partners carried out a review of the roads hierarchy within Aberdeen City in 2019. The review concluded that Wellington Road is a priority route, which can be defined as a primary movement corridor that should be considered for the provision of segregated bus lanes and separately segregated cycle lanes for travel in both directions. Further detail on this study is provided in **Section 3.2.9**.

1.4 Aberdeen South Harbour Study

The work undertaken as part of the Wellington Road Study has taken cognisance of the recently completed External Transportation Links to Aberdeen South Harbour STAG Appraisal (hereafter referred to as ASH Study). This study considered transport connections to the new Aberdeen South Harbour located at the Bay of Nigg in Aberdeen, including the identification of appropriate transport infrastructure and connectivity upgrades.

Additional traffic generated by the new harbour (and recently proposed Energy Transition Zone), as well as the infrastructure proposed under the various options being considered, has the ability to alter traffic flows, patterns, and routeing along the Wellington Road corridor. Collaboration has been ongoing throughout the process of developing the two studies to ensure that options developed are complementary.

Following completion of the study, a preferred road option was approved by ACC. This option involves improving the existing route towards Aberdeen South Harbour via Hareness Road through the provision of a new bridge over the railway on Coast Road and providing capacity improvements. An updated Strategic Business Case is currently being prepared prior to the next stage in the design and delivery process. A detailed review of the ASH Study is provided in **Chapter 2**.

1.5 COVID-19

Since March 2020, the COVID-19 pandemic has led to a significant change in people's travel behaviours and introduced uncertainty around future travel patterns including future attitudes to travel. The Government-enforced lockdown has necessitated a shift to home working for many and a reduction in overall travel demand, particularly on public transport. There is uncertainty as to whether some of the observed changes in travel patterns will be short-term or if they will result in a more structural change in how society operates. Implications of the COVID-19 pandemic are considered in more detail in **Chapter 12**.

1.6 Report Structure

Following this introduction, the remainder of the report is structured as follows:

- Chapter 2 – Previous Work;
- Chapter 3 – Setting the Context;
- Chapter 4 – Transport Planning Objectives;
- Chapter 5 – Option Development & Packaging;
- Chapter 6 – Consultation & Engagement;
- Chapter 7 – Traffic Modelling;
- Chapter 8 – TPO Appraisal;
- Chapter 9 – STAG Criteria Appraisal;
- Chapter 10 – Cost to Government;
- Chapter 11 – Implementability;
- Chapter 12 – Risk & Uncertainty;
- Chapter 13 – Monitoring & Evaluation; and
- Chapter 14 – Summary & Conclusions.

The following appendices support the detailed appraisal:

- Appendix A – Option Packages;
- Appendix B – Option Summary Tables;
- Appendix C – Appraisal Summary Tables;
- Appendix D – Online Consultation Results (Part 2);
- Appendix E – Model Development Report;
- Appendix F – Modelling Outcomes: Additional Detail;
- Appendix G – Environmental Appraisal;
- Appendix H – Active Travel Economic Assessment; and
- Appendix I – Package Costings.

2. Previous Work

2.1 Introduction

This chapter provides an overview of the work undertaken at the Initial Appraisal and Preliminary Appraisal stages of the study and provides a review of the ASH Study – which provides important context for the progression of the detailed appraisal.

2.2 Initial Appraisal Summary

The Initial Appraisal completed in 2015 provides a large quantity of information which continues to be relevant in the context of this detailed appraisal. A summary of findings from the Initial Appraisal is provided as follows:

- Wellington Road has been subject to a number of studies in recent years which have identified key issues relating to congestion on a corridor which has a range of competing transport demands for pedestrians, cyclists, public transport users and car drivers.
- The corridor is an important route for freight traffic.
- There are a number of key movements between Wellington Road and side road accesses on the corridor, particularly to/from the Altens and Tullos Industrial Estates.
- While the majority of accidents on the corridor are recorded as ‘damage only’, a number occur when vehicles are performing a right-turn manoeuvre between Wellington Road and side road accesses.
- There are a number of development proposals which may affect traffic flows and patterns on the corridor in the future including residential allocations within the Local Development Plan (LDP) and the extension of Aberdeen Harbour into Nigg Bay.

Drawing on the above issues, and a detailed analysis of problems, issues, opportunities and constraints on the study corridor, an initial set of TPOs were developed for the study at this stage.

A long list of multi-modal options to deliver the TPOs was developed and was subject to a high level assessment in line with STAG. The outcome from this exercise was a sifted list of options which were considered suitable for more detailed appraisal as part of the Preliminary Appraisal Study.

2.3 Preliminary Appraisal Summary

While TPOs were developed for the study at the Initial Appraisal stage from a detailed analysis of problems, issues, opportunities, and constraints on the study corridor, the TPOs were revised at the Preliminary Appraisal stage to reflect changes since the Initial Appraisal was developed. The TPOs are detailed in **Table 2.1** below.

Table 2.1: Transport Planning Objectives

Ref	Description
TPO1	Provide greater priority to sustainable modes of transport on the corridor and facilitate locking in of the benefits of the AWPR
TPO2	Facilitate efficient movement of freight on the corridor
TPO3	Reduce and manage traffic demands at key pinch points on the corridor, taking cognisance of the framework provided by the Roads Hierarchy
TPO4	Improve accessibility to employment and education areas on the corridor
TPO5	Promote a transport corridor which is safe for all users
TPO6	Promote a transport corridor which supports air quality improvement strategies and improves public health

Further option development and sifting work to refine the option list from the Initial Appraisal Study was undertaken, with eight options taken forward for assessment as part of the Preliminary Appraisal Study.

The Preliminary Appraisal concluded that all eight of the options should be carried forward for further assessment as part of this detailed appraisal study.

The options recommended for further assessment are summarised in **Table 2.2**.

Table 2.2: Options Recommended for Further Assessment at Detailed Appraisal

Ref	Description
Do Minimum	Provides a basis on which to compare other options.
Strategic Cycle Improvements	Option considers provision of a segregated cycleway or shared walking and cycling facility on the Wellington Road corridor between QEB and Souterhead Roundabout. It also includes consideration of a toucan crossing on Langdykes Road.
Shared Bus/HGV Priority Lane	Option involves provision of a shared bus/HGV priority lane to provide greater priority for public transport and freight. This includes two alternative options, including i) shared lane between QEB and Souterhead Roundabout in both directions and ii) shared lane using existing Wellington Road bus lane.
Souterhead Roundabout Improvements + More/Better Crossings at Souterhead Roundabout	Option involves reconfiguration of Souterhead Roundabout to include full signalisation and junction realignment. It includes provision of crossing points to aid the movement of non-motorised users at the junction and assumes the removal of the existing roundabout to implement this reconfiguration.
Hareness Roundabout Improvements + More/Better Crossings at Hareness Roundabout	Option involves reconfiguration of Hareness Roundabout to include full signalisation and junction realignment. It includes provision of crossing points to aid the movement of non-motorised users at the junction and assumes the removal of the existing roundabout to implement this reconfiguration.
Additional Capacity between Souterhead and Hareness Roundabouts	Option involves provision of additional road capacity in the south of the study area. This includes two alternative options, including i) additional road lane between Charleston Road North and Hareness Roundabout (northbound) and ii) alternative i) + additional road lane between Hareness Roundabout and Souterhead Roundabout (southbound).
Upgrade to Dual Carriageway at Former HM Craiginchies Prison Site	Option involves upgrading the current single carriageway section of Wellington Road to provide a higher capacity route by removing this current pinch-point on the network and supporting wider programmed improvements across the city. The Preliminary Appraisal made the assumption that the additional capacity would be available for use by all road users.
Wellington Road Bus Quality Package	Option considers bus quality options for the corridor, including extending the existing bus lane south prior to the signals at Balnagask Road, providing a new bus lane southbound to extend the existing bus lay-by north of Grampian Place to the signalised Balnagask Road Junction and complementary package of measures including review of bus lane operating hours, enhanced public transport service frequencies/reconfiguration and bus stop infrastructure review and upgrades.
Wellington Road Corridor Right-Turn/Traffic Signals Priorities Review Package	Option considers prohibition of right-turns to/from Wellington Road with review of existing arrangements to alleviate congestion and potential road safety issues. The junctions identified for specific consideration include the Girdleness Road Junction and the Abbotswell Road Junction.

2.4 Aberdeen South Harbour Study

2.4.1 Overview

As noted in **Chapter 1**, cognisance has been taken of the ASH Study throughout the development of the Wellington Road Study. The studies are intrinsically linked, with a decision on the preferred routeing to the new harbour required to inform the detailed appraisal of options for the Wellington Road corridor at this stage of STAG.

2.4.2 Pre-Appraisal and STAG Part 1 Report

The first stage of the ASH Study included the Pre-Appraisal and Part 1 Appraisal and was completed in October 2018. The diagram overleaf provides a summary of the problems, issues, constraints, and opportunities identified at this stage of the study.

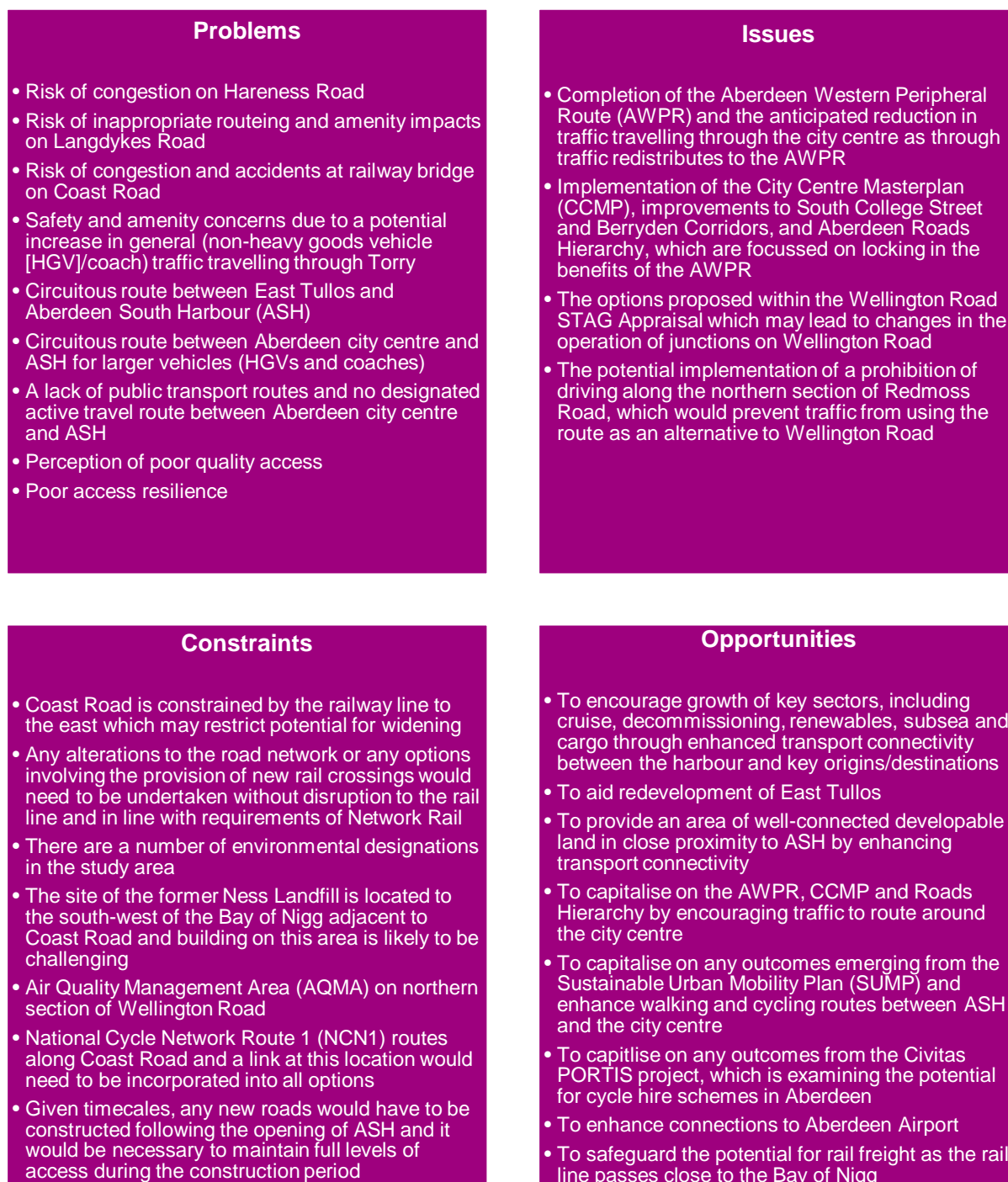


Figure 2.1: Problems, Issues, Constraints and Opportunities identified in ASH Study Part 1

Taking cognisance of the transport problems identified and the wider policy context, nine TPOs were developed to form the basis for the appraisal of options for external links to Aberdeen South Harbour. This was followed by the generation of an initial long-list of options. Following a sifting and development process, option packaging and further option development, a final list of eleven options was produced which were taken forward for the purposes of the STAG Part 1 appraisal. The options were assessed against the TPOs, STAG Criteria and Implementability Criteria, which allowed for the completion of a selection/rejection process. During this process, it was recommended that three options should be rejected, meaning that eight options were progressed to the STAG Part 2 appraisal stage.

2.4.3 STAG Part 2 Report

The ASH STAG Part 2 report was completed in January 2021 and the findings were subsequently approved by ACC's City Growth and Resources Committee in February 2021.

The focus of the ASH Study at STAG Part 2 was required to widen in response to the publication of ACC's Proposed 2020 LDP, which set out new proposed land use changes in the immediate vicinity of the harbour. In the Proposed LDP, a 70-acre site has been earmarked for the city's first 'Energy Transition Zone'. The Energy Transition Zone

would be used 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 emergence of the proposed Energy Transition Zone has required the ASH Study to not only consider access to and from the new harbour, but also to and from the proposed Energy Transition Zone and subsequently access between the harbour and the Energy Transition Zone site. Furthermore, consideration had to be given to connections with industrial estates at Altens and East Tullis, as well as other estates within the wider Aberdeen area.

The widened focus of the study required a review of the previously established TPOs and options to take account of the anticipated additional traffic volumes and different traffic composition that the proposed Energy Transition Zone may generate. The final TPOs set for the study are shown in the table below.

Table 2.3: ASH Study - Final TPOs

Ref	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"> Minimise journey times to AWPR/Charleston Junction and King George VI Bridge; and Help minimise inappropriate routeing and environmental and nuisance impacts
TPO2a	Maximise connectivity by all modes (car, public transport, and active travel) between ASH/ETZ 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

The review of the options resulted in revisions to the public transport and active travel options to ensure improved connectivity to the new harbour and the proposed Energy Transition Zone by all transport modes. The final set of options appraised at the detailed appraisal stage are outlined in the table below.

Table 2.4: Final Options for ASH STAG Part 2 Study

Mode	Option	Option Description
Road	A2 a/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
	A3 a/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
	B4	New direct bus service linking Aberdeen city centre with ASH and proposed ETZ site(s)
	B5	New direct bus service 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 and East Tullis)
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)

The appraisal findings suggest that Options A4 and A5 are the best performing of the road options; public transport options B1, B2 and B4 all generally perform well against the appraisal criteria and both active travel options C1 and C4 also perform well against the appraisal criteria.

2.4.4 City Growth and Resources Committee

The outcomes of the study were reported to ACC's City Growth and Resources Committee on 03 February 2021. The committee agreed:

- i) to note the contents and outcomes of the Aberdeen South Harbour (ASH) Scottish Transport Appraisal Guidance (STAG) Part 2 study...;*
- ii) to approve 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...;*
- iii) that subject to approval of the of options in (ii), 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*
- iv) that subject to approval of the of options in (ii), 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.*

2.5 Summary

This chapter has provided an overview of the work undertaken at the Initial Appraisal and Preliminary Appraisal stages of the study and has provided a review of the ASH Study, which provides important context when considering interventions along the Wellington Road corridor. **Chapter 3** sets the policy, development, environment, and transport context that the study is being progressed within.

3. Setting the Context

3.1 Introduction

This chapter provides an updated policy, development, environment, and transport context for the detailed appraisal, taking account of policy and study documents that have been developed since the time of finalising the Preliminary Appraisal report in April 2018 as well as changes to environmental considerations and the transport network in the last three years.

3.2 Policy Context

An extensive review of policy and relevant studies was undertaken as part of the Preliminary Appraisal. This section summarises the key policy and study documents developed since the time of writing the Preliminary Appraisal that provide additional – and current – context for the detailed appraisal.

3.2.1 National Transport Strategy 2 (2020)

The National Transport Strategy 2 (NTS2)³ was published in February 2020. As shown in **Figure 3.1**, the NTS2 priorities include reducing inequality, taking climate action, helping to deliver inclusive economic growth, and improving health and wellbeing; all priorities that align with the aims and objectives of the Wellington Road Study.

The strategy notes that Transport Scotland 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.

It further notes that the Sustainable Investment Hierarchy will be used to inform budgetary decisions. This will consider: investment aimed at reducing the need to travel unsustainably; investment aimed at maintaining and safely operating existing assets taking due consideration of the need to adapt to the impacts of climate change; investment promoting a range of measures, including innovative solutions to make better use of existing capacity, ensuring that existing transport networks and systems are fully optimised; and finally investment involving targeted infrastructure improvements.



Figure 3.1 : NTS2 Vision and Priorities

3.2.2 Climate Change (Emissions Reduction Targets) (Scotland) Act (2019)

The Climate Change (Emissions Reduction Targets) (Scotland) Act⁴ received Royal Assent on 31 October 2019. The Act sets targets to reduce Scotland's emissions of all greenhouse gases to net zero by 2045 at the latest, with interim targets of at least 56% by 2020, 75% by 2030, and 90% by 2040. A net zero emissions target by 2045 is five years ahead of the UK and is firmly based on what the Committee on Climate Change (CCC) advise is achievable.

In December 2020, the Scottish Government published its Climate Change Delivery Plan Update⁵ setting out proposals for a green recovery from COVID-19 and setting out its commitment to:

- Reduce car kilometres by 20% by 2030;

³ <https://www.transport.gov.scot/media/47052/national-transport-strategy.pdf>

⁴ <https://www.legislation.gov.uk/asp/2019/15/contents/enacted>

⁵ <https://www.gov.scot/publications/securing-green-recovery-path-net-zero-update-climate-change-plan-20182032/>

- Phase out the need for new petrol and diesel cars and vans by 2040 and light commercial vehicles by 2025;
- Ensure that the majority of new buses purchased from 2024 are zero emission;
- Support transformational active travel projects; and
- Develop a Work Local Programme which will work to drive the establishment of 20 minute neighbourhoods.

3.2.3 Strategic Transport Projects Review 2 (Ongoing)

Transport Scotland is currently progressing the second Strategic Transport Projects Review (STPR2). STPR2 involves a Scotland-wide review of the strategic transport network across all transport modes, including walking, wheeling, cycling, bus, rail, and car, as well as reviewing wider island and rural connectivity. It will help to deliver the vision, priorities and outcomes for transport set out in the NTS2 and will identify interventions required to support the delivery of Scotland's Economic Strategy.

Due to the impacts of COVID-19, the STPR2 programme has been revised and is now being taken forward in a two-phased approach. The first phase (published in February 2021⁶) made recommendations on transport interventions for investment in the short term, as the world deals with the COVID-19 pandemic and the Scottish Government plans for a green recovery. The second phase is due to report later in 2021 and will give Scottish Ministers a programme of potential transport investment opportunities for the period 2022-2042.

The Phase 1 recommendations and associated impact assessment progress reports published by Transport Scotland in February 2021 resulted in 20 interventions being recommended under eight themes as outlined in the table below. Phase 1 makes recommendations for investments or progression of interventions in the short-term (up to five years).

Table 3.1: STPR2 Phase 1 Recommendations

Theme	Intervention
Supporting smart and sustainable travel across Scotland	1. Development and delivery of Active Freeways
	2. Expansion of 20mph zones
	3. Influencing travel choices
Creating smart and sustainable towns and villages	4. Transport's contribution to placemaking principles in neighbourhoods
	5. Guidance and framework for delivering mobility hubs
Improving accessibility in rural and peripheral areas and for vulnerable groups	6. Investment in Demand Responsive Transport and Mobility as a Service
Transforming Cities	7. Reallocation of road space for active travel
	8. Enhancing facilities at major rail stations (Rail Station Redevelopment)
	9. Development of Glasgow Metro & Edinburgh Mass Transit strategies
Enhancing public transport provision	10. Reallocation of road space for buses
	11. Supporting integrated journeys at ferry terminals
	12. Infrastructure to provide access for all at rail stations
Supporting transition to low-zero carbon	13. Investment in low carbon and alternative fuel transport systems
	14. Delivery of Rail Decarbonisation Programme (Phase 1)
Supporting a viable freight industry	15. Strategy for improving rest and welfare facilities for hauliers
	16. Infrastructure to encourage rail freight
Enhancing safety and resilience on the strategic transport network	17. Investment in the trunk road network asset
	18. Access to Argyll and Bute (A83)
	19. Investment in ferries and ports
	20. Speed Management Plan

⁶ <https://www.transport.gov.scot/publication/update-and-phase-1-recommendations-february-2021-stpr2/>

3.2.4 Nestrans Regional Transport Strategy 2040 (2020)

Nestrans published the draft Regional Transport Strategy 2040 (RTS 2040)⁷ in August 2020. The draft strategy was subject to public consultation for a period of 10 weeks until 16 October 2020 and thereafter, amendments to the strategy were informed by comments received. A final version of the strategy was approved by the Nestrans Board on 10 February 2021. The strategy was submitted to the Cabinet Secretary of Transport, Infrastructure and Connectivity for approval in March 2021.

The vision of the RTS 2040 is 'to provide a safer, cleaner, more inclusive, accessible and resilient transport system in the North East, which protects the natural and built environment and contributes to healthier, more prosperous and fairer communities'. To support this vision, the strategy has been developed under four pillars, which align with the pillars outlined in the NTS2:

- **Equality** – Promoting equality across the North East;
- **Climate** – Reducing our impact on climate change and protecting the environment;
- **Prosperity** – Help deliver inclusive economic growth across the North East; and
- **Wellbeing** – Improving health, safety, and wellbeing across the North East.

The pillars are supported by six headline principles that will set the tone and direction for the strategy overall, with a range of more detailed indicators and targets reflecting the broad scope of the strategy. The headline principles include:

- Improved journey efficiencies to enhance connectivity;
- Reduced carbon emissions to support net-zero;
- Accessibility for all;
- A step change in public transport and active travel enabling a 50:50 mode split;
- Air quality that is cleaner than World Health Organisation standards for emissions from transport; and
- Zero fatalities on the road network.

The strategy notes that achieving the desired mode shift will require a fresh approach to public transport in the region. Central to this will be the development of a high quality, high frequency mass transit network across the city, anchored by Park & Ride (P&R) facilities on each corridor. Although more detailed scheme development is required, it is envisaged that Aberdeen Rapid Transit (ART) will take the form of a Bus Rapid Transit system. ART is initially being considered for four corridors, one of which links Craibstone P&R, Aberdeen International Airport and TECA (The Event Complex Aberdeen) to Altens and the south via the city centre and Wellington Road.

3.2.5 Strategic Transport Appraisal (2018-2020)

The Aberdeen City Region Deal (CRD) Strategic Transport Appraisal (STA) was developed in order to collate and rationalise the current and future problems and opportunities within the North East transport system, and to act as a mechanism to facilitate the delivery of transport projects to support the Regional Economic Strategy. The NTS2 and STPR2 are establishing the overarching strategic objectives for Scotland's transport system and the associated transport investment programme at the national level, whilst the STA identifies key themes to drive future direction of action and develops TPOs upon which to appraise the likely effectiveness of future interventions at the Aberdeen City and Aberdeenshire levels. The STA takes a 20-year strategic view (up to 2040) across all modes including road and rail and is based on STAG.

The first stage of the work, the 'Aberdeen CRD STA, Initial Appraisal: Case for Change'⁸ Study was completed in 2018. This report identified a range of problems and opportunities across the region, developed seven key themes and subsequently defined six TPOs. Option generation and sifting exercises were undertaken in 2018/19, which identified a list of 42 options for further development. These reports were approved by ACC, Aberdeenshire Council, Nestrans and the Aberdeen City Region Deal Joint Board committees in Summer 2018 and Summer 2019 respectively.

Throughout 2020, a Preliminary Options Appraisal⁹ was undertaken. Given the evolution of supporting policies, the TPOs were revisited and aligned with the six RTS2040 priorities and associated objectives. The original 42 options were also revisited and an option rationalisation exercise resulted in a reduced list of 29 options. The appraisal of options found that many of the options considered have merit in being taken forward for further detailed appraisal and therefore, five option categories were established to provide a structured framework for delivery. The five option categories developed were city connectivity; demand management; rural connectivity; safety; and strategic

⁷ <https://www.nestrans2040.org.uk/>

⁸ <https://www.transport.gov.scot/publication/north-east-region-option-sifting-update-report-feb-2021-stpr2/>

⁹ https://www.nestrans2040.org.uk/wp-content/uploads/2021/03/Aberdeen-City-Region-Deal-Strategic-Transport-Appraisal-Preliminary-Options-Appraisal_Finalnew.pdf

connectivity. The measures considered to be the most relevant to the Wellington Road Study are outlined in the table below.

Table 3.2: Strategic Transport Appraisal Measures Relevant to the Wellington Road Study

City Connectivity Measures
Mass transit provision, such as Bus Rapid Transit, on high demand corridors (including connections to Altens and south towards Portlethen), anchored with a ring of P&R sites
Bus priority improvements on other corridors
Bus 'feeder' services from more rural areas to link to the mass transit system
Bus Service Improvement Partnerships (BSIPs) to ensure service levels and vehicle quality
Improvements to ticketing
High quality and safe active travel in key corridors linking to the city
Development of Montrose to Inverurie as a high-volume commuter rail corridor with new stations
Demand Management Measures
Low Emission Zone
Road-space reallocation in favour of public transport and active travel
Workplace parking charges
Increased on-street and off-street parking charges/extension of the current 'controlled' parking area
Safety Measures
Community safety through the consideration of 20mph zones, school zones and other traffic calming measures
On-going safety, management and improvement measures on the key road routes in the region
Strategic Connectivity Measures
Improved access to the region's ports (including to ASH)

3.2.6 Aberdeen City and Shire Strategic Development Plan (2020)

The Aberdeen City and Shire Strategic Development Plan (SDP)¹⁰ was approved by Scottish Ministers in August 2020. It sets the strategic framework for development across the region over a 20-year period, focussing development in four strategic growth areas aligned with the region's strategic transport corridors. The Plan emphasises the importance of Aberdeen South Harbour and notes that Wellington Road is identified as one of the seven movement connections that require intervention in order to efficiently support the future growth aspirations of Aberdeen City. The Plan also identifies the importance of improving cross-city active travel connections.

3.2.7 Cumulative Transport Appraisal (2018)

The Cumulative Transport Appraisal (CTA)¹¹ was established to support the SDP and its growth aspirations through identifying the future predicted transport impacts that may arise and subsequently interventions that will be required to mitigate the impacts. The CTA identified that road junction and operational efficiency enhancements were required on the Wellington Road corridor.

The CTA identifies the following interventions, which may impact on the Wellington Road corridor:

- A package of options on Wellington Road, including bus priority lanes; signal priority; potential right-turn bans; enhanced bus service provision and bus stops review. Shared bus/HGV priority lanes are also a variation of this option.
- Cross city/orbital routes would be optimised to take account of the findings from the Aberdeen Cross City Transport Connections Study, such as a package of orbital bus routes; connecting shuttle buses; and feeder services to serve key locations, including Tullos, Altens, Dyce and Wellington Road/Hareness Roundabout.
- Opening of new rail stations to the north and south of Aberdeen, for example Newtonhill, Aberdeen North and Aberdeen South.
- Encourage increased uptake of car-sharing and car club schemes and carry out behavioural change initiatives at key development sites.
- Hareness Roundabout improvements and upgrade to dual carriageway at former HM Craiginches Prison site.

¹⁰ <http://www.aberdeencityandshire-sdpa.gov.uk/>

¹¹ <https://www.nestrans.org.uk/wp-content/uploads/2019/06/20190515-Nestrans-CTA-Option-Testing-Report-v1.1.pdf>

- A956 Wellington Road – changes to the lane arrangements from Old Wellington Road to provide two left-turn lanes onto the A956 towards the AWPR.
- Signalise roundabouts on bus corridors providing bus priority.

3.2.8 Regional Economic Strategy (2018)

The Regional Economic Strategy (RES)¹² aims to maximise economic recovery in the short term and in the longer term, sustain and secure the wellbeing of the city region and its people by delivery a more balanced and resilient economy and achieving inclusive economic growth that benefits all. It recognises the importance of infrastructure if the region is to remain an internationally competitive business environment with transport connectivity, information and communications technologies, business land and property and housing all being key. The key themes within the RES and Action Plan are:

- Investment in infrastructure;
- Innovation;
- Inclusive economic growth; and
- Internationalism.

3.2.9 A Climate-Positive City at the Heart of the Global Energy Transition (2020)

In April 2020, ACC set out its net zero vision for Aberdeen in the 'Vision and Prospectus for Aberdeen' document¹³. It outlines the following vision:

We want Aberdeen to become a climate positive city, at the same time helping to lead the world on the rapid shift to a net zero future by leveraging its unique assets and capabilities to support the global energy transition.

It outlines a series of co-dependent objectives that will be key to ensuring success:

- Leading the Global Transition – A world-class destination for inward investment in alternative energy research, innovation, and commercialisation;
- Accelerating Transition Demand – An anchor of demand and aligned local investment for alternative energy technologies, infrastructure and services;
- Resilient, Productive and Dynamic Place – Recognised the world over as the resilient, productive and dynamic place at the heart of a world-class energy transition cluster;
- Climate Positive Exemplar – A climate positive advocate and exemplar playing its full part in limiting average global warming to 1.5°C; and
- Putting People First – Everyone contributes to and shares in the proceeds of an equitable, sustainable and prosperous transition and future.

3.2.10 ACC Climate Change Plan 2021-2025 (2021)

In March 2021, ACC published a climate change plan¹⁴ to outline its ambitions and support progress with public sector climate duties. It sets a net zero target for ACC's own assets and operations and drives a significant increase in actions to reduce carbon emissions and build resilience.

The plan outlines aspirations to achieve net zero corporate carbon emissions by 2045, with interim targets of a reduction of at least 48% by 2025 and a reduction of at least 75% by 2030 against the ACC 2015/16 reporting baseline.

The plan sets out a range of projects up to 2025 across five themes covering ACC assets and operations:

- Buildings – Council buildings and Council housing;
- Mobility – Fleet and staff travel;
- Other Operations – Street lighting, internal waste, nature based action;
- Leadership & Governance – Process, procurement and decision making; and
- Awareness and Behaviour Change – Communications, participation and training.

¹² https://investaberdeen.co.uk/images/uploads/Regional_Economic_Strategy_0.pdf

¹³ https://www.aberdeencity.gov.uk/sites/default/files/2021-03/Aberdeen%20Energy%20Transition%20Vision%202020_0.pdf

¹⁴ <https://committees.aberdeencity.gov.uk/documents/s118541/Climate%20Change%20Appendix%201.pdf>

3.2.11 North East Scotland Roads Hierarchy Study (2019)

ACC and partners carried out a review of the roads hierarchy¹⁵ within Aberdeen City in response to significant investment in the transport network at a local, regional, and national level. The review of the roads hierarchy aimed to:

- Support the effective and efficient distribution and management of traffic around the city;
- Develop a network that makes best use of the AWPR by taking advantage of the newly freed-up road capacity within the city to lock in the benefits of investment by giving more priority to sustainable transport journeys;
- Facilitate delivery of the transport elements of the CCMP by providing a means of reducing through-traffic in the city centre, reflecting the role of the city centre as a destination rather than a through-route for traffic; and
- Form a basis for identifying future transport priorities for the region, along with the RTS, LTS and CRD STA.

In the revised hierarchy, Wellington Road is identified as a priority route, which is defined in the study as being a primary movement corridor, linking the strategic road network to principal destinations and secondary routes. It is noted that priority routes should be considered for the provision of segregated bus lanes and separately segregated cycle lanes, for travel in both directions. The revised hierarchy identifies an upgrade of West Tullos Road and Hareness Road to secondary in the roads hierarchy, which are defined in the study as being secondary movement corridors facilitating access from secondary destinations to principal destinations, and from priority routes to local routes. It is noted that secondary routes should be considered for the provision of segregated bus lanes where they are a bus route with greater than 100 number of buses per day and separately segregated cycle lanes where there are high levels of general traffic movement.

3.2.12 Marywell Cycle Route Study (2019)

ACC commissioned this study to consider options for improving walking and cycling provision between the Wellington Road corridor and the settlement of Marywell near the Aberdeen City and Aberdeenshire boundary. The overarching aim of this work was to develop a range of options to encourage local sustainable travel journeys. The study concluded that the preferred option was a route along the alignment of Old Stonehaven Road. It notes that delivery of this route would require the following:

- Upgrading the Old Stonehaven Road/Old Wellington Road Junction at Marywell to ensure a coherent connection to the developing route towards Stonehaven. This could range from improved signage to upgrades to existing walking/cycling infrastructure and junction modelling.
- Upgrading the Old Stonehaven Road corridor from Marywell to the junction with Cove Road. There is no existing active travel provision along this route. This could take the form of a shared use path along one side of the carriageway, a dedicated pedestrian facility combined with a contraflow cycle lane, or a 'quiet street' type layout, which may be appropriate given the fairly low volumes of traffic expected on this route. This measure should also include added street lighting and a reduction in the maximum speed limit (currently 60mph) to no more than 30mph.
- Upgrading the infrastructure on the section of Old Stonehaven Road between Cove Road and the A956. The existing shared use path is of a relatively good quality, so this would likely involve improving signage and wayfinding, although improvements to the surface condition may be considered.
- Extending the shared use path on the southern side of the A956 to complete the missing link between the A956/Old Stonehaven Road Junction.
- Improving the junction between the A956 and Old Wellington Road. This may necessitate a set of signals to allow cycle and pedestrian traffic to continue north towards the existing shared use path along the eastern side of the A956 towards the Sainsbury's Local.
- Extending the width of the shared use path along the eastern end of the A956.

3.2.13 Aberdeen to Laurencekirk Multi-Modal Feasibility Study (Ongoing)

Nestrans is currently progressing a study on the Aberdeen to Laurencekirk strategic corridor, considering current and future strategic accessibility problems and opportunities. This work will look to identify options for achieving increased public transport and sustainable mode share for trips along the corridor, particularly peak-period commuting. The study is being progressed with support from the Scottish Government's Local Rail Development Fund and is anticipated to consider the implementation of additional rail stations to the south of Aberdeen.

3.3 Development Context

The development context for the Wellington Road area was set in the Wellington Road Multi-Modal Corridor Study Preliminary Appraisal Report based on proposals included within the Aberdeen City LDP adopted in 2017. Since

¹⁵ <https://www.nestrans.org.uk/wp-content/uploads/2019/06/North-East-Scotland-Roads-Hierarchy-Study-2019.pdf>
Prepared for: Aberdeen City Council

completion of the previous LDP, the following developments have been completed within the vicinity of the study corridor:

- Lochside Academy – opened in August 2018 to the west of Wellington Road and is accessed via Wellington Circle, with an additional access for non-motorised users from Redmoss Road. Lochside Academy has a school roll of approximately 1,100 pupils, bringing together the previous Kincorth Academy and Torry Academy.
- Balmoral Stadium – opened in July 2018 to the west of Wellington Road. This is the home ground of Cove Rangers Football Club. There is a small car park at the ground, which can be accessed from Wellington Road via Wellington Circle and pedestrian access is also available from Redmoss Road.
- Recycling Centre – opened in 2017 and is accessed from Hareness Place to the east of Wellington Road.
- Costa – ‘drive-thru’ facility opened in 2018 and is accessed from Abbotswell Road.
- Former Craiginches Prison Site – 124 residential units completed in 2018 between Grampian Place and Polwarth Road.

3.3.1 Aberdeen South Harbour

The most significant development in the area is Aberdeen South Harbour at the Bay of Nigg. It is located to the east of Wellington Road and approximately 1km south of the existing harbour in the city centre. 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, Aberdeen South Harbour will provide:

- 1,400m of quay at water depths of up to 10.5m;
- A turning circle of 300m;
- A channel width of 165m;
- A laydown area of 125,000m²; and
- Heavy lifting capacity.

The main access to Aberdeen South Harbour will be located close to the existing Coast Road/St Fittick's Road/Greyhope Road Junction. Aberdeen South Harbour is anticipated to be completed in 2022 and has the potential to stimulate growth in the economy, employment, and tourism. The ASH Study has considered access routes to this new facility (and the proposed Energy Transition Zone discussed below), as has been discussed in more detail in **Section 2.4**.

3.3.2 Energy from Waste Facility

An Energy from Waste facility is being developed at the former gas holder site in East Tullos Industrial Estate to the east of Greenbank Crescent in response to new legislation which means it will no longer be possible to landfill waste from 2025. The Energy from Waste Facility will burn non-recyclable waste from the three local authorities of ACC, Aberdeenshire Council and The Moray Council. Planning permission for the plant was granted in 2016 and it is anticipated to be built and operational by 2022.

It is anticipated that 60% of the non-recyclable waste delivered to the plant will arrive in bulk via the AWPR and access the plant through East Tullos Industrial Estate via Wellington Road. The remaining waste will be collected from across Aberdeen City by ACC's collection vehicles. The planning permission for the site restricts the number of vehicles that can deliver waste to the plant to a maximum of 307 vehicles a week, which is around 7 vehicles an hour¹⁶.

3.3.3 Proposed Energy Transition Zone

The Proposed Aberdeen LDP 2020 identifies additional sites within the vicinity of Wellington Road, most notably in relation to plans for the development of an Energy Transition Zone. A 70-acre site (split between two areas) has been identified close to the new harbour, which currently includes green space and the existing East Tullos Industrial Estate. 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.

In June 2020, the Scottish Government announced £62m in funding to support the oil and gas sector and it is understood that a proportion of this funding will be used to support the development of the Energy Transition Zone. Opportunity North East is leading on the development of an Outline Business Case (OBC) for the proposed Energy Transition Zone, which includes the development of an outline masterplan to support the OBC.

¹⁶ <http://www.nessenergy.co.uk/#>
Prepared for: Aberdeen City Council

3.4 Environmental Context

This section provides an update on environmental designations within the vicinity of the Wellington Road Study area.

3.4.1 Air Quality Management Areas

There remain three designated Air Quality Management Areas (AQMAs) in Aberdeen City, including on the northern section of Wellington Road between QEB and Balnagask Road. This AQMA was declared in 2008 due to exceedances of nitrogen dioxide (NO₂) and particulate matter (PM₁₀).

Progress reporting indicates that concentrations of NO₂ and PM₁₀ have been decreasing in recent years across all sites. Concentrations of NO₂ at the Wellington Road site have been below the annual mean air quality objective of 40µg/m³ since 2017 and concentrations of PM₁₀ have been below the annual mean objective of 18µg/m³ since 2015.

Table 3.3: Annual Mean Monitoring Results for Wellington Road AQMA

Pollutant	Annual Mean Concentration (µg/m ³)				
	2015	2016	2017	2018	2019
NO ₂	40	46	39	39	35
PM ₁₀	20	16	13	17	14

3.4.2 Low Emission Zones

The Scottish Government has committed to the introduction of Low Emission Zones (LEZs) in Scotland's four biggest cities (Aberdeen, Dundee, Edinburgh, and Glasgow) and has introduced legislation to enable this to happen through the Transport (Scotland) Act. LEZs are defined areas where the only vehicles that can be driven without penalty are those which meet standards for exhaust emissions.

ACC identified eight options that were subject to public and stakeholder engagement during September and October 2020 before detailed traffic and air quality monitoring was undertaken. A preferred option was identified as shown in **Figure 3.2**. This includes the northern section of Market Street and a traffic restriction at Millburn Street.



Figure 3.2: Aberdeen Proposed Low Emission Zone¹⁷

¹⁷ <https://committees.aberdeencity.gov.uk/documents/s122336/LEZ%20-%20Final%20Report.pdf>
Prepared for: Aberdeen City Council

The preferred option was presented to ACC's City Growth and Resources Committee on 24 June 2021, where the outcomes of the LEZ option appraisal were agreed, including the preferred option outlined above, and the Chief Officer – Strategic Place Planning was instructed to undertake a further eight week period of public and stakeholder consultation and engagement on the proposed boundary.

It is anticipated that the LEZ would be introduced by May 2022. The formal declaration of Aberdeen's LEZ will be followed by a grace period for enforcement of the restrictions so that people and businesses have time (if necessary) to change their vehicles or their journey patterns. It is proposed that a grace period of two years is introduced.

3.5 Transport Context

Since the completion of the previous stage of work, the AWPR fully opened to traffic in February 2019. The southern extents of Wellington Road provide a strategic connection to the AWPR at the Charleston Junction, west to Cleanhill on the A956(T) and south to Dundee and Perth via the A92(T).

As part of the scheme, active travel facilities were introduced at the Charleston Junction. The extents of the facilities are shown in the plan below. On the north side, there is a 1.9m wide footway with an island crossing of Redmoss Road and signalised pedestrian crossings of the A92(T) on-slip and off-slip. On the south side, there is a 3.0m wide footway that links to Old Stonehaven Road. There is a cycle symbol printed onto both footways close to the connection with Old Stonehaven Road suggesting that the route is suitable for cyclists, however there are no shared use signs in place and the route is not wide enough in some locations to accommodate shared use facilities. As shown, the footway on the south side terminates approximately 50m west of the Old Wellington Road Junction.



Figure 3.3: Existing Active Travel Facilities

3.6 Summary

This chapter has provided an updated policy, development, environment, and transport context for the detailed appraisal, taking account of policy and study documents that have been developed since the time of finalising the Preliminary Appraisal report in April 2018 as well as changes to environmental considerations and the transport network in the last three years. **Chapter 4** sets out the final TPOs for the study.

4. Transport Planning Objectives

4.1 Introduction

In line with STAG, the TPO objective setting process for this study was driven by an understanding of the evidence-based problems and opportunities identified along the Wellington Road corridor during the Initial Appraisal stage of the study (and revalidated during the Preliminary Appraisal). This chapter outlines the final TPOs for the study and presents a 'SMARTening' exercise to support ACC in the future monitoring and evaluation of the objectives.

4.2 Final Transport Planning Objectives

The final TPOs for the study are shown in the table below, as agreed with the Client Group in March 2021.

In line with STAG, TPOs have been kept under review throughout the appraisal process and refined as more detail became available. For this study, it is considered that the TPOs developed at the previous stage of the study remain valid, however, TPO2 has been expanded to include reference to Aberdeen South Harbour and the proposed Energy Transition Zone, as shown in the table below.

Table 4.1: Final Study Transport Planning Objectives

Ref	TPO at Preliminary Appraisal Stage	Final TPO at Detailed Appraisal Stage
TPO1	Provide greater priority to sustainable modes of transport on the corridor and facilitate locking in of the benefits of the AWPR	No change – TPO as at Preliminary Appraisal stage
TPO2	Facilitate efficient movement of freight on the corridor	Facilitate efficient movement of freight on the corridor, promoting access to Aberdeen South Harbour and the proposed Energy Transition Zone
TPO3	Reduce and manage traffic demands at key pinch points on the corridor, taking cognisance of the framework provided by the Roads Hierarchy	No change – TPO as at Preliminary Appraisal stage
TPO4	Improve accessibility to employment and education areas on the corridor	No change – TPO as at Preliminary Appraisal stage
TPO5	Promote a transport corridor which is safe for all users	No change – TPO as at Preliminary Appraisal stage
TPO6	Promote a transport corridor which supports air quality improvement strategies and improves public health	No change – TPO as at Preliminary Appraisal stage

4.3 SMART TPOs

STAG notes that it is imperative that TPOs are developed with 'SMART' principles in mind. This means that the objective is:

- **Specific** – it says in precise terms what is sought;
- **Measurable** – there exists means to establish to stakeholders' satisfaction whether or not the objective has been achieved;
- **Attainable** – there is general agreement that the objectives set can be reached;
- **Relevant** – the objective is a sensible indicator or proxy for the change which is sought; and
- **Timed** – the objective is associated with an agreed future point by which it will have been met.

A SMART table is provided overleaf.

Table 4.2: SMART TPO Table

TPO	Specific	Measurable (Outcomes)	Measurable (Indicators)	Attainable	Relevant	Timed
TPO1: Provide greater priority to sustainable modes of transport on the corridor and facilitate locking in of the benefits of the AWPR	TPO identifies the need to promote increased sustainable travel on the Wellington Road corridor.	Increase the number of people using active modes	Census TTW Tables	Delivery of TPO will require detailed design of option packages.	TPO is consistent with the overall aim of the study. Problems and opportunities analysis found that the corridor is generally regarded as unfriendly for walking and cycling, with a lack of segregation between motorised and non-motorised users.	10-year period from year of opening
			Hands Up Survey			
			Employer Travel Plans			
			Pedestrian and Cycle Counts			
		Reduce the proportion of single occupancy vehicle trips in private cars	Census TTW Tables	Land required at former Craiginches Prison Site to enable schemes to be delivered.		
			Employer Travel Plans			
		Increase the proportion of passenger bus journeys	Census TTW Tables			
Scottish Household Survey						
TPO2: Facilitate efficient movement of freight on the corridor, promoting access to Aberdeen South Harbour and the proposed Energy Transition Zone	TPO identifies the need to enable efficient movement of freight on the Wellington Road corridor.	Peak and off-peak journey times for freight between Charleston Interchange and Aberdeen South Harbour/proposed Energy Transition Zone	Tom-Tom Data	Land required at former Craiginches Prison Site to enable schemes to be delivered.	Problems and opportunities analysis found that the route is an important freight corridor. Aberdeen South Harbour and the proposed Energy Transition Zone have strengthened the importance of the route for freight.	10-year period from year of opening
			Google Maps Traffic			
			Journey Time Surveys			
		Number of issues raised at Freight Forum meetings per annum	Direct engagement with Freight Forum			
TPO3: Reduce and manage traffic demands at key pinch points on the corridor, taking	TPO identifies the need to reduce traffic demands at key points along the	Peak and off-peak journey times for all traffic along Wellington Road between Charleston Interchange and Queen Elizabeth Bridge	Tom-Tom Data	Land required at former Craiginches Prison Site to enable schemes to be delivered.	Problems and opportunities analysis found that traffic congestion along the route impacts on journey time	10-year period from year of opening
			Google Maps Traffic			
			Journey Time Surveys			

TPO	Specific	Measurable (Outcomes)	Measurable (Indicators)	Attainable	Relevant	Timed
cognisance of the framework provided by the Roads Hierarchy	Wellington Road corridor.		Direct engagement with bus operators		reliability, particularly during peak times. Problems and opportunities analysis found lane access issues for buses due to traffic congestion and queued back traffic.	
TPO4: Improve accessibility to employment and education areas on the corridor	TPO identifies the need to improve accessibility to key destinations on the Wellington Road corridor.	Improve journey times and improve journey time reliability to key markets	TRACC – PT Journey Time	Delivery of TPO will require detailed design of option packages. Collaborative working may be required between ACC and bus operators. Land required at former Craiginches Prison Site to enable schemes to be delivered.	Problems and opportunities analysis found severance of communities and difficulties crossing Wellington Road for non-motorised users to be a problem. Problems and opportunities analysis found lack of public transport access into Altens Industrial Estate.	10-year period from year of opening
			TRACC – PT Catchment			
			TRACC – AT Journey Time			
			TRACC – AT Catchment			
			INRIX – Journey Time			
			INRIX – Journey Time Reliability			
		Increase the number of travel choices available for key journeys, with a key focus on making alternatives to private car more attractive	TRACC – PT Catchment			
			TRACC – No. of PT Services			
			TRACC – AT Catchment			
TPO5: Promote a transport corridor which is safe for all users	TPO identifies the need to promote safety for all users on the Wellington Road corridor.	Reduce the number and severity of accidents	CrashMap	Land required at former Craiginches Prison Site to enable schemes to be delivered.	Problems and opportunities analysis noted concerns regarding the use of Wellington Road as a walking route to school for Lochside Academy.	10-year period from year of opening
		Improve perceptions of safety and security	Citizens Panel Surveys			
			Direct engagement with Community Councils			

TPO	Specific	Measurable (Outcomes)	Measurable (Indicators)	Attainable	Relevant	Timed
TPO6: Promote a transport corridor which supports air quality improvement strategies and improves public health	TPO identifies the need to promote air quality improvements along the Wellington Road corridor.	Reduce concentrations of NO ₂ and PM ₁₀	Annual Mean Monitoring Results	Land required at former Craiginches Prison Site to enable schemes to be delivered.	Air Quality Management Area designated between Queen Elizabeth Bridge and Balnagask Road.	10-year period from year of opening
		Improve public health in communities along the corridor	Scottish Public Health Observatory Online Profiles Tool			

4.4 Summary

This chapter has outlined the final TPOs for the study and has set out a SMART table to support ACC in the future monitoring and evaluation of the objectives. **Chapter 5** details the option packages that have been developed for the detailed appraisal.

5. Option Development & Packaging

5.1 Introduction

This chapter provides an overview of the development of the options brought forward from the Preliminary Appraisal and details the option packages that have been developed for the detailed appraisal.

5.2 Option Development

As outlined in **Chapter 2**, eight options from the Preliminary Appraisal stage were recommended to be taken forward for further consideration at the detailed appraisal stage. To better understand the potential ways in which the higher level Preliminary Appraisal options could enact change on the Wellington Road corridor, an initial task to inform the detailed appraisal was to test individual concepts building on the Preliminary Appraisal options to inform option packaging considerations. This was facilitated by the Wellington Road Corridor Microsimulation Model developed for this study, as discussed in **Chapter 7**.

Table 5.1 provides an overview of the model tests undertaken to support development of the Preliminary Appraisal options and inform option packaging at detailed appraisal.

Table 5.1: Development of Options from Preliminary Appraisal

Preliminary Appraisal Option	Model Tests Undertaken
Strategic Cycle Improvements	<ul style="list-style-type: none"> Two-way segregated cycleway¹⁸ With-flow segregated cycleway¹⁹
Shared Bus/HGV Priority Lane	<ul style="list-style-type: none"> Northbound shared HGV/bus lane Southbound shared HGV/bus lane Shared HGV/bus lane in both directions Existing northbound bus lane converted to shared HGV/bus lane
Souterhead Roundabout Improvements + More/Better Crossings at Souterhead Roundabout	<ul style="list-style-type: none"> Existing Souterhead Roundabout with new pedestrian crossings²⁰ Souterhead Junction improvement (based on a previous design promoted in the 2008 Access from the South²¹ Study)
Hareness Roundabout Improvements + More/Better Crossings at Hareness Roundabout	<ul style="list-style-type: none"> Hareness Junction improvement (based on a previous design promoted in the 2008 Access from the South Study)
Additional Capacity between Souterhead and Hareness Roundabouts	<ul style="list-style-type: none"> Additional lane between Charleston Road North and Hareness Roundabout (northbound)
Upgrade to Dual Carriageway at Former HM Craiginches Prison Site	<ul style="list-style-type: none"> Dualling between Grampian Place and Polwarth Road (southbound)
Wellington Road Bus Quality Package	<ul style="list-style-type: none"> Extension to existing northbound bus lane New southbound bus lane (Grampian Place to Kerloch Place)
Wellington Road Corridor Right-Turn/Traffic Signals Priorities Review Package	<ul style="list-style-type: none"> Right-turn ban (Wellington Road to Abbotswell Road) Right-turn ban (Wellington Road to Girdleness Road) Right-turn ban (Wellington Road to Abbotswell Road + Wellington Road to Girdleness Road)

Following the modelling tests undertaken, it was agreed in conjunction with the Client Group that the right-turn ban from Wellington Road to Girdleness Road and the combined right-turn ban from Wellington Road to Abbotswell Road + Wellington Road to Girdleness Road should not progress into the option packaging process based on their

¹⁸ Cycleway that travels in both directions on one side of the road and is separated from the carriageway by a buffer

¹⁹ Cycleway that travels with the flow of traffic and is separated from the carriageway by a buffer

²⁰ New pedestrian crossings at Souter Head Road, Langdykes Road and Wellington Circle

²¹ A study completed in May 2008 by SIAS Ltd on behalf of ACC, Aberdeenshire Council and Nestrans, developing options to improve traffic flows on the southern approaches to Aberdeen City and to identify an appropriate location for a park and ride site.

performance during initial model testing. Initial model testing indicated that the right-turn ban from Wellington Road onto Abbotswell Road would improve the southbound flow through the Abbotswell Road Junction as it would allow both southbound lanes to be available for the straight-ahead movement (whereas one lane is currently occupied by right-turning traffic). As a result of the improved southbound flow between Balnagask Road and Abbotswell Road, more gaps would be available for traffic turning right from Wellington Road into Girdleness Road. Furthermore, a right-turn ban onto Girdleness Road would result in traffic having to turn right at the Balnagask Road Junction to access Girdleness Road. This would cause additional delay for northbound traffic through Balnagask Junction, which already experiences queuing on this approach, especially on the right-turning lane into Balnagask Road. It was also agreed that whilst the additional capacity between Charleston Road North and Hareness Roundabout would not form part of the option packaging process, an additional sub-test in the model would be undertaken to demonstrate the impact of an additional lane in this location for buses and HGVs, should progression of this intervention be desired in the future (outwith the scope of the detailed appraisal).

5.3 Option Packaging

Given the competing demands on the corridor, it was agreed that a series of packages should be developed using a combination of options brought forward from the Preliminary Appraisal – and informed by the model tests undertaken as outlined in **Table 5.1**. To further facilitate the development of option packages, the Wellington Road corridor was split into seven sections as shown in the plan below.

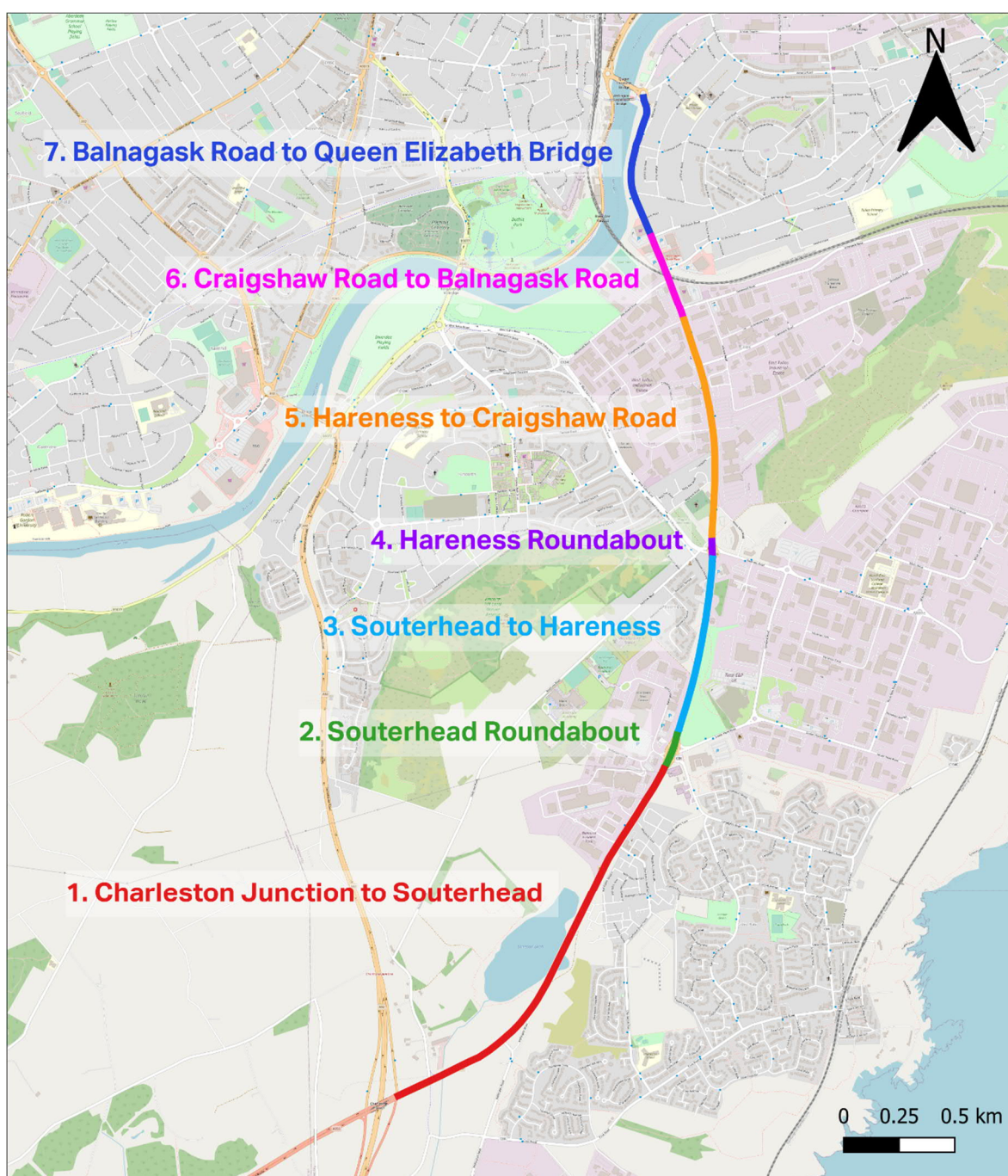


Figure 5.1: Study Corridor Sections

Initial high-level, conceptual feasibility work was undertaken using CAD to determine how various options could be accommodated along the corridor, with consideration subsequently given to identifying the most appropriate options to implement in combination, informed by the model tests initially carried out (**Table 5.1**).

This led to the development of three packages:

- **Active Travel Package** – introduces interventions that aim to prioritise people walking and cycling on the corridor through dedicated cycling infrastructure and improvements at key junctions;
- **Public Transport Package** – introduces interventions that aim to prioritise bus users through bus lanes and bus priority through key junctions; and
- **Multi-Modal Travel and Transport Package** – introduces interventions that aim to provide balanced improvements across key modes for those walking, cycling, using public transport and for freight movements along the corridor.

The table below outlines the relationship between the initial model tests undertaken and the three packages subsequently developed.

Table 5.2: Detailed Appraisal Packages in Relation to Initial Model Tests Undertaken

Model Tests Undertaken	Detailed Appraisal Package		
	Active Travel	Public Transport	Multi-Modal
Two-way segregated cycleway	x	x	✓
With-flow segregated cycleway	✓	x	x
Northbound shared HGV/bus lane	x	Bus lane only	✓
Southbound shared HGV/bus lane	x	Bus lane only	✓
Shared HGV/bus lane in both directions	x	Bus lane only	✓
Existing northbound bus lane converted to shared HGV/bus lane	x	Bus lane only	✓
Existing Souterhead Roundabout with new pedestrian crossings	x	x	✓
Souterhead Junction improvement	✓	x	x
Hareness Junction improvement	✓	✓	✓
Additional lane between Charleston Road North and Hareness Roundabout (northbound)	x	x	Model sensitivity test
Dualling between Grampian Place and Polwarth Road	For with-flow cycleway	For bus lane	For two-way cycleway + shared bus/HGV lane
Extension to existing northbound bus lane	x	✓	Shared lane
New southbound bus lane (Grampian Place to Kerloch Place)	x	✓	Shared lane
Right-turn ban (Wellington Road to Abbotswell Road)	✓	✓	✓
Right-turn ban (Wellington Road to Girdleness Road)	x	x	x
Right-turn ban (Wellington Road to Abbotswell Road + Wellington Road to Girdleness Road)	x	x	x

Further detail on the elements included within the three packages along each section of the corridor is provided in the tables that follow and supported by the plans provided in **Appendix A***.

***NB: It should be noted that subsequent treatment of the packages in the detailed appraisal in the proceeding chapters has been informed by additional transport modelling undertaken during the second period of consultation in April 2021 – the relationship between the packages presented for consultation and the scope of the appraisal are set out in more detail as part of Chapter 7.**

The elements included within the Active Travel Package are outlined in **Table 5.3**.

Table 5.3: Active Travel Package

Intervention	Section (see Figure 5.1)						
	1	2	3	4	5	6	7
With-flow kerb segregated cycleway	✓		✓		✓	✓	✓
Cycle priority through junctions		✓		✓			
Junction reconfiguration		✓		✓			
Right-turn ban at Abbotswell Road						✓	

The elements included within the Public Transport Package are outlined in **Table 5.4**. It should be noted that this package assumes no public transport improvements to the south of the Souterhead Junction (Section 1).

Table 5.4: Public Transport Package

Intervention	Section (see Figure 5.1)						
	1	2	3	4	5	6	7
Northbound bus lane			✓		✓	✓	✓
Southbound bus lane			✓		✓	✓	✓
Bus priority through junctions		✓		✓	✓	✓	✓
Junction reconfiguration				✓			
Right-turn ban at Abbotswell Road						✓	

The elements included within the Multi-Modal Package are outlined in **Table 5.5**. It should be noted that this package assumes no public transport or freight improvements to the south of the Souterhead Junction (Section 1), however, this package does promote a two-way segregated cycleway from the southern extent of the corridor northwards.

Table 5.5: Multi-Modal Travel & Transport Package

Intervention	Section (see Figure 5.1)						
	1	2	3	4	5	6	7
Two-way kerb segregated cycleway ²²	✓		✓		✓	✓	✓
Northbound shared bus/HGV lane			✓		✓	✓	✓
Southbound shared bus/HGV lane			✓		✓	✓	✓
Improved crossings		✓		✓			
Junction reconfiguration				✓			
Right-turn ban at Abbotswell Road						✓	

5.4 Summary

This chapter has set out the process of how the options brought forward from the Preliminary Appraisal in 2018 have been developed to a level of detail appropriate to allow detailed appraisal in accordance with STAG. As alluded to above, the three packages were subject to additional transport modelling in April 2021; details of which are set out in **Chapter 7**. **Chapter 6** provides an overview of consultation and engagement undertaken to support the detailed appraisal.

²² The two-way cycleway has been designed at this stage on the assumption that it would be placed on the east side of the corridor, however, it could be interchangeable with the west side of the carriageway pending any detailed design of the scheme following the detailed appraisal study.

6. Consultation & Engagement

6.1 Part 1

An online consultation was hosted by ACC between November and December 2020 to provide the opportunity for members of the public and stakeholders to provide feedback on options developed as part of the ASH Study and initial feedback on the concepts being explored to support package development on the Wellington Road Multi-Modal Corridor Study. Launched on ACC's Citizen Space portal, the options for both studies were presented with a supplementary questionnaire providing means of feedback on the pros and cons of options under consideration. It should be noted that this was undertaken prior to the development of the Wellington Road Study option packages described in **Chapter 5** and therefore the feedback received was based on the 16 elements tested within the traffic model (set out in **Table 5.1**).

There were 141 responses to the questionnaire, including 126 from individuals and 15 responses from organisations. The key findings from the feedback received are summarised in the table below.

Table 6.1: Initial Consultation Feedback on Option Tests

Option Test	Feedback
Northbound shared HGV/bus lane	<ul style="list-style-type: none"> Some concerns that shared lanes may increase congestion on the corridor due to the reduced capacity for private vehicles.
Southbound shared HGV/bus lane	<ul style="list-style-type: none"> Support for bus priority measures due to alignment with the Regional Transport Strategy and the ongoing work of the North East Bus Alliance.
Shared HGV/bus lane in both directions	<ul style="list-style-type: none"> Some respondents indicating that shared lanes could provide benefits to the corridor.
Existing northbound bus lane converted to shared HGV/bus lane	<ul style="list-style-type: none"> Generally considered that this option could provide benefits, particularly during peak times.
Existing Souterhead Roundabout with new toucan crossings	<ul style="list-style-type: none"> Generally supported in order to enhance safety for pedestrians and cyclists navigating the junction.
Souterhead Junction Improvement	<ul style="list-style-type: none"> Some concerns about the loss of woodland area.
Hareness Junction Improvement	<ul style="list-style-type: none"> Generally supported in order to enhance safety for pedestrians and cyclists navigating the junction.
Additional lane between Charleston Road North and Hareness Roundabout (northbound)	<ul style="list-style-type: none"> Not generally considered to be necessary, and some concerns raised regarding the addition of infrastructure that would encourage the use of private vehicles (and subsequent pollution levels).
Dualling between Grampian Place and Polwarth Road (southbound)	<ul style="list-style-type: none"> Generally supported to enhance safety and improve traffic flow in this location.
Extension to existing northbound bus lane	<ul style="list-style-type: none"> Not generally considered to be necessary, and some concerns raised regarding the impact on traffic flow.
New southbound bus lane (Grampian Place to Kerloch Place)	<ul style="list-style-type: none"> Support for bus priority measures due to alignment with the Regional Transport Strategy and the ongoing work of the North East Bus Alliance.
Right-turn ban (Wellington Road to Abbotswell Road)	<ul style="list-style-type: none"> Some concerns regarding reduced accessibility for residents and businesses and concerns regarding displaced traffic onto other, less appropriate routes.
Right-turn ban (Wellington Road to Girdleness Road)	
Right-turn ban (Wellington Road to Abbotswell Road + Wellington Road to Girdleness Road)	
Two-way segregated cycleway	<ul style="list-style-type: none"> Some concerns that the low number of cyclists using the route does not justify significant investment, though others emphasised the importance of more and improved pedestrian and cycle paths.
With-flow cycleway	<ul style="list-style-type: none"> The with-flow option was broadly preferred over the two-way option as the two-way option would require users to cross the corridor more frequently to access their destination, which generates safety concerns.

6.2 Part 2

Following further development of options and the formulation of the option packages described in **Chapter 5**, members of the public and stakeholders were provided with another opportunity to feed back on proposals for the Wellington Road corridor (with the option package plans set out in **Appendix A** and a supporting public engagement pack providing the information necessary to inform a response). A further online consultation with these materials made available for download was hosted on ACC’s Citizen Space portal, available to complete from the 12th April 2021 until the 10th May 2021.

There were 130 responses during this round of consultation and this feedback has been used to inform the Public Acceptability element of the appraisal, which is detailed in **Section 11.4**. However, as alluded to in **Chapter 5**, the three detailed appraisal packages were subject to additional transport modelling in April 2021, in parallel to the ongoing online consultation. Due to the performance of the packages within the Wellington Road Corridor Microsimulation Model, a series of recommended revisions to the option packages were promoted to enable greater network efficiency and reduce the risk of traffic being displaced onto parallel and less appropriate routes in line with the revised roads hierarchy. This is explained further in **Chapter 7**.

The results of the second round of engagement indicated support for the Active Travel and Multi-Modal Packages, with less overall support for the Public Transport Package. The diagram below highlights the extent to which respondents indicated their agreement with the three option packages.

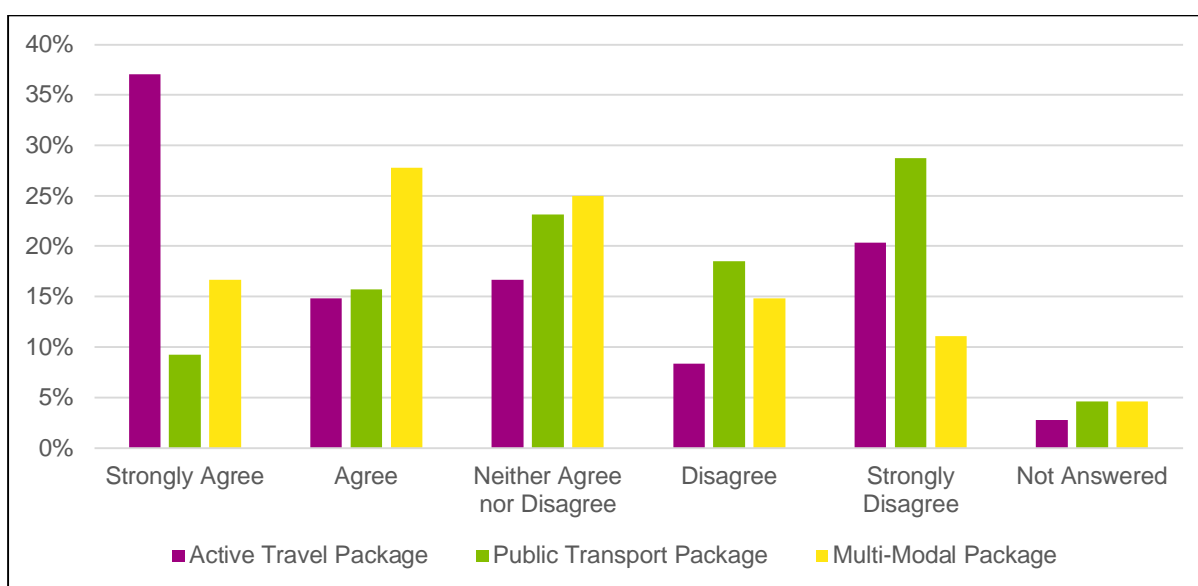


Figure 6.1: Level of Agreement with Packages

The table below provides an overview of the key types of comments made in support of and against the three packages. Further analysis is provided as part of the Public Acceptability appraisal in **Section 11.4** supported by a full review in **Appendix D**.

Table 6.2: Key Feedback on Option Packages

Option Test	Positive	Negative
Active Travel Package	<ul style="list-style-type: none"> Improved feelings of safety for active travel users Encourage increased walking and cycling 	<ul style="list-style-type: none"> Concerns about delays to general traffic, particularly freight vehicles Concerns about the topography of Wellington Road for cycling
Public Transport Package	<ul style="list-style-type: none"> Supporting modal shift (and reduced vehicle emissions) Improved opportunities for those without access to a car 	<ul style="list-style-type: none"> Relatively low number of bus services currently operating on the corridor Concerns about delays to general traffic
Multi-Modal Package	<ul style="list-style-type: none"> Equal share of road space across modes Improved feelings of safety for active travel users Desire to see with-flow option included within this package 	<ul style="list-style-type: none"> Concerns about the safety of the two-way cycleway in comparison to the with-flow option Concerns about delays to general traffic and difficulties for HGVs turning right at Hareness Road

6.2.1 Stakeholder Feedback

Responses to the online survey included feedback from key stakeholders, including Sustrans, Aberdeen Cycle Forum and Stagecoach. This section summarises the feedback from these organisations.

Sustrans

Sustrans noted that the Active Travel Package would improve usability for pedestrians and cyclists. They proposed a number of enhancements that could be made to the package to ensure alignment with the Sustainable Travel Hierarchy:

- Treatment of side road junctions and crossings to indicate pedestrian and cycle priority;
- Opt for single stage pedestrian (and cycle as appropriate) crossing points across Wellington Road and at large junctions;
- Ensure seamless link with planned provision on Craigshaw Drive;
- Facilitate independent travel for young people by ensuring direct, safe, and comfortable active travel infrastructure on routes to Lochside Academy;
- Improve the public realm, for example, by including resting places and enhancing green infrastructure, which reduces barriers caused by steep gradients and air pollution that currently characterise Wellington Road;
- Ensure design of floating bus stops requires cyclists to stop when pedestrians are alighting from buses to make sure users with protected characteristics feel safe; and
- Currently the with-flow cycleway starts and stops, while vehicles flow easily – this would need to change to reflect the Sustainable Travel Hierarchy.

Sustrans noted that the Public Transport Package could improve service time and increase patronage. They proposed a number of enhancements that could be made to the package to ensure alignment with the Sustainable Travel Hierarchy:

- Appropriate treatment at side roads, such as controlled crossing points and continuous footways to indicate pedestrian priority;
- The compatibility of active travel and public transport is understated – further indication is required of how pedestrians and cyclists coexist and complement public transport on this route;
- Improve safety and reduce wait times for pedestrians by installing controlled, single stage crossings at each arm of Souterhead Roundabout;
- Replace staggered crossings with single stage crossings or toucan crossings at Hareness and include a continuous footway over allotment entrance.

Sustrans additionally proposed the following recommendations that could be made to the Multi-Modal Package to ensure alignment with the Sustainable Travel Hierarchy:

- More should be done to capitalise on multi-modal journeys – active travel and public transport complement each other when integrated;
- Multi-modal journeys are supported by the careful placement of cycling facilities at key public transport interchanges;
- Weather protected seating and storage at key destinations may be sufficient, however, a clear and well-promoted system for carrying bikes on buses may be enough to encourage people to combine transport methods;
- Cycle service stations and bike hire schemes remove barriers to cycling;
- The two-way cycleway is not preferable to the with-flow cycleway option on such a busy arterial road as it requires vulnerable users to cross the carriageway; and
- The lack of controlled crossings would inhibit east-west movements, reducing permeability and becoming a barrier to active travel.

Aberdeen Cycle Forum

Aberdeen Cycle Forum indicated support for the Active Travel Package, particularly in terms of the cycleway maintaining priority over side streets and support for set-back crossing points not being promoted within the proposal. Aberdeen Cycle Forum additionally indicated support for the re-design of Hareness and Souterhead junctions, noting that proposals would make the junctions safer and more permeable for both pedestrians and cyclists. Despite support for this package, concerns were raised regarding the lack of detail regarding integration with the roundabout to the south of QEB, where there is currently no safe crossing points for pedestrians and cyclists in a north to south or east to west direction.

Aberdeen Cycle Forum raised concerns about the Public Transport Package, noting that it does not include sufficient provision to accommodate active travel facilities.

Aberdeen Cycle Forum indicated concerns with the Multi-Modal Package in relation to cycle provision only being provided on one side of the road, noting that this would reduce the appeal and convenience for some users, which may lead to reduced use compared to the with-flow cycleway option promoted as part of the Active Travel Package. Aberdeen Cycle Forum outlined a number of related issues regarding a two-way cycleway option, including:

- Proximity of cyclists travelling in opposite directions to each other, particularly where there is a significant gradient and therefore the potential for a large speed differential;
- Proximity of northbound cyclists to southbound vehicle traffic, again when cyclists are potentially travelling fast due to the gradient; and
- The inconvenience of crossing to make use of the segregated cycleway for northbound cyclists, which may mean that some choose to remain on the carriageway utilising the shared bus/HGV lane.

Stagecoach

Stagecoach indicated support for the Public Transport Package, noting that the commuter flows from communities to the south of the city is one of the strongest in the region, with frequent bus services from locations such as Portlethen and Stonehaven. Whilst services have generally been focussed on the A92 Stonehaven Road corridor, it is noted that, should the Public Transport Package be progressed, it is likely that services would increase along the Wellington Road corridor to support recent developments including Charleston, Lochside Academy and Marywell. The Public Transport Package would allow services to operate to Portlethen and beyond via Wellington Road, improving access for residents along the corridor to locations such as Badentoy Industrial Estate and Portlethen Retail Park and it would also provide another consistent, high quality corridor that may allow services to connect Aberdeenshire communities with key city destinations like Aberdeen Royal Infirmary.

In terms of the Multi-Modal Package, Stagecoach acknowledged that the provision of a two-way cycleway is less desirable than with-flow cycle lanes, however, indicated that this would provide ample capacity for current and future demand whilst allowing dedicated space for bus services along much of the route. Concerns were additionally raised regarding the breaks in the proposed bus lanes along the corridor.

6.3 Summary

This chapter has provided a summary of the findings from the consultation and engagement exercises that have been undertaken throughout the process of completing this detailed appraisal study. This has been used to inform the Public Acceptability appraisal in **Chapter 11**.

Chapter 7 provides an overview of the development of the Wellington Road Corridor Microsimulation Model, sets out the final option packages for appraisal and details the performance of option packages within this model.

7. Traffic Modelling

7.1 Introduction

This chapter presents the modelling results from the packages identified for detailed appraisal, namely the Active Travel, Public Transport and Multi-Modal Packages. It also contains the outcomes of an additional sub-test²³ undertaken in the context of the Multi-Modal package. It sets out the key performance indicators associated with the operation of each package, highlighting areas of the corridor that present delay or improvements to journey times. The analysis provides information on general traffic, HGVs, and buses, however due to the extent of the capabilities of the software used (Paramics Discovery), active travel modes have not been modelled, though the quantitative impacts of the cycleway schemes are set out in the Active Travel Economic Assessment (ATEA) in **Section 9.4**.

7.2 Background

It was agreed with the client group that a Wellington Road Corridor Microsimulation Model using Paramics Discovery software would be prepared to assist the detailed appraisal. In **Figure 7.1** the area of focus of the model is highlighted in orange with the Wellington Road Corridor shown in red. The network encompasses the Wellington Road corridor between the A92/A956 and QEB, including all the main connecting side roads. The modelled network also contains the Altens Industrial Estate east of the Wellington Road corridor and the Coast Road/Langdykes Road in Cove Bay. As noted in previous chapters, the detailed appraisal is focussing on options on the Wellington Road corridor itself, with a complementary appraisal of links for the ASH Study reported in February 2021. To future proof the model, the Coast Road was also modelled, with the model being additionally used to inform the ASH appraisal.



Figure 7.1: A956 Wellington Road Corridor – Modelled Area

A base model was developed in 2019 to assess the proposed options for the Wellington Road Corridor – the details of this model development are presented in the Model Development Report set out in **Appendix E**.

²³ Additional lane sub-test includes Multi-Modal Package, with an additional lane for use by buses and HGVs northbound between Charleston Road North and Hareness Junction. It should be noted that delivery of this additional lane in combination with the proposed two-way segregated cycleway would be anticipated to require removal of the central reservation or land acquisition on the west side of Wellington Road.

7.3 Do Minimum Model (2026)

As noted, the base model created by AECOM for the detailed appraisal was adopted to aid the ASH Study. The model was extended to suit the study and future year models were prepared. The preferred network option for the ASH Study comprised a new bridge on Coast Road combined with widening of Coast Road. This 2026 model, named "Do Minimum" hereafter, has been used for the testing of the Wellington Road detailed appraisal packages.

The Do Minimum model comprises assumptions around background traffic growth, including committed development in the area and infrastructure changes to the network, as presented below.

Developments

- Stationfields, Cove;
- Loirston Development;
- Altens East and Peterseat, Altens Industrial Estate;
- Energy from Waste Plant, East Tullos;
- Aberdeen South Harbour; and
- Energy Transition Zone.

Infrastructure

- The linking up of Palmerston Road to North Esplanade West at the northern extent of the model. 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.
- Removal of signals on Coast Road due to provision of a new bridge over the railway under the proposed improvements for Aberdeen South Harbour.
- Additional capacity at the Wellington Road/Greenwell Road Junction with a two-lane section extending back on Greenwell Road from the junction approximately 50m introduced in 2019.
- 'Ghost links' added to the model to enable route choice from the north. The ghost links were constrained to allow only light vehicle traffic associated with the new harbour and proposed Energy Transition Zone sites to use them. In this way, base traffic was maintained as is and HGV traffic associated with the harbour/proposed Energy Transition Zone sites was still required to route via the defined Aberdeen freight routes.

For the purpose of this modelling exercise, the 'Core growth' scenario was tested, with background traffic increased by approximately 2% in the AM peak and 3% in the PM peak between 2019 and 2026.

7.4 Final Package Components

The Active Travel, Public Transport and Multi-Modal Packages developed for detailed appraisal (as outlined in **Chapter 5**) were the focus of public and stakeholder consultation in April-May 2021.

Parallel to the consultation, the Wellington Road Corridor Microsimulation Model was run to capture data to assess the performance of the three packages. The results of the testing indicated that, as developed, the packages would be operationally constrained due to their wider impacts on the Wellington Road transport network. Therefore, to alleviate the extent of these impacts, adjustments were made to the models established for each of the packages. **Appendix F** sets out in detail the adjustments made to each package model to ensure that the network would run to an operationally viable level of service relative to the modelled future year Do Minimum.

Following the adjustments made, the final package components that formed the basis for appraisal are outlined in the proceeding sections.

7.4.1 Active Travel Package

The final Active Travel Package for appraisal is made up of the following key components:

- With-flow kerb segregated cycleway;
- Removal of Souterhead Roundabout, with improved active travel facilities;
- Removal of Hareness Roundabout, with improved active travel facilities; and
- Right-turn ban from Wellington Road onto Abbotswell Road.

It should be noted that, given the focus on active travel as part of this package, the existing bus lane between Balnagask Road and QEB has not been retained. This package proposes conversion of the existing bus lane to an all vehicle lane, however, there would remain adequate space to retain the existing bus lane if desired.

Table 7.1 provides the approximate length of with-flow cycleway that is introduced along the various sections of the corridor, relative to the active travel infrastructure provided in the Do Minimum scenario. It should be noted that Section 2 (Souterhead Roundabout) and Section 4 (Hareness Roundabout) are omitted from the table as interventions in these locations have been covered separately above. This package increases the number of crossing points at Souterhead from 2no. to 7no. (staggered) and at Hareness from 2no.²⁴ to 4no.

Table 7.1: Approximate Lengths of Active Travel Infrastructure along Corridor

	Section 1: Charleston to Souterhead		Section 3: Souterhead to Hareness		Section 5: Hareness to Craigshaw Rd		Section 6: Craigshaw Rd to Balnagask Rd		Section 7: Balnagask Rd to QEB	
	Do Min	AT Package	Do Min	AT Package	Do Min	AT Package	Do Min	AT Package	Do Min	AT Package
NB	Footway = 310m Shared Use = 1140m Gap = 700m	Footway = 1455m With-flow cycleway = 1455m Shared Use = 695m	Shared Use = 840m	Footway = 840m With-flow cycleway = 840m	Footway = 1020m	Footway = 1020m With-flow cycleway = 1020m	Footway = 410m	Footway = 410m With-flow cycleway = 410m	Footway = 650m Bus lane = 420m ²⁵	Footway = 650m With-flow cycleway = 650m
SB	Shared Use = 1635m Gap = 200m	Footway = 1460m With-flow cycleway = 1460m Shared Use = 375m	Shared Use = 850m	Footway = 850m With-flow cycleway = 850m	Footway = 1030m	Footway = 1030m With-flow cycleway = 1030m	Footway = 410m	Footway = 410m With-flow cycleway = 410m	Footway = 650m	Footway = 650m With-flow cycleway = 650m

²⁴ Existing crossings are not located directly at Hareness Roundabout – 1no. 50m to the west on West Tullos Road and 1no. 65m north on Wellington Road (applicable in all packages). In all packages, the proposed improvements at Hareness would involve consolidation of the existing crossing points, meaning that the existing crossing on Wellington Road to the north of the roundabout would be removed.

²⁵ Bus lane use by cyclists is permitted.

As shown in the table above, there are gaps in active travel provision in Section 1, with no pedestrian or cycle infrastructure (including footways) provided for 700m northbound between Charleston and Souterhead (between Loirston Loch and Charleston Road North) and for 200m southbound in proximity to the Old Wellington Road Junction. Additionally, there is currently no dedicated infrastructure for cycling to the north of Hareness Roundabout, with the exception of the existing bus lane in Section 7, which cyclists are permitted to use. Where there is existing shared use infrastructure in the south of the corridor, some sections are relatively poor quality (e.g. between Souterhead and Hareness where the paths are generally less than 2m wide).

7.4.2 Public Transport Package

The final Public Transport Package for appraisal is made up of the following key components:

- Sections of bus lane in both directions (see **Model Diagrams** section in **Appendix F**);
- Existing Souterhead Roundabout, with bus priority signals southbound;
- Removal of Hareness Roundabout, with improved active travel facilities; and
- Right-turn ban from Wellington Road onto Abbotswell Road.

Table 7.2 provides the approximate length of bus lane that is introduced along the various sections of the corridor, relative to the Do Minimum scenario. It should be noted that Section 2 (Souterhead Roundabout) and Section 4 (Hareness Roundabout) are omitted from the table as interventions in these locations have been covered separately above. This package increases the number of crossing points at Hareness from 2no. to 4no.

Table 7.2: Approximate Lengths of Bus Lane along Corridor

	Section 1: Charleston to Souterhead		Section 3: Souterhead to Hareness		Section 5: Hareness to Craigshaw Rd		Section 6: Craigshaw Rd to Balnagask Rd		Section 7: Balnagask Rd to QEB	
	Do Min	PT Package	Do Min	PT Package	Do Min	PT Package	Do Min	PT Package	Do Min	PT Package
Northbound	0m	0m	0m	0m	0m	+575m	0m	+85m	405m	+85m
Southbound	0m	0m	0m	+160m	0m	+300m	0m	+160m	0m	+305m

7.4.3 Multi-Modal Package

The final Multi-Modal Package for appraisal is made up of the following key components:

- Two-way kerb segregated cycleway;
- Sections of shared bus/HGV lane in both directions (see **Model Diagrams** section in **Appendix F**);
- Existing Souterhead Roundabout, with additional toucan crossings on Souter Head Road, Langdykes Road and Wellington Circle;
- Removal of Hareness Roundabout, with improved active travel facilities; and
- Right-turn ban from Wellington Road onto Abbotswell Road.

Table 7.3 provides the approximate lengths of two-way cycleway and shared bus/HGV lane along the various sections of the corridor, relative to the Do Minimum scenario. It should be noted that Section 2 (Souterhead Roundabout) and Section 4 (Hareness Roundabout) are omitted from the table as interventions in these locations have been covered separately above. This

package increases the number of crossing points at Hareness from 2no. to 4no. As noted above for the Active Travel Package, there is currently no dedicated infrastructure for cycling to the north of Hareness Roundabout, with the exception of the existing bus lane in Section 7, which cyclists are permitted to use. Where there is existing shared use infrastructure in the south of the corridor, some sections are relatively poor quality (e.g. between Southerhead and Hareness where the paths are generally less than 2m wide). It should be noted that there are gaps in active travel provision in Section 1, with no pedestrian or cycle infrastructure (including footways) provided for 700m northbound between Charleston and Southerhead (between Loirston Loch and Charleston Road North) and for 200m southbound in proximity to the Old Wellington Road Junction.

Table 7.3: Approximate Lengths of Intervention along Corridor

Intervention		Section 1: Charleston to Southerhead		Section 3: Southerhead to Hareness		Section 5: Hareness to Craigshaw Rd		Section 6: Craigshaw Rd to Balnagask Rd		Section 7: Balnagask Rd to QEB	
		Do Min	MM Package	Do Min	MM Package	Do Min	MM Package	Do Min	MM Package	Do Min	MM Package
Active Travel Infrastructure	SB ²⁶	Shared Use = 1635m Gap = 200m	Footway = 1460m Two-way cycleway = 1460m Shared Use = 375m	Shared Use = 850m	Two-way cycleway = 850m	Footway = 1030m	Two-way cycleway = 1030m	Footway = 410m	Two-way cycleway = 410m	Footway = 650m	Two-way cycleway = 650m
Shared bus/HGV lane	NB	0m	0m	0m	0m	0m	+355m	0m	+70m	Bus lane = 405m	+100m (converted to shared HGV/bus lane)
	SB	0m	0m	0m	+225m	0m	+170m	0m	0m	0m	+250m

7.5 Performance Indicators

The following sections present the modelling results for each package. To aid the discussion and conclusions, three performance indicators were used to assess each package:

- Unreleased vehicles;
- Journey times; and
- Queue lengths.

Unreleased vehicles (or suppressed demand) highlight whether a model is unable to release vehicles onto the network. Areas of the network which highlight unreleased vehicles will also exhibit poor network performance.

Given that the Wellington Road corridor is being assessed using journey time analysis, it was deemed appropriate to also assess the side roads using queue length data for comparison. Changes in queue lengths on side roads is a good indication as to whether the options are impacting not only Wellington Road but also the roads joining the corridor.

These performance indicators have been used to provide evidence on the advantages and disadvantages of the proposed packages and to assist in identifying the merits of each package within the overall assessments comprising the detailed appraisal.

²⁶ Assumed to be on the east side for the purposes of the assessment.

7.6 Modelling Results

The following section presents a summary of the model output results for each package for general traffic, HGVs, and buses. **Table 7.4**, **Table 7.5** and **Table 7.6** present the general traffic, HGV and bus results respectively for the three detailed appraisal packages and the sub-test, and compares them against the Do Minimum model results for the AM peak (07:00-09:00) and PM peak (16:00-18:00). The tables present the following key performance indicators as described in **Section 7.5**.

- End to end journey times along Wellington Road corridor for all traffic in both directions;
- Average queue length on side arms of key junctions during the AM and PM peak hours;
 - North Esplanade West Roundabout;
 - Balnagask Road Junction;
 - Girdleness Road/Abbotswell Road Junction;
 - Greenwell Road/Craigshaw Drive Junction;
 - Hareness Roundabout; and
 - Souterhead Roundabout.
- Total number of unreleased vehicles onto the network at the end of the model period.

Given that the main purpose of the STAG assessment is to improve transport on the Wellington Road corridor, the end-to-end journey time results in both directions were the main performance indicator when assessing package performance in terms of the modelling outputs. However, queue length performance and suppressed demand were also considered to refine the assessment of each package.

7.6.1 Modelling Results Summary

As stated previously, the modelling tool used for this assessment does not have the functionality to assess active travel such as cycling, and is specifically focussed on motorised vehicles, including cars, HGVs, and buses. Therefore, it is important to consider the potential benefits of these active travel modes when considering each of the packages and the potential benefit they may receive from each package.

General Traffic

Table 7.4 outlines the anticipated journey time changes for all vehicles relative to the Do Minimum for each option package. Increases in journey time, average queue length and suppressed demand are shown in **red**, with decreases shown in **green**.

Table 7.4: All Vehicles Journey Time Change

		Do Minimum	Active Travel	Public Transport	Multi-Modal	Sub-test
AM (07:00-09:00)	JT Northbound	00:14:05	-00:06	+00:09	+01:03	-00:24
	JT Southbound	00:09:31	+02:07	+01:36	-00:05	-00:06
	Avg Queue (m)	67	+2	+2	-12	-12
	Suppressed Demand	28	+51	+65	+43	+40
PM (16:00-18:00)	JT Northbound	00:10:37	+01:47	+00:31	-00:19	-00:47
	JT Southbound	00:11:12	+00:31	+02:35	+03:06	+03:09
	Avg Queue (m)	56	+1	-2	-9	-8
	Suppressed Demand	64	+5	+163	+111	+107

The results above highlight that in the northbound direction, the Multi-Modal Package indicated the largest increase in journey time during the AM peak with an increase of approximately 1 minute, however the Multi-Modal sub-test presents a reduction of approximately 20 seconds. Both the Active Travel and Public Transport packages display similar journey times to that of the Do Minimum. In the southbound direction, the Active Travel and Public Transport Packages present approximately 2 minutes and 1.5 minute delay respectively when compared to the Do Minimum, whereas the Multi-Modal Package (and sub-test) display similar journey times to that of the Do Minimum.

During the PM peak, the largest delays are experienced in the southbound direction, with the Multi-Modal Package displaying delays over 3 minutes. In the northbound direction the most notable delays are observed in the Active Travel and Public Transport Packages with approximately 2 minutes and 30 seconds respectively. The Multi-Modal Package (and sub-test) experience a reduction in journey time with the Multi-Modal sub-test displaying the highest reduction in journey times of approximately 1 minute compared to the Do Minimum.

In terms of queueing, all packages display similar average queueing on the side roads analysed. However, there is potential suppressed demand (vehicles unable to access the network) in the Public Transport and Multi-Modal Packages during the PM peak. The Public Transport and Multi-Modal Packages highlight between 100 to 160 more vehicles being held off the network compared to the Active Travel Package, indicating that the Active Travel Package is processing more vehicles onto the network. The main location for this suppressed demand is on Craigshaw Drive, where queues extend off the network in both the Public Transport and Multi-Modal Packages.

HGVs

Table 7.5 outlines the anticipated journey time changes for HGVs relative to the Do Minimum for each option package. Increases in journey time are shown in red and decreases are shown in green.

Table 7.5: HGVs Journey Time Change

	Do Minimum	Active Travel	Public Transport	Multi-Modal	Sub-test
AM (07:00-09:00) JT NB	00:14:09	-00:22	+00:16	-00:01	-02:14
AM (07:00-09:00) JT SB	00:10:33	+02:02	+01:39	+00:21	+00:19
PM (16:00-18:00) JT NB	00:10:59	+02:16	+00:06	-01:27	-01:35
PM (16:00-18:00) JT SB	00:11:40	+01:35	+02:44	+01:40	+01:49

With regards to HGV journey times, as expected the Multi-Modal (sub-test) presents the shortest journey times in the northbound direction due to the additional lane between Charleston Road North and Hareness. The Multi-Modal Package also presents improvements in the northbound direction, however to a lesser extent with the AM peak northbound displaying similar journey times to that of the Do Minimum model. The Active Travel Package is the only other package which provides a reduced journey time when compared to the Do Minimum, with approximately 20 seconds saving in the AM peak northbound. In the southbound direction, all packages display increased journey times ranging between 20 seconds and approximately 3 minutes.

Buses

Table 7.6 outlines the anticipated journey time changes for buses relative to the Do Minimum for each option package. Increases in journey time are shown in red and decreases are shown in green.

Table 7.6: Buses Journey Time Change

	Do Minimum	Active Travel	Public Transport	Multi-Modal	Sub-test
AM (07:00-09:00) JT NB	00:10:17	+00:13	-00:06	+00:24	+00:18
AM (07:00-09:00) JT SB	00:09:02	+00:30	-00:04	+00:05	+00:10
PM (16:00-18:00) JT NB	00:11:24	+01:39	-01:07	-00:55	-01:08
PM (16:00-18:00) JT SB	00:10:44	+00:50	+01:17	+01:37	+01:40

As expected, the Public Transport Package provides buses with the shortest journey times, with marginal improvements being observed in the AM peak, and an improvement of approximately 1 minute in the PM peak northbound. However, in the southbound direction there is approximately a 1 minute and 20 second delay which has been attributed to queueing on approach to Hareness.

All other packages generally result in longer bus journey times, especially in the PM peak southbound with the Multi-Modal Package (and sub-test) presenting approximately a 1 minute and 40 seconds additional delay compared to the Do Minimum. The Multi-Modal Package (and sub-test) in the PM peak northbound highlights savings of around 1 minute compared to the Do Minimum.

Due to the low number of buses using Wellington Road to the south of Souterhead Roundabout (due to routing of bus services), it is expected that the Multi-Modal Package sub-test would provide similar benefits for buses on the northbound approach to Souterhead Junction as that presented by the HGV journey times. However, these benefits are likely to be negligible in the PM peak due to this section experiencing little delay during this period.

More detailed results are included within **Appendix F** where the all package journey times have been presented by section along the corridor.

7.7 Model Observations

The following section provides commentary on the operation of each package. To aid this commentary, journey time profile figures are presented to illustrate the sections where journey time savings or delays are experienced. **Figure 7.2** and **Figure 7.3** highlight the key locations along the corridor in the north and southbound directions respectively – these should be referred to while reviewing the journey time profile figures within the following section.



Figure 7.2: Northbound Journey Time Profiles – Key Locations



Figure 7.3: Southbound Journey Time Profiles – Key Locations

Note that the bus journey time profile figures stop at the Souterhead Junction and do not include the section between Souterhead Junction and Old Wellington Road Junction due to limited buses servicing this section of the corridor. This is reflected in the composition of the Public Transport and Multi-Modal Packages.

7.7.1 Active Travel Network Observations

AM Peak Period

Overview (End-to-End Journey Times)

In the AM peak period, the average northbound end-to-end journey time in both the Do Minimum and Active Travel Package were found to be very similar with a negligible disbenefit to general traffic of 6 seconds. In the southbound direction, the Active Travel Package was found to result in a more significant disbenefit to average end-to-end journey time for general traffic of approximately 2 minutes, as shown in **Figure 7.4**.

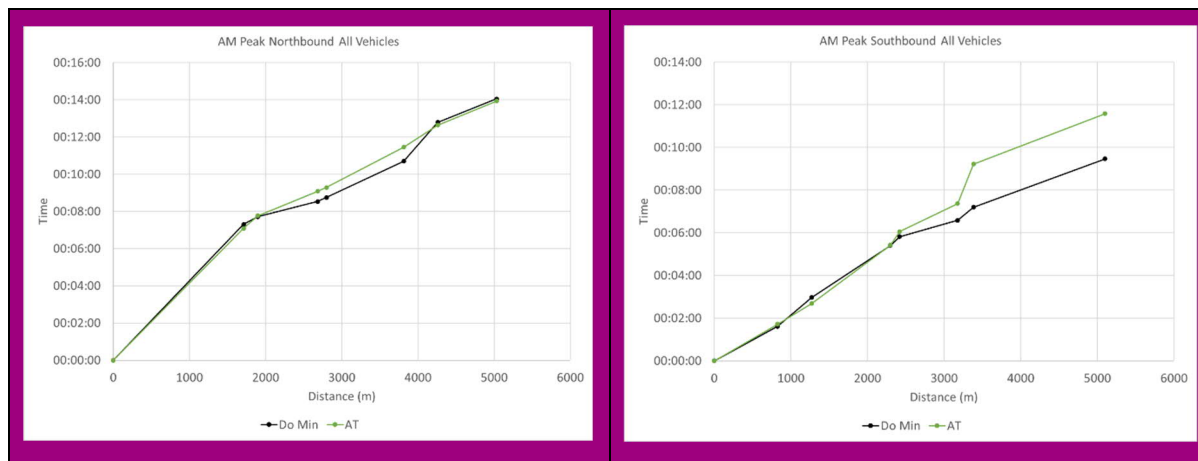


Figure 7.4: Active Travel AM Peak General Traffic Journey Time Profiles

General Traffic

The proposed Souterhead signalised junction prioritises Wellington Road movements, which transfers delays onto the side road approaches; specifically, on Langdykes Road. The delays experienced on the Langdykes Road approach to Souterhead results in some rerouting onto the Coast Road and through the Altens Industrial Estate.

Most sections south of Souterhead and north of Hareness show similar journey times to the Do Minimum, however the northbound approach to Hareness Junction experiences additional delay due to the proposed signalisation of the junction.

Journey time savings were experienced north of Balnagask Road in the northbound direction. This has been attributed to traffic being held back at Souterhead and Hareness junctions which has marginally reduced traffic volumes within this stretch of the corridor. Additionally, the changes to the staging at the Balnagask Road signalised junction allows right-turners from Wellington Road to stack within the junction and take gaps between the north and southbound traffic streams to access Tesco and Balnagask Road respectively.

In the southbound direction, an increase in journey time through the Souterhead and Hareness junctions was observed, with a journey time increase of approximately 2 minutes due to the proposed signals at the junctions.

HGVs

HGVs experience similar journey times as general traffic in both directions, given that there is no priority being provided for the HGVs within the Active Travel Package, therefore HGVs also experience delays on the approach to Souterhead Junction. It should be noted that existing crossing points at Hareness would be consolidated as part of the improvement (i.e. removal of the existing crossing point to the north of Hareness Roundabout), meaning that HGVs would only be required to stop once on this steep section on approach to Hareness (southbound) in order to navigate the junction.

Buses

As discussed previously, the bus journey time analysis does not consider the section between Souterhead Junction and Old Wellington Road, given that the majority of services access Wellington Road from Langdykes Road. Buses generally present the same journey time pattern to that of the Do Minimum (see **Figure 7.5**), however, similar to that of general traffic and HGVs, buses experience delays on the approach to Hareness Junction. It should also be highlighted that a number of bus services would be delayed on the northbound approach to Souterhead Junction due to the queueing on Langdykes Road.

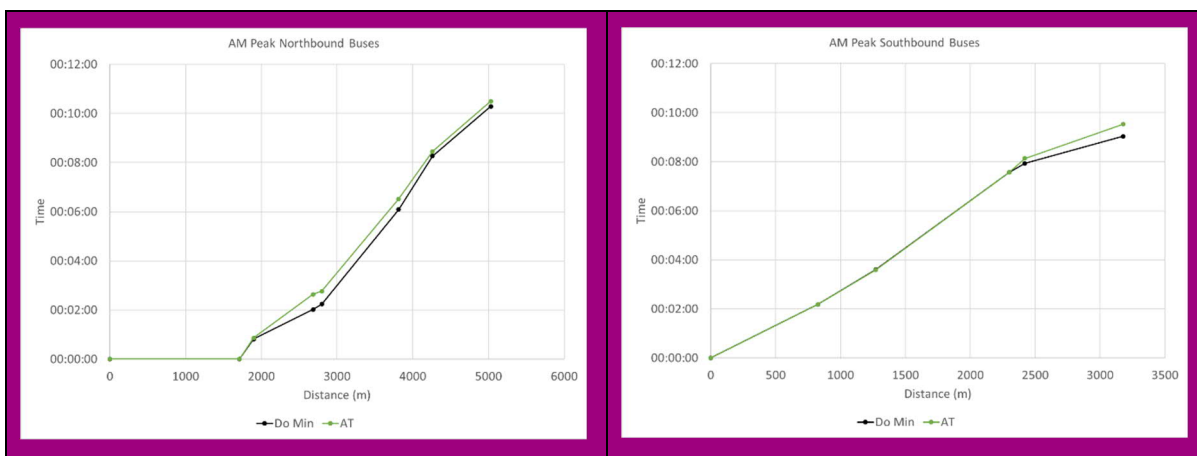


Figure 7.5: Active Travel AM Peak Bus Journey Time Profiles

PM Peak Period

Overview (End-to-End Journey Times)

During the PM period, the end-to-end journey time comparison highlights a delay of approximately 2 minutes in the northbound direction when compared to the Do Minimum, whereas in the southbound direction there is only approximately 30 seconds delay as shown in Figure 7.6 below.

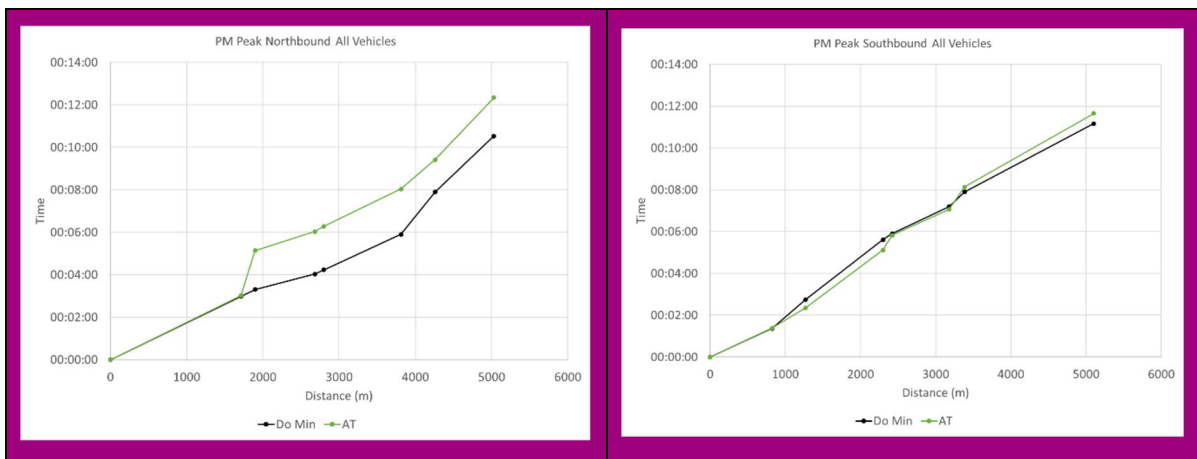


Figure 7.6: Active Travel PM Peak General Traffic Journey Time Profiles

General Traffic

The largest increase in journey times is observed in the northbound direction through Souterhead Junction, with an increase of approximately 2 minutes when compared to the Do Minimum. This is due to the proposed signalisation of Souterhead Junction and the requirement to provide sufficient green time for traffic leaving the Altens Industrial Estate via Souter Head Road, which limits the green time for the northbound traffic on Wellington Road. Improved journey times through the section between Craigshaw Road to Balnagask Road have been attributed to traffic being held back at Souterhead Junction and the signal optimisation change at the Balnagask Road Junction; the revised signal phasing change which allows right-turners to take gaps in the southbound traffic stream.

In the southbound direction the journey times remain similar between the Active Travel Package and the Do Minimum.

HGVs

As there is no priority being provided for HGVs within the Active Travel Package, the journey time profile for HGVs is similar to that of general traffic, although as shown in Table 7.7, HGVs are delayed to a greater extent than 'all vehicles' during the PM peak. It should be noted that existing crossing points at Hareness would be consolidated as part of the improvement (i.e. removal of the existing crossing point to the north of Hareness Roundabout), meaning that HGVs would only be required to stop once on this steep section on approach to Hareness (southbound) in order to navigate the junction.

Buses

Generally, buses present a similar journey time profile to that of the general traffic, with the majority of the delay being experienced at the Souterhead Junction. This is due to no infrastructure being provided for buses within the Active Travel Package, see Figure 7.7.

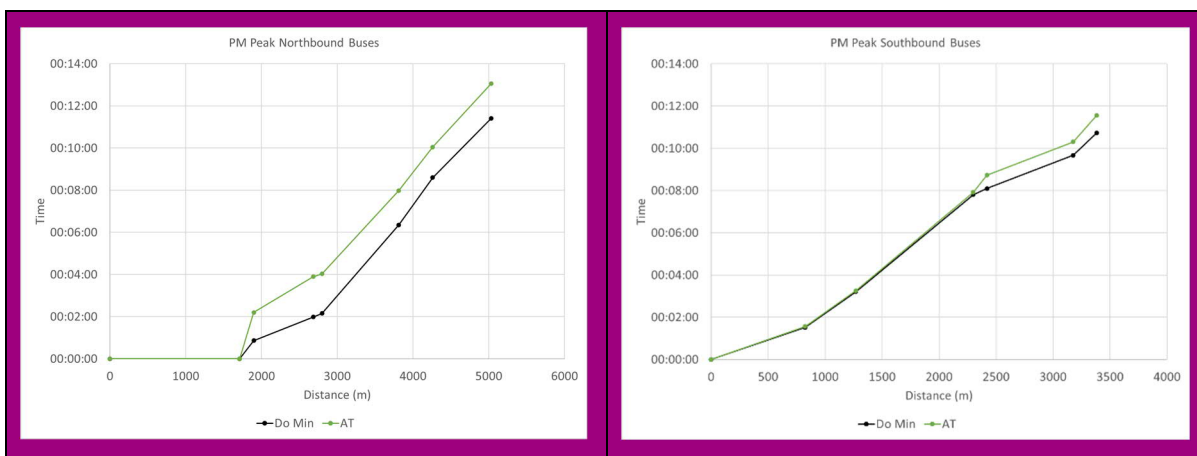


Figure 7.7: Active Travel PM Peak Bus Journey Time Profiles

7.7.2 Public Transport Network Observations

AM Peak Period

Overview (End-to-End Journey Times)

In the AM peak period, the average northbound end-to-end journey time in both the Do Minimum and Public Transport Package were found to be very similar with only a negligible disbenefit of 9 seconds. In the southbound direction, the Public Transport Package was found to result in a more significant disbenefit to average end-to-end journey time for general traffic, approximately 2 minutes as shown in Figure 7.8.

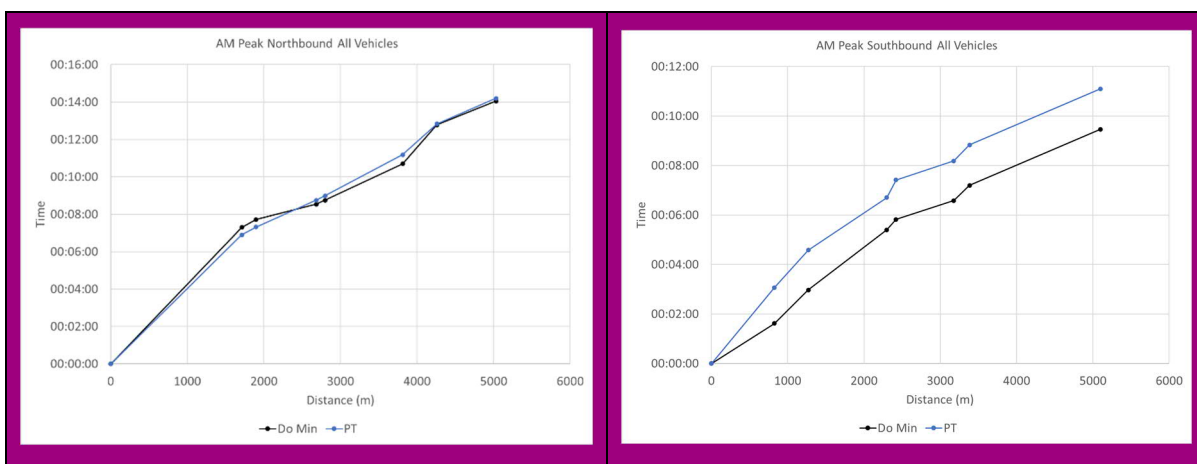


Figure 7.8: Public Transport AM Peak General Traffic Journey Time Profiles

General Traffic

The Public Transport Package was found to provide a slight improvement to average journey time on approach to the Souterhead Roundabout, however, due to an increase in queueing at the Hareness Junction, caused by the presence of traffic signals, the average journey time was found to increase in this section. The continuation of the bus lanes heading north resulted in additional delay to general traffic after the Craigshaw Road Junction, however, between the Balnagask Road Junction and QEB, the average journey times were very similar.

The average southbound end-to-end journey time was found to increase in the Public Transport Package compared to the Do Minimum. The largest increase was noticed between the QEB and the Balnagask Road Junction due to the presence of the bus lane restricting general traffic into one lane on the approach, albeit flaring to three lanes at the stop line, and therefore limiting the number of vehicles which travel through the junction in any one traffic signal cycle. The Public Transport Package and Do Minimum displayed similar journey time characteristics throughout the remainder of the southbound journey time route except for a slight increase in delay at the Hareness Junction caused by the traffic signals.

HGVs

As HGVs were restricted from entering the bus lanes in the Public Transport Package, the average end-to-end journey time profiles in both directions were found to be similar as what was observed for general traffic. It should be noted that existing crossing points at Hareness would be consolidated as part of the improvement (i.e. removal of the existing crossing point to the north of Hareness Roundabout), meaning that HGVs would only be required to stop once on this steep section on approach to Hareness (southbound) in order to navigate the junction.

Buses

Buses were found to experience additional delay heading northbound in the Public Transport Package between the Southerhead Roundabout and the Hareness Junction due to the increase in queuing caused by the traffic signals. However, due to the presence of bus lanes after the Hareness Junction, buses were found to experience less delay than in the Do Minimum which resulted in a very similar end-to-end journey time between the two models, see **Figure 7.9**.

In the southbound direction, buses were found to experience greater delay between the QEB and the Balnagask Road Junction than in the Do Minimum due to increased queuing caused by the merge from two lanes into one lane. This hindered access to the bus lane and resulted in a minor increase in average journey time in this section. However, due to the presence of the bus lane on approach to the Hareness Junction, buses were found to experience less delay on this section than in the Do Minimum. As a result, the overall end-to-end journey times in the Public Transport Package and Do Minimum were very similar.

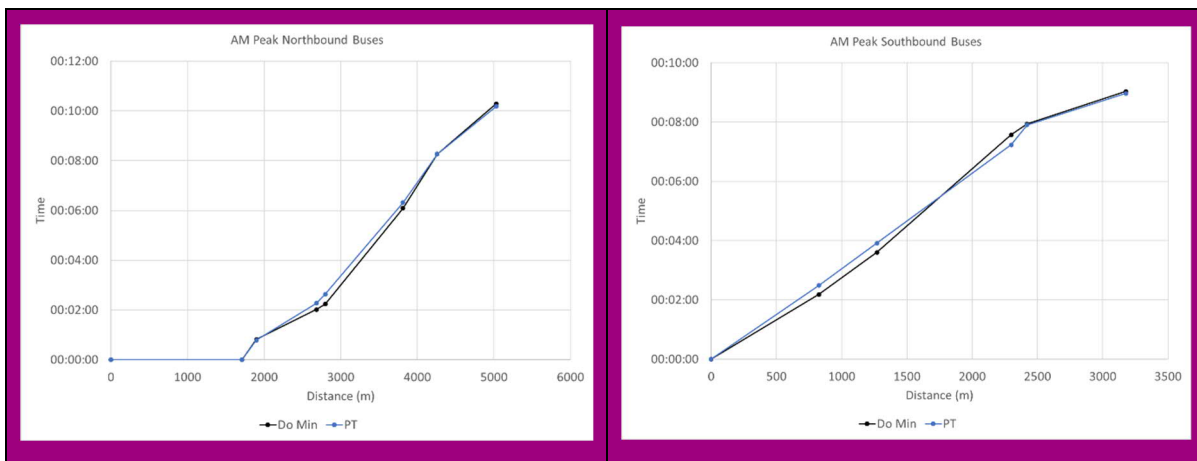


Figure 7.9: Public Transport AM Peak Bus Journey Time Profiles

PM Peak Period

Overview (End-to-End Journey Times)

In the PM peak period, the Public Transport Package was found to result in an increase in average northbound end-to-end journey time of approximately 30 seconds. With regards to the southbound average end-to-end journey time, the Public Transport Package displayed significantly greater delays which resulted in an increase of approximately 2.5 minutes, as shown in **Figure 7.10**.

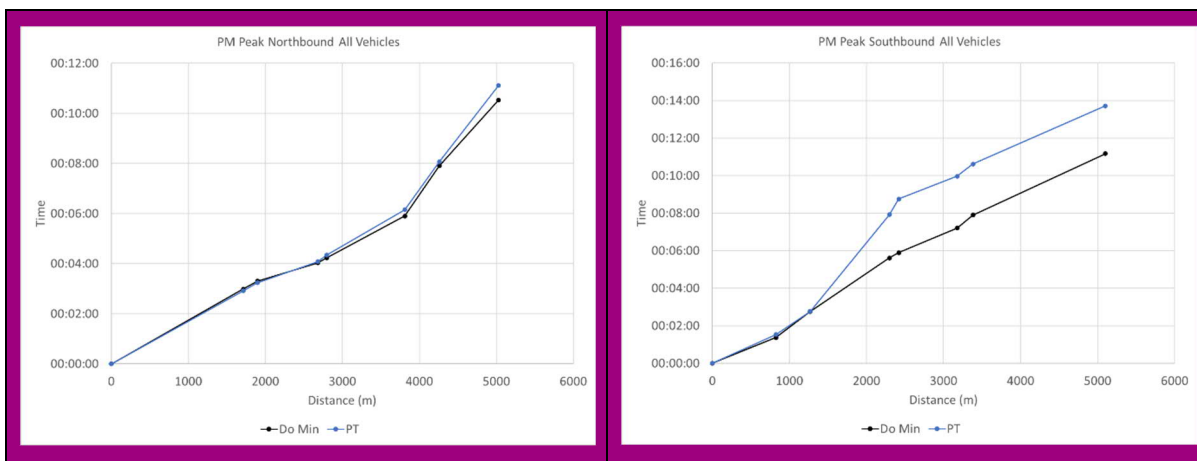


Figure 7.10: Public Transport PM Peak General Traffic Journey Time Profiles

General Traffic

In the northbound direction, general traffic within the Public Transport Package followed a similar journey time profile to that of the Do Minimum, however there was a slight increase in journey times from the Balnagask Road Junction to QEB.

In the southbound direction, a significant increase in journey time on the approach to Hareness Junction was experienced. This was caused by the bus lane north of the Hareness Junction limiting private vehicles into one lane. Furthermore, the presence of signals at the Hareness Junction also increased the delay experienced by vehicles when compared to the Do Minimum. The remaining sections presented similar journey times to that of the Do Minimum.

HGVs

The northbound and southbound average journey times for HGVs were found to be very similar to what was observed for general traffic in each direction. It should be noted that existing crossing points at Hareness would be consolidated as part of the improvement (i.e. removal of the existing crossing point to the north of Hareness Roundabout), meaning that HGVs would only be required to stop once on this steep section on approach to Hareness (southbound) in order to navigate the junction.

Buses

The northbound journey time for buses was found to be similar to what was observed in the Do Minimum except between the Balnagask Road Junction and QEB where the inclusion of the extended bus lane on approach to the roundabout resulted in a notable reduction in delay for buses, see **Figure 7.11**.

In the southbound direction greater delays were experienced on approach to the Hareness Junction due to the increased congestion caused by the traffic signals, which hindered the passage for buses. Elsewhere, the journey time profile was similar to what was observed in the Do Minimum.

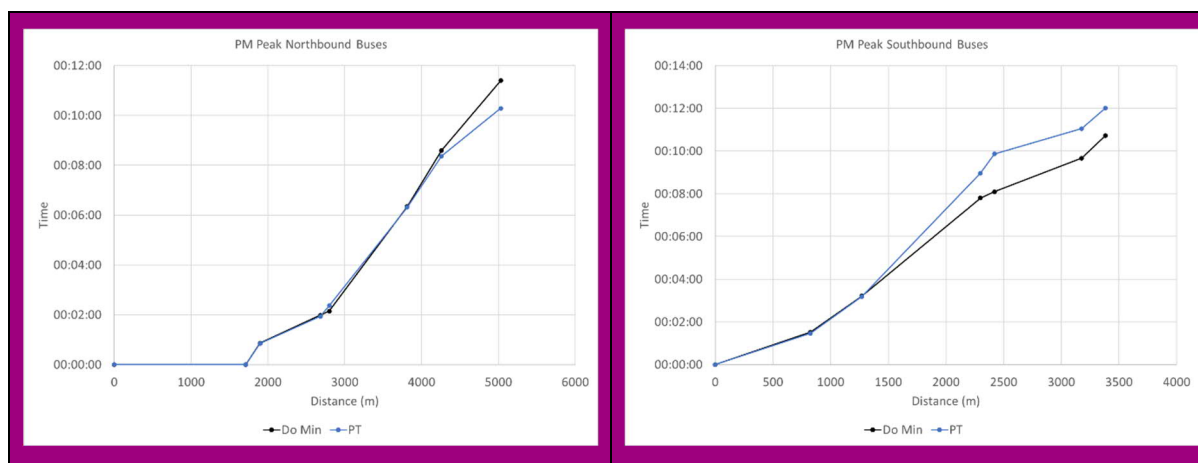


Figure 7.11: Public Transport PM Peak Buses Journey Time Profiles

7.7.3 Multi-Modal Network Observations

AM Peak Period

Overview (End-to-End Journey Times)

In the AM period in the northbound direction, the journey time for all vehicles along the Wellington Road corridor highlighted a delay of approximately 1 minute in comparison to the Do Minimum as illustrated in **Figure 7.12**. In the southbound direction the same comparison of journey times is very similar with a negligible improvement of 5 seconds.

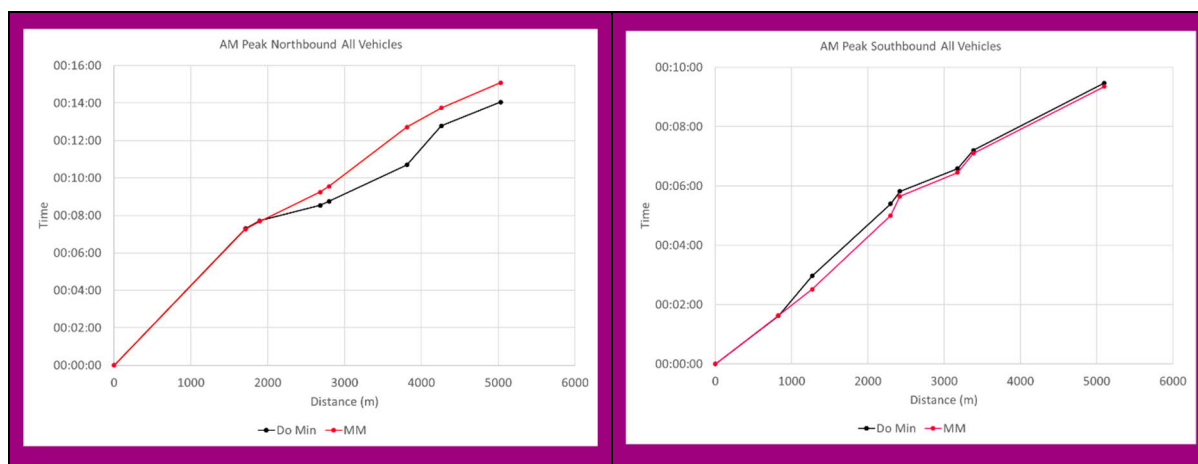


Figure 7.12: Multi-Modal AM Peak General Traffic Journey Time Profiles

General Traffic

The reconfiguration of Hareness Junction causes an increase in journey time of approximately 45 seconds between the Souterhead and Hareness junctions. Additional delay is also experienced between Hareness Junction and Craighshaw Road with the inclusion of the shared bus/HGV lane. However, journey times reduce between

Craigshaw Road and Balnagask Road which has been attributed to the changes to signal settings at the Balnagask Road Junction, where right-turners can take gaps in the southbound traffic to access Balnagask Road.

In the southbound direction a marginal reduction in journey time is observed which is achieved mainly between the Balnagask Road Junction and Craigshaw Road. Again, this is attributed to traffic being able to take gaps within the northbound traffic stream minimising the delays to the through traffic. Reduction in the number of lanes at the Greenbank Road and Craigshaw Drive junctions and introduction of shared bus/HGV lanes between Craigshaw Drive and Hareness Road does not have a significant impact on the southbound journey times due to lower traffic volumes in the southbound direction during the morning peak period.

HGVs

HGV end-to-end northbound journey times remain similar in the Multi-Modal Package to that of the Do Minimum, however this is due to the delays experienced travelling through Hareness Junction, which negates the benefits experienced between Craigshaw Road and the Balnagask Road Junction, as shown in **Figure 7.13**. Due to the lower levels of congestion in the southbound direction, the impact of the Hareness Junction is not mitigated by the bus/HGV lanes to the same extent as experienced in the northbound direction since the bus/HGV lanes are less effective with lower traffic volumes. It should be noted that existing crossing points at Hareness would be consolidated as part of the improvement (i.e. removal of the existing crossing point to the north of Hareness Roundabout), meaning that HGVs would only be required to stop once on this steep section on approach to Hareness (southbound) in order to navigate the junction.

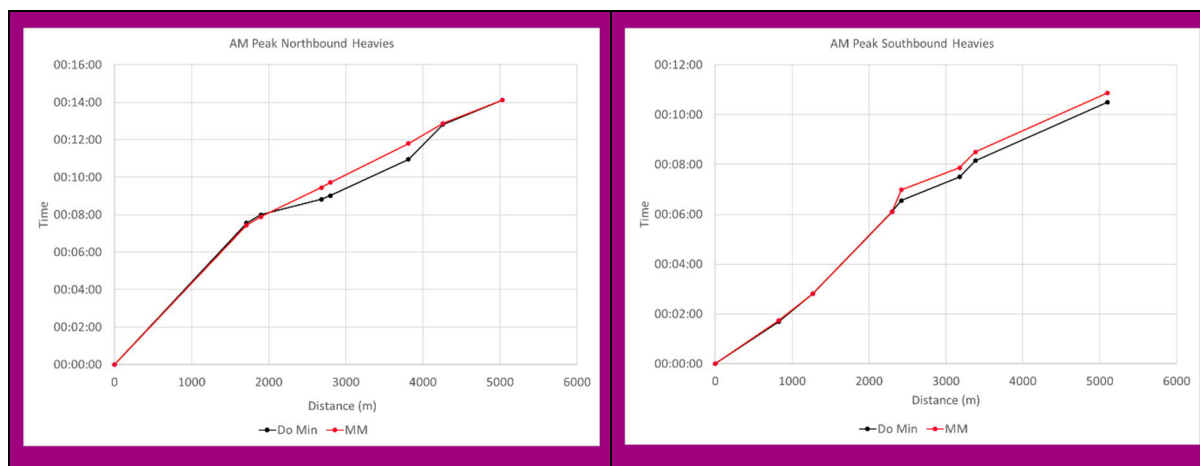


Figure 7.13: Multi-Modal AM Peak HGV Journey Time Profiles

Buses

Buses do not experience the same benefits as in the Public Transport Package, even though they remain segregated from the general traffic in the Multi-Modal Package. This is partly due to the presence of HGVs within this lane causing additional delay to buses while using the bus/HGV lanes. In the northbound direction, bus journey times increase on the approach to the Hareness Junction due to the signals, however in the southbound direction there is little impact observed due to the lower levels of congestion on the southbound approach to Hareness. **Figure 7.14** presents the bus journey time profiles for the AM Multi-Modal Package.

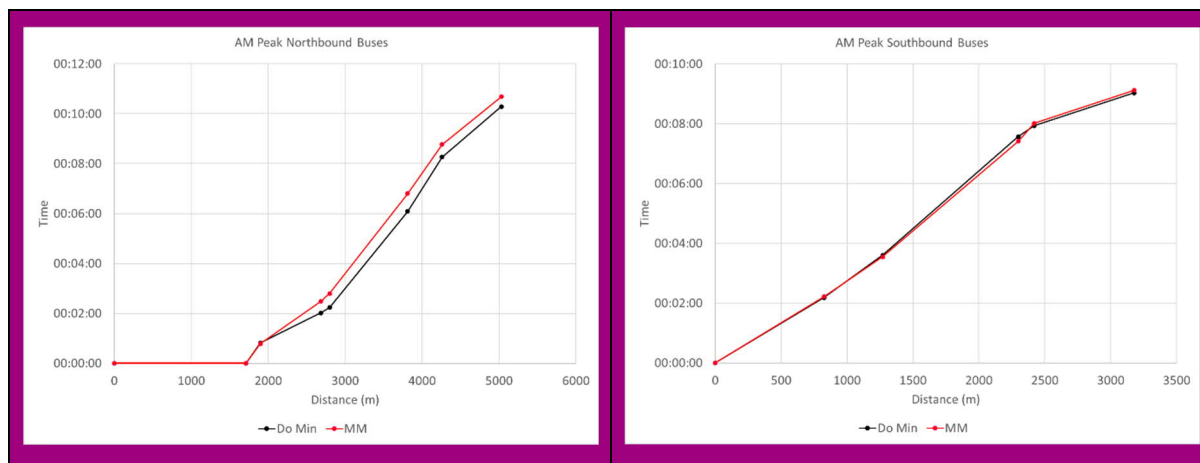


Figure 7.14: Multi-Modal AM Peak Bus Journey Time Profiles

PM Peak Period

Overview (End-to-End Journey Times)

During the PM peak northbound, journey times for general traffic show a slight improvement of approximately 20 seconds in comparison to the Do Minimum, however, there is a delay of approximately 3 minutes southbound.

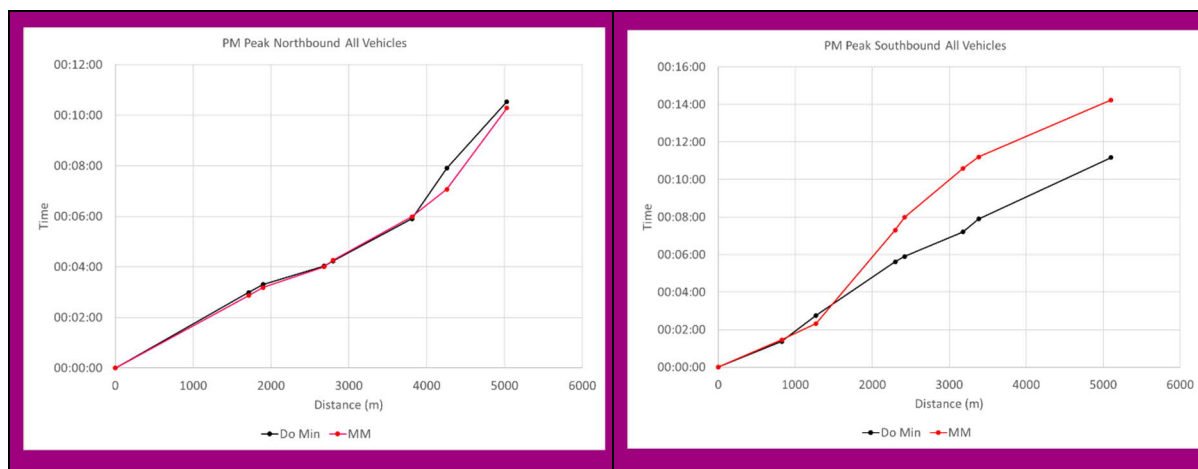


Figure 7.15: Multi-Modal PM Peak General Traffic Journey Time Profiles

General Traffic

Northbound journey times see an improvement between Craigshaw Road and Balnagask Road Junction of approximately 1 minute, however this narrows to approximately 15 seconds by the end of the journey time route. This has been attributed to queue relocation, with queuing being transferred on to the approach to QEB.

The southbound direction delays are mainly observed between Craigshaw Road and Souterhead, where the presence of bus/HGV lanes cause delays to general traffic. Furthermore, the removal of dedicated right-turning lanes at the Craigshaw Drive and Greenbank Road junctions to facilitate the two-way segregated cycleway causes additional delay. There is a journey time increase of approximately 2.5 minutes between Craigshaw Road and Hareness Junction.

HGVs

HGV journey times northbound present a similar journey time profile to that of general traffic, however greater journey time savings are observed between Balnagask Road Junction and QEB given the additional bus/HGV lane.

Similar to general traffic journey time profiles, the southbound HGV journey times see increased delays between Craigshaw Road and Hareness Junction, however, not to the same extent due to the bus/HGV lanes minimising the delays experienced within this section of the network. Between Hareness and Souterhead junctions, there is a marginal journey saving of approximately 20 seconds compared to the Do Minimum. This is due to a section of bus/HGV lane on approach to Souterhead Junction.

It should be noted that existing crossing points at Hareness would be consolidated as part of the improvement (i.e. removal of the existing crossing point to the north of Hareness Roundabout), meaning that HGVs would only be required to stop once on this steep section on approach to Hareness (southbound) in order to navigate the junction.

Figure 7.16 presents the Multi-Modal PM peak journey time profiles for HGVs.

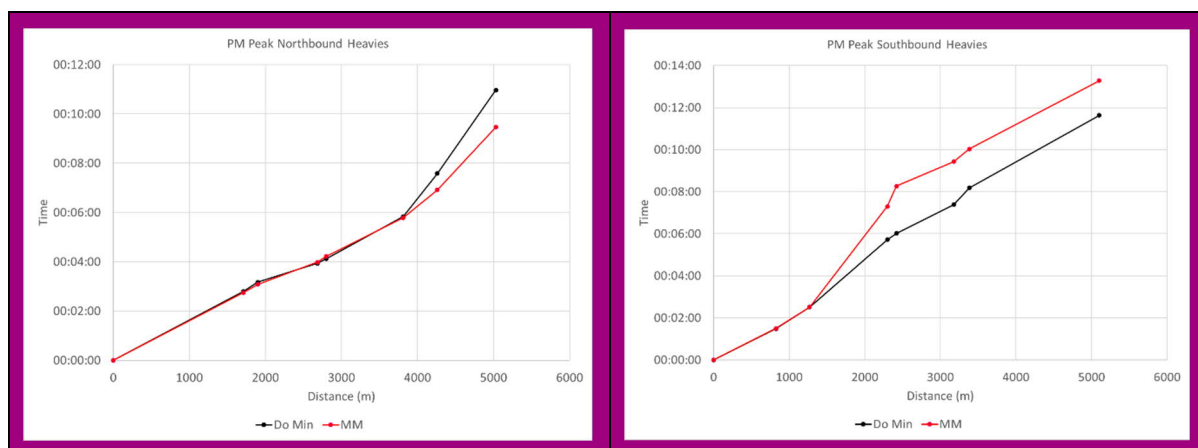


Figure 7.16: Multi-Modal PM Peak HGV Journey Time Profiles

Bus

In terms of bus journey times, the journey time profiles are similar to that of the HGV profiles due to the use of the bus/HGV lanes, as shown in **Figure 7.17**.

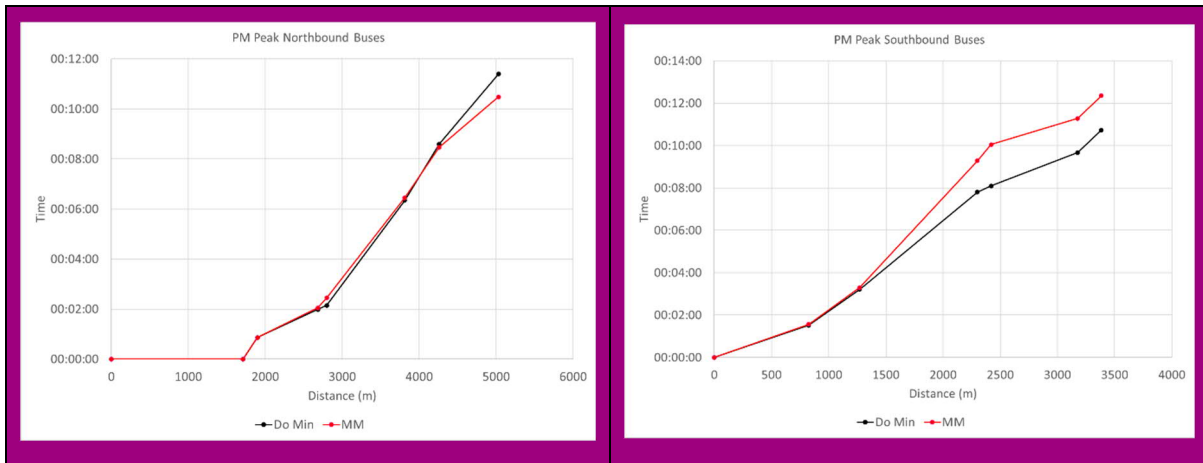


Figure 7.17: Multi-Modal PM Peak Bus Journey Time Profiles

7.7.4 Multi Modal (Sub-test) Observations

AM Peak Period

Overview (End-to-end Journey Times)

In the AM period in the northbound direction, the journey time for all vehicles along the Wellington Road corridor highlight a slight improvement of approximately 20 seconds in comparison to the Do Minimum, see **Figure 7.18**. Although there is an improvement due to the additional lane in the northbound direction between Charleston Road North and Hareness, this is evened out by delays at other parts of the network due to shared lanes in the north of the network. In the southbound direction, the same comparison of journey times is very similar with a negligible improvement of approximately 6 seconds.

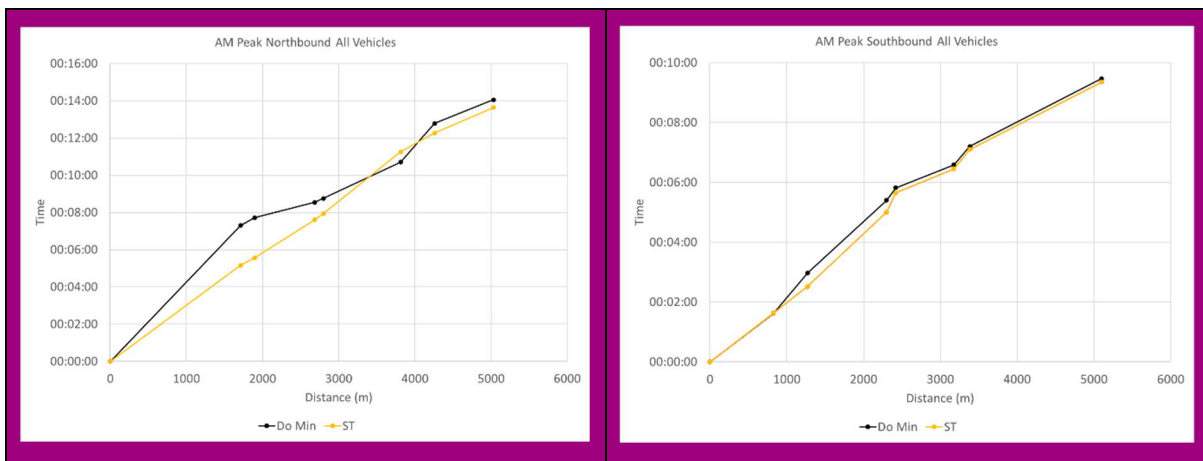


Figure 7.18: Multi Modal (Sub-test) AM Peak General Traffic Journey Time Profiles

General Traffic

The addition of a third lane on Wellington Road northbound between Charleston Road North and Hareness Junction reduces the journey time by just over 2 minutes. However, the reconfiguration of Hareness Junction causes an increase in journey time of approximately 1 minute between the Souterhead and Hareness junctions, and a further delay of approximately 1 minute 20 seconds is experienced between Hareness Junction and Craigshaw Road with the inclusion of the shared bus/HGV lane. These sections negate the benefits provided by the additional lane. Prior to QEB, a journey time saving between Craigshaw Road and Balnagask Road of just over 1 minute results in an end-to-end journey time which is marginally less than the Do Minimum.

In the southbound direction a marginal reduction in journey time is observed which is achieved mainly between the Balnagask Road Junction and Craigshaw Road. Again, this is attributed to right-turning traffic being able to take gaps within the northbound traffic stream minimising the delays to the through traffic. Reduction in the number of lanes at the Greenbank Road and Craigshaw Drive junctions and introduction of shared bus/HGV lanes between Craigshaw Drive and Hareness Road does not have a significant impact on the southbound journey times due to lower traffic volumes in the southbound direction during the morning peak period.

HGVs

HGV end-to-end northbound journey times see around a 2 minute saving due to the addition of the third lane at the most congested part of the network in the AM peak period. In the southbound direction, HGVs generally present similar journey times to that of the Do Minimum, with the exception of a marginal increase in journey time through Hareness Junction due to signalisation, see **Figure 7.19**.

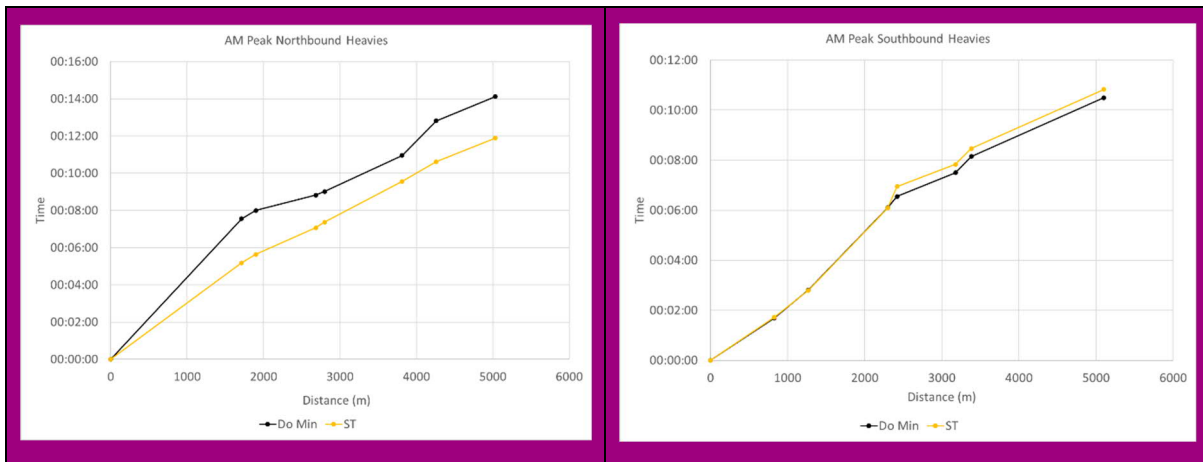


Figure 7.19: Multi Modal (Sub-test) AM Peak HGV Journey Time Profiles

Buses

Given that the bus journey time profile starts at Souterhead Junction, it is difficult to assess the benefits to buses, since the largest benefits are experienced on the Wellington Road northbound approach to Souterhead Junction, however it has been estimated that bus journey times along this section would experience similar benefits to that of the HGVs, approximately 2 minutes. With this in mind, the expected end-to-end benefits would be positive given that the journey time profile between Souterhead Junction and QEB is similar to the Do Minimum, see **Figure 7.20**. However, the southbound bus journey times would remain similar to that of the Do Minimum given there is no proposed infrastructure on Wellington Road being provided on the southbound carriageway south of Souterhead Junction.

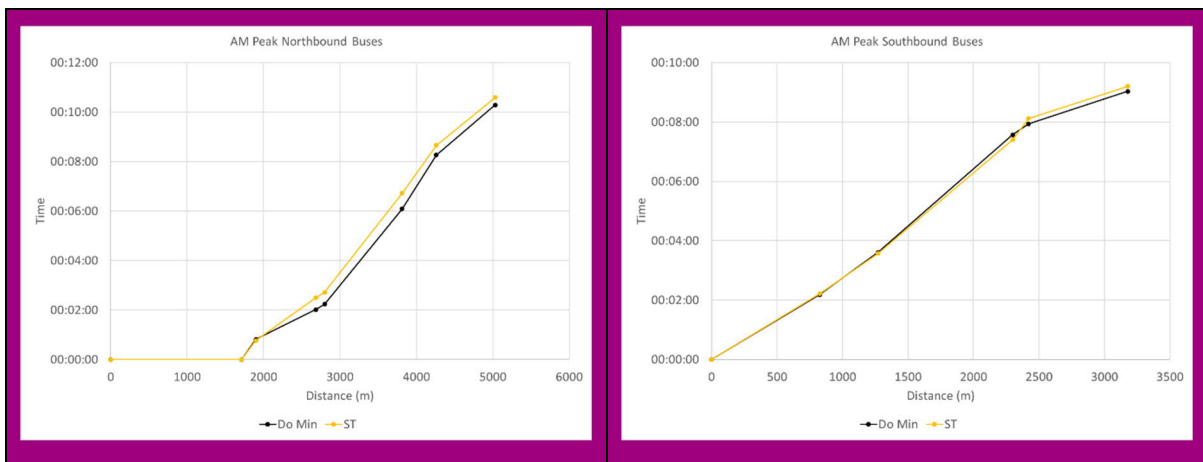


Figure 7.20: Multi Modal (Sub-test) AM Peak Bus Journey Time Profiles

PM Peak Period

Overview (End-to-end Journey Times)

During the PM period in the northbound direction, the journey time for general traffic along Wellington Road shows a slight improvement of approximately 50 seconds in comparison to the Do Minimum. However, in the southbound direction, there is a delay of just over 3 minutes, as shown in **Figure 7.21**. These results are similar to the Multi-Modal Package since the additional third lane mostly benefits the AM congested part of the network.

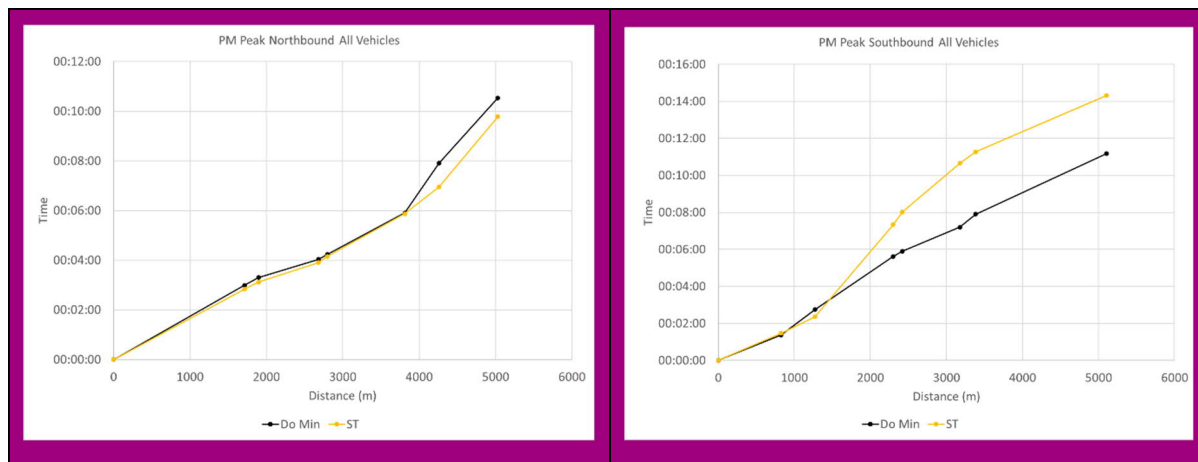


Figure 7.21: Multi-Modal (Sub-Test) PM Peak General Traffic Journey Time Profiles

General Traffic

In the northbound direction, journey times see an improvement between Craigshaw Road and the Balnagask Road Junction of just under 1 minute, due to the changes in signal staging and operation at the Balnagask Road Junction. In the southbound direction, delays are mainly observed between Craigshaw Road and Souterhead, where the presence of bus/HGV lanes and reconfiguration of Hareness Junction has caused delay to the general traffic by approximately 3 minutes.

HGVs

HGV journey times in the northbound direction see an improvement mostly observed between the Balnagask Road Junction and QEB due to the additional bus/HGV lane. Similar to the general traffic journey time profiles, the longest delays in the southbound HGV journey times are between Craigshaw Road and Hareness Junction, as shown in **Figure 7.22** below.

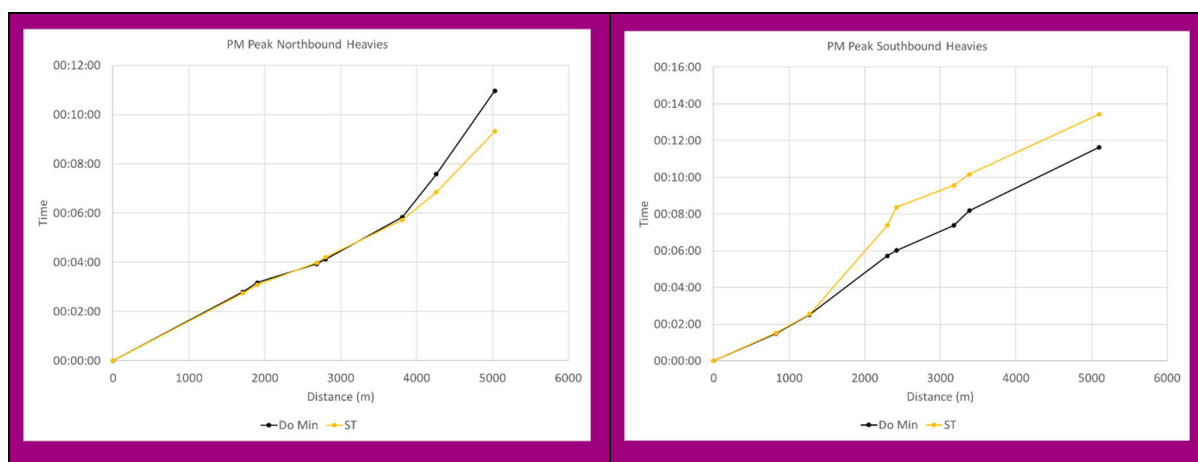


Figure 7.22: Multi Modal (Sub-test) PM Peak HGV Journey Time Profiles

Bus

In terms of bus journey times, the journey time profiles are similar to that of the HGV profiles due to the use of the bus/HGV lanes. As discussed previously, the journey times savings for buses on the Wellington Road approach to Souterhead Junction are expected to have similar benefits, however in the PM peak where congestion is very low on the northbound approach to Souterhead Junction, journey time benefits would be marginal, as shown in **Figure 7.23**.

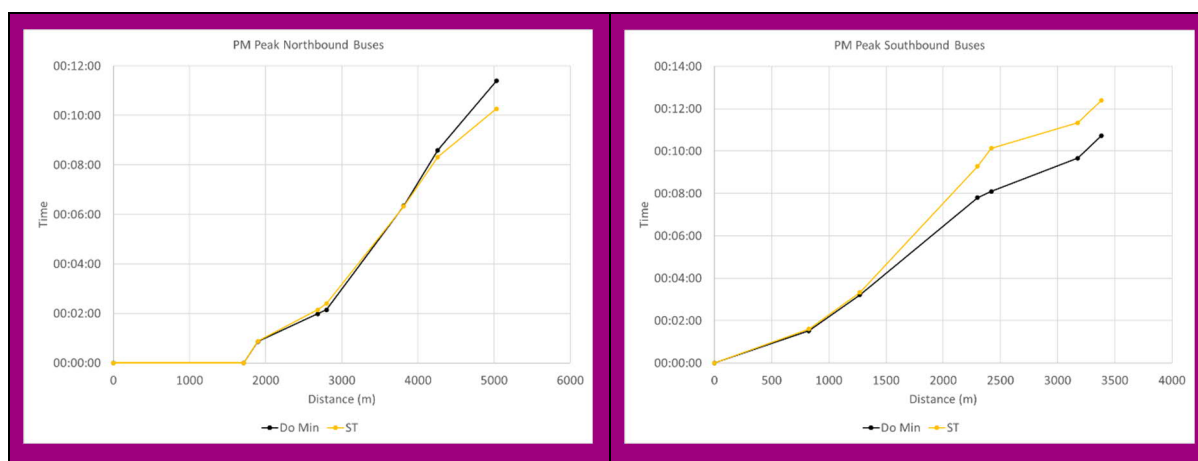


Figure 7.23: Multi-Modal (Sub-Test) PM Peak Bus Journey Time Profiles

7.8 Modelling Conclusions

The following table provides a general overview of each package based on the end-to-end journey times anticipated for each model, relative to the Do Minimum (see Section 7.7 for more detail on individual locations along the corridor).

In the table below, the following guide has been used:

- **Less than 1 minute** = Negligible (-);
- **1-2 minutes** = Minor Benefit (✓) or Impact (x);
- **2-3 minutes** = Moderate Benefit (✓✓) or Impact (xx); and
- **3+ minutes** = Major Benefit (✓✓✓) or Impact (xxx).

Table 7.7: Overview of Each Package

		All Vehicles		HGVs		Buses	
		NB	SB	NB	SB	NB	SB
Active Travel Package	AM Peak (07:00-09:00)	-	xx	-	xx	-	-
	PM Peak (16:00-18:00)	x	-	xx	x	x	-
Public Transport Package	AM Peak (07:00-09:00)	-	x	-	x	-	-
	PM Peak (16:00-18:00)	-	xx	-	xx	✓	x
Multi-Modal Package	AM Peak (07:00-09:00)	x	-	-	-	-	-
	PM Peak (16:00-18:00)	-	xxx	✓	x	-	x
Sub-test	AM Peak (07:00-09:00)	-	-	✓✓	-	-	-
	PM Peak (16:00-18:00)	-	xxx	✓	x	✓	x

It should be emphasised that the above guide has been used for the purposes of comparison of the operational performance of option packages within the Wellington Road Corridor Microsimulation Model. Whilst negative impacts are shown for a number of the packages above, it is unlikely that journey time increases of 1-2 minutes would be observed by the majority of users. Furthermore, given the Sustainable Travel Hierarchy and the requirement to reduce car kilometres by 20% by 2030, journey time increases for vehicles may have to be accommodated in order to encourage a modal shift from motorised transport.

When considering the results presented within this chapter, it should be borne in mind that the modelling undertaken has been based on peak periods only. The table and subsequent Figure 7.24 illustrate that whilst the peak periods are important for HGV movements (particularly the morning peak), HGV movements are relatively constant throughout the day on Wellington Road and the corridor, as a priority route, plays a key role in serving this freight

movement. The opening of Aberdeen South Harbour will further emphasise the importance of the route as a freight corridor and improvements therefore need to support continued HGV movements whilst allowing for the route to function for sustainable access to employment, education, and other services along the corridor for members of the community.

Table 7.8: ATC Survey Results on Wellington Road to the South of Hareness Roundabout (June 2019)

TUESDAY 11/06/2019 WELLINGTON ROAD SOUTH OF HARENESS ROUNDABOUT		Cars / Vans	HGVs	% HGV	Buses	% Bus	All Traffic
NB	AM Peak (07:00-09:00)	2362	382	14%	36	1%	2780
	PM Peak (16:00-18:00)	1610	252	13%	26	1%	1888
	Off-Peak	7365	1571	17%	173	2%	9109
	12 hr total (07:00-19:00)	9073	1862	17%	188	2%	11123
	24 hr total	11337	2205	16%	235	2%	13777
SB	AM Peak (07:00-09:00)	996	277	21%	41	3%	1314
	PM Peak (16:00-18:00)	2442	268	10%	20	1%	2730
	Off-Peak	7198	1383	16%	155	2%	8736
	12 hr total (07:00-19:00)	8470	1686	16%	186	2%	10342
	24 hr total	10636	1928	15%	216	2%	12780
Two-Way Total (24 hr)		21,973	4,133	16%	451	2%	26,557

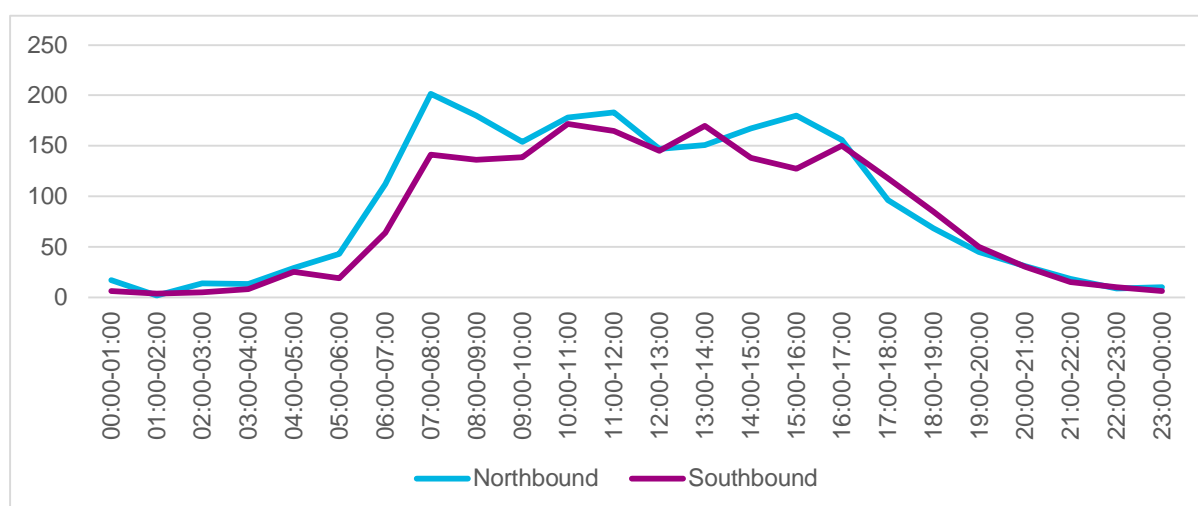


Figure 7.24: ATC Surveys - HGV Counts on Wellington Road to the South of Hareness Roundabout

7.9 Summary

This chapter has provided an overview of the modelling work that has been undertaken to support the detailed appraisal of options. The next chapter sets out the appraisal against TPOs.

8. TPO Appraisal

8.1 Introduction

This chapter provides an appraisal of the option packages against the TPOs developed for the study. As discussed in the previous chapter, this appraisal is based on the outputs of the model adjustments implemented in each package in April 2021.

8.2 Transport Planning Objectives

As noted in **Chapter 4**, the final TPOs for the study are:

- **TPO1:** Provide greater priority to sustainable modes of transport on the corridor and facilitate locking in of the benefits of the AWPR;
- **TPO2:** Facilitate efficient movement of freight on the corridor, promoting access to Aberdeen South Harbour and the proposed Energy Transition Zone;
- **TPO3:** Reduce and manage traffic demands at key pinch points on the corridor, taking cognisance of the framework provided by the Roads Hierarchy;
- **TPO4:** Improve accessibility to employment and education areas on the corridor;
- **TPO5:** Promote a corridor which is safe for all users; and
- **TPO6:** Promote a transport corridor which supports air quality improvement strategies and improves public health.

Options have been assessed according to the STAG seven-point scale shown below.

xxx	xx	x	-	✓	✓✓	✓✓✓
Major negative impact	Moderate negative impact	Minor negative impact	No benefit or impact	Minor beneficial impact	Moderate beneficial impact	Major beneficial impact

8.3 Do Minimum

For the purposes of the appraisal, the Do Minimum is scored as having **no benefit or impact** against the TPOs in order to provide the basis for comparison of other options.

8.4 Active Travel Package

This section provides an assessment of the Active Travel Package against the TPOs.

8.4.1 TPO1 – Greater Priority to Sustainable Modes

The Active Travel Package would introduce interventions that seek to provide greater priority to pedestrians and cyclists on the Wellington Road corridor.

The with-flow segregated cycleway would provide dedicated priority for cyclists on both sides of the road between the city centre and the communities located along Wellington Road, including Torry, Nigg, Altens and Cove. It should be noted that this element of the package would have implications for the priority afforded to other sustainable modes, with footway widths reduced between Polwarth Road and Girdleness Road, and removal of the existing bus lane to the north of Balnagask Road. However, overall, provision of dedicated cycling infrastructure along the corridor is considered to be beneficial to pedestrians as well as cyclists.

The reconfiguration of junctions at Souterhead and Hareness (conversion of the roundabouts to signalised junctions) would provide additional priority to pedestrians and cyclists, with dedicated crossing points through each junction. This would be a notable improvement from the Do Minimum scenario, whereby there are no signalised crossing points on the Wellington Circle, Langdykes Road and Souter Head Road arms of Souterhead Roundabout, or on any arms of the roundabout at Hareness. It should be noted that this element of the Active Travel Package has a negative impact on bus journey times due to the introduction of signal control.

The right-turn ban from Wellington Road onto Abbotswell Road would not be anticipated to generate significant impacts in terms of the priority given to sustainable modes on the corridor. Pedestrians would be unaffected by this change and there are currently no bus services in operation on the corridor that require to make this manoeuvre. It is anticipated that a right-turn ban could impact on a small number of cyclists still wishing to cycle on the road, however, there is a signalised crossing point at the Abbotswell Road Junction which is considered to provide a suitable alternative for accessing Abbotswell Road.

By encouraging increased travel by active modes on the corridor, there would be complementary support for the locking in of AWPR benefits. As noted above, the Active Travel Package would reduce the priority given to buses along the corridor relative to the Do Minimum scenario and therefore, it does not fully meet the TPO by providing greater priority to all modes of sustainable travel. Overall, the Active Travel Package has been assessed as providing a **moderate beneficial impact** against TPO1.

8.4.2 TPO2 – Freight Movement

The with-flow segregated cycleway would not be anticipated to have a significant impact on the movement of freight along the corridor. To incorporate the cycleway, right-turn filter lanes have been removed at Craigshaw Drive and Greenbank Road. Based on junction turning counts undertaken for the development of the Wellington Road Corridor Microsimulation Model, there are very few HGV movements from Wellington Road onto Craigshaw Drive (2 in both the AM and PM peaks) and from Wellington Road onto Greenbank Road (7 in the AM peak; 1 in the PM peak) and therefore, it is not anticipated that there would be a notable impact on the efficient movement of freight as a result of this intervention.

The reconfiguration of junctions at Southerhead and Hareness would result in delays for all vehicles, including HGVs. It is anticipated that this would have a negative impact on freight movements, including to Aberdeen South Harbour and the proposed Energy Transition Zone via Hareness Road. Overall, the Active Travel Package is estimated to result in longer journey times (~2 minutes longer) in the morning peak for southbound HGVs and in the evening peak for HGVs travelling in both directions (~2 minutes northbound and ~1.5 minutes southbound).

The right-turn ban from Wellington Road onto Abbotswell Road would not be anticipated to have a significant impact on the movement of freight along the corridor. Based on junction turning counts undertaken for the development of the base model, there are very few HGV movements from Wellington Road onto Abbotswell Road (10 in the AM peak; 4 in the PM peak).

Overall, the Active Travel Package has been assessed as providing a **moderate negative impact** against TPO2 due to the delays caused to freight vehicles as a result of reconfiguration at Southerhead and Hareness.

8.4.3 TPO3 – Traffic Management

For the purposes of the assessment against TPO3, the key pinch points on the Wellington Road corridor have been identified as junctions at Southerhead, Hareness and Balnagask Road.

In the AM peak northbound, end-to-end journey times are shown to be in line with the Do Minimum. It is anticipated that the proposed reconfiguration of Hareness Roundabout could result in some delays at this pinch-point, however, there are some anticipated savings to the north of Balnagask Road for northbound vehicles. This is attributed to delays further south on the network, which slightly reduces traffic volumes between Balnagask Road and QEB and additionally, the proposed changes in staging at the Balnagask Road Junction means that right-turners can take gaps in the opposing movement to turn into the side roads.

In the AM peak southbound, end-to-end journey times are shown to be approximately 2 minutes longer than the Do Minimum. This is attributed to increased journey times through the proposed signalised junctions at Southerhead and Hareness.

In the AM peak, delays are also anticipated on the side road approaches to Southerhead, which is shown to result in some rerouting onto the Coast Road and through Altens Industrial Estate. This would be contrary to the principles of the roads hierarchy, which looks to encourage use of the priority route (Wellington Road) for vehicles in order to protect less appropriate, parallel routes.

In the PM peak northbound, end-to-end journey times are shown to be approximately 2 minutes longer than the Do Minimum. This can mainly be attributed to a delay through Southerhead as a result of the proposed reconfiguration, where green time for northbound traffic on Wellington Road is limited as a result of the requirement to provide sufficient green time for vehicles exiting Altens Industrial Estate via Souther Head Road.

In the PM peak southbound, journey times remain similar to the Do Minimum throughout the length of the corridor.

Overall, the Active Travel Package has been assessed as providing a **moderate negative impact** against TPO3 as it would be anticipated to exacerbate the key pinch-points at Southerhead and Hareness, particularly in the AM peak southbound and the PM peak northbound. There is also some evidence of rerouting onto less appropriate, parallel routes as a result of the interventions, which is counter to the principles of the road hierarchy.

8.4.4 TPO4 – Accessibility to Employment and Education

The with-flow segregated cycleway would enhance accessibility to employment and education areas on the corridor for cyclists through the provision of dedicated cycle priority along the length of the corridor. The cycleway would not be anticipated to improve the ability for pedestrians, bus users and car drivers to access employment and education areas on the corridor.

The reconfiguration of junctions at Southerhead and Hareness (conversion of the roundabouts to signalised junctions) would improve accessibility to employment and education areas on the corridor for pedestrians and

cyclists, particularly in terms of facilitating access to Lochside Academy for school pupils crossing from the east side of Wellington Road. Modelling results indicate that reconfiguration of the junctions would cause delay to all vehicles, and therefore, this intervention would have negative impacts on accessibility by bus and by car.

The right-turn ban from Wellington Road onto Abbotswell Road would not be anticipated to generate significant impacts on the ability for pedestrians, cyclists, and bus users to access employment and education areas on the corridor. However, it would be anticipated to slightly reduce the accessibility by car of employment locations that are accessed from Abbotswell Road and the wider network via West Tullos Road.

Overall, the Active Travel Package would be anticipated to improve accessibility to employment and education areas for pedestrians and cyclists whilst reducing accessibility to these locations for bus and car users. Whilst there is a reduction in accessibility for bus and car users associated with increased journey times (for some journeys), employment and education areas would continue to be accessible via these modes. Overall, therefore, it has been assessed as providing a **minor beneficial impact** against TPO4.

8.4.5 TPO5 – Safety for Users

The with-flow segregated cycleway would be anticipated to enhance safety and perceptions of safety as it would segregate cyclists from the main vehicular carriageway and therefore reduce interactions and conflicts between motorised vehicle users and cyclists along the corridor. It would also introduce full segregation between pedestrians and cyclists, which would also be anticipated to generate safety improvements and contribute to improved feelings of safety, particularly for pedestrians.

It should be noted that engagement with ACC officers indicated that historically, road traffic collisions on the corridor have involved pedestrians in collision with vehicles outwith controlled crossing points along the corridor. To incorporate the cycleway, the central reservation would require removal between Hareness Roundabout and Polwarth Road, which would reduce the availability of safe spaces for crossing (primarily for pedestrians) outwith the dedicated crossing points along the corridor, with potential detrimental impacts on safety. It should be noted that removal of the central reservation was proposed based on the desire to use existing road space and to limit impacts on biodiversity in the existing verges of the corridor where possible. In the interests of pedestrian safety, during future preliminary and detailed design stages, the potential to provide either a reduced central reservation or additional crossing points could be investigated to ensure existing pedestrian desire lines are accommodated, whilst still taking into consideration biodiversity and land take on the corridor. A detailed survey of pedestrian movements would be recommended to support these decisions.

In terms of active travel provision, a with-flow cycleway (as proposed in this package) provides safety benefits relative to a two-way cycleway (as proposed in the Multi-Modal Package) due to the reduced requirement to cross the road in order to reach the destination and due to the with-flow nature of the lanes on each side of the road meaning that cyclists travelling in opposite directions do not have to pass close to each other along particularly steep sections of the corridor where it is likely that those travelling northbound would be doing so at much higher speeds.

The Active Travel Package is modelled to result in an increase in the number of accidents and the severity of accidents as a result of reconfiguration at Souterhead and Hareness. It should be emphasised, however, that this is only based on general traffic accidents and there are limitations with the modelling software that should be borne in mind (as outlined in **Section 9.3.2**).

Whilst roundabouts are the safest form of at-grade junction for general traffic, around 10% of all reported accidents involving cyclists occur at roundabouts. Of these, 11% are likely to be either serious or fatal, and more than 50% involve a motorist entering a roundabout and colliding with a cyclist using the circulatory carriageway (TAL 9/97). Cyclist accident rates at roundabouts are four times that for motor vehicle drivers, with the most hazardous types of roundabout for cyclists those that are large, unsignalised and with multiple circulation lanes. In terms of the two junctions under consideration at Souterhead and Hareness, analysis of CrashMap indicates that there has been one personal injury accident in the last five years and this involved a pedal cyclist at Hareness Roundabout.

It is therefore considered that reconfiguration of the junctions, and especially Hareness Junction due to the currently uncontrolled nature of the roundabout, would generate significant safety improvements for active travel users. As demonstrated in **Section 9.4** as part of the appraisal against the STAG Economy Criteria, the Active Travel Package is anticipated to generate an increase in active travel use and it is therefore important to consider the potential safety implications of improving the wider network infrastructure without providing improved facilities through these key junctions.

The right-turn ban from Wellington Road onto Abbotswell Road would not be anticipated to generate significant impacts in terms of safety.

Overall, the Active Travel Package is considered to provide **no benefit or impact** against TPO5. This reflects the balance between safety improvements (associated with the with-flow segregated cycleway and the reconfiguration of Hareness and Souterhead for active travel users) and potential negative safety implications (associated with the increased accident severity for general traffic due to the reconfiguration at Hareness and Souterhead and the proposed removal of the central reservation between Hareness and Polwarth Road in order to accommodate the cycleway).

8.4.6 TPO6 – Air Quality and Health

The with-flow cycleway provides a consistent and coherent option for cycle trips along the Wellington Road corridor, which would be considered to provide a viable alternative to vehicle trips for some users of the corridor, both for commuting and leisure purposes and could facilitate a degree of modal shift. This could result in minor air quality benefits associated with reduced private vehicle trips, with subsequent benefits to public health associated with reduced exposure to air pollution and increased exercise.

The reconfiguration of junctions at Hareness and Southerhead would provide safety and accessibility improvements for active travel users, which would be anticipated to increase the levels of walking and cycling and accordingly, support improvements to public health. It is possible that the junction improvements could encourage more people to walk and cycle for short trips as opposed to driving, which could additionally have minor benefits on local air quality due to reduced vehicle emissions. However, the proposed junction changes are anticipated to result in delays to all vehicles, which could have detrimental impacts on air quality.

The right-turn ban from Wellington Road onto Abbotswell Road would not be anticipated to generate significant improvements in terms of air quality or public health.

Modelling results indicate that the Active Travel Package could result in increased congestion and queueing along some sections of the corridor and therefore increased air quality emissions could arise, including from rerouting in order to avoid congestion. This could have subsequent negative impacts on public health associated with increased exposure to air pollution.

Overall, at this stage, the Active Travel Package is considered to provide **no benefit or impact** against TPO6. This reflects the potential for positive impacts relating to modal shift balanced against the adverse impacts that would be caused by congestion on the road network.

It should be noted that air quality impacts would be dependent on the fleet composition and negative impacts would be anticipated to reduce over time with increased uptake of alternative fuel vehicles and sales of new petrol and diesel cars and vans to be banned from 2030.

8.5 Public Transport Package

This section provides an assessment of the Public Transport Package against the TPOs.

8.5.1 TPO1 – Greater Priority to Sustainable Modes

The Public Transport Package would introduce interventions that seek to provide greater priority to bus users on the Wellington Road corridor, however, it is considered that there could also be minor beneficial impacts for other sustainable modes.

The introduction of additional sections of bus lane along the corridor (relative to the Do Minimum) would enhance priority for bus users between Southerhead and QEB. The loss of space for general traffic along sections of the corridor is considered to place more emphasis on providing enhanced priority to shared travel modes over private car travel and this is likely to be similarly perceived by both bus operators and the wider public – reflecting that there is a move on the corridor to lock in the benefits of the AWPR. Whilst the introduction of bus lanes would not enhance priority for pedestrians, it may provide slight benefits to cyclists by reducing the number of locations along the corridor that cyclists are required to share space with general traffic (assuming cyclists are permitted to use the bus lanes implemented as part of this package).

The introduction of bus priority signals at Southerhead Roundabout would also enhance priority for bus users on southbound services towards Cove and the A92 corridor.

The reconfiguration of Hareness Roundabout (conversion of the roundabout to a signalised junction) would provide additional priority to pedestrians and cyclists, with dedicated crossing points through each junction. This would be a notable improvement from the Do Minimum scenario, whereby there are no signalised crossing points on any arm of the roundabout. It should be noted that this element of the Public Transport Package has a negative impact on bus journey times for southbound movements (in the PM peak) due to the introduction of signal control.

The right-turn ban from Wellington Road onto Abbotswell Road would not be anticipated to generate significant impacts in terms of the priority given to sustainable modes on the corridor, as outlined in the analysis of the Active Travel Package.

Overall, the Public Transport Package is considered to provide a **minor beneficial impact** against TPO1.

8.5.2 TPO2 – Freight Movement

The introduction of additional sections of bus lane along the corridor (relative to the Do Minimum) reduces capacity for general traffic between Southerhead Roundabout and QEB, which leads to longer journey times for HGVs sharing the road capacity with all other vehicles.

The introduction of bus priority signals would not be anticipated to have a significant impact on the movement of freight along the corridor.

The reconfiguration of the junction at Hareness would result in delays for all vehicles, including HGVs (particularly for southbound HGVs in the PM peak). It is anticipated that this would have a negative impact on freight movements, including to Aberdeen South Harbour and the proposed Energy Transition Zone via Hareness Road.

The right-turn ban from Wellington Road onto Abbotswell Road would not be anticipated to have a significant impact on the movement of freight along the corridor. Based on junction turning counts undertaken for the development of the base model, there are very few HGV movements from Wellington Road onto Abbotswell Road (10 in the AM peak; 4 in the PM peak).

Overall, the Public Transport Package has been assessed as providing a **moderate negative impact** against TPO2.

8.5.3 TPO3 – Traffic Management

In the AM peak northbound, end-to-end journey times are shown to be in line with the Do Minimum. Whilst the Public Transport Package is shown to provide a slight improvement to journey times on approach to Souterhead Roundabout, increased queueing is anticipated at Hareness as a result of the proposed reconfiguration, which means there is an overall journey time increase in this southern section. The continuation of additional sections of bus lane between Hareness and Balnagask Road would also be anticipated to result in additional delay to general traffic between Craigshaw Road and Balnagask Road.

In the AM peak southbound, end-to-end journey times are shown to be approximately 2 minutes longer than the Do Minimum. The biggest delay for general traffic is anticipated between QEB and the junction at Balnagask Road due to the addition of a bus lane restricting general traffic into one lane on approach to the junction. A slight delay was also evidenced on approach to Hareness Junction as a result of the proposed reconfiguration.

In the PM peak northbound, end-to-end journey times are shown to be slightly longer (approximately 30 seconds) than the Do Minimum. Whilst the journey time profile would generally be anticipated to be similar to the Do Minimum, slight increases were shown for general traffic between Balnagask Road and QEB.

In the PM peak southbound, end-to-end journey times are shown to be over 2 minutes longer than the Do Minimum. The biggest delay for general traffic would be anticipated on approach to Hareness due to a section of bus lane to the north of Hareness reducing the capacity for general traffic and due to the proposed reconfiguration of Hareness Junction itself.

Overall, the Public Transport Package has been assessed as providing a **moderate negative impact** against TPO3 as it would be anticipated to exacerbate the key pinch-points at Hareness and Balnagask Road for southbound movements in both the AM and PM peaks. The proposed introduction of sections of northbound bus lane, however, does not appear to cause significant detrimental impacts for general traffic.

8.5.4 TPO4 – Accessibility to Employment and Education

The introduction of sections of bus lane along the corridor would enhance accessibility to employment and education areas by bus. The bus lane would not be anticipated to improve the ability for pedestrians, cyclists, or car drivers to access employment and education areas on the corridor, although there may be minor benefits for cyclists using the bus lane (assuming cyclists are permitted to use the bus lanes implemented as part of this package).

The reconfiguration of Hareness Roundabout (conversion to a signalised junction) would improve accessibility to employment and education areas on the corridor for pedestrians and cyclists, however, modelling results indicate that it would cause delay to all vehicles, and therefore, this intervention would have negative impacts on accessibility by bus and by car.

The introduction of bus priority signals at Souterhead would not be anticipated to have an impact on accessibility to employment and education areas and it should be noted that there are no accessibility benefits at Souterhead for pedestrians and cyclists relative to the Do Minimum that would facilitate access to Lochside Academy for school pupils or to employment areas located in the Wellington Circle area.

The right-turn ban from Wellington Road onto Abbotswell Road would not be anticipated to generate significant impacts on the ability for pedestrians, cyclists, and bus users to access employment and education areas on the corridor. However, it would be anticipated to slightly reduce the accessibility by car of employment locations that are accessed from Abbotswell Road and the wider network via West Tullos Road.

Overall, the Public Transport Package would be anticipated to provide minor accessibility improvements to employment and education areas for pedestrians, cyclists (although not to the same extent as the Active Travel Package), and bus users whilst reducing accessibility to these locations for car users. Overall, therefore, it has been assessed as providing **no benefit or impact** against TPO4.

8.5.5 TPO5 – Safety for Users

The introduction of sections of bus lane along the corridor, the introduction of bus priority signals at Southerhead and the introduction of a right-turn ban from Wellington Road onto Abbotswell Road would not be anticipated to generate significant impacts in terms of safety.

The Public Transport Package is modelled to result in an increase in the number of accidents and severity of accidents as a result of the junction reconfiguration at Hareness. In line with the analysis for the Active Travel Package, however, it should be emphasised that this is only based on general traffic accidents and there would be anticipated safety improvements for active travel users through the introduction of signal control at this location. Reconfiguration of Hareness may also improve feelings of safety amongst motorists, including HGV drivers, through the introduction of controlled crossing points for active travel users.

Overall, the Public Transport Package is considered to provide **no benefit or impact** against TPO5. This reflects the balance between negative safety implications for general traffic that would be anticipated through the conversion of the existing roundabout to signals and the safety improvements that would be anticipated for active travel users through the introduction of signal control at the junction.

8.5.6 TPO6 – Air Quality and Health

The introduction of additional sections of bus lane along the corridor (relative to the Do Minimum) and the introduction of bus priority signals would not be anticipated to generate significant impacts in terms of public health. The bus lanes are anticipated to generate a slight benefit for bus users (travelling northbound in the PM peak), which could facilitate modal shift towards bus, however, it is not considered that the savings overall are significant enough to generate a substantial shift away from private vehicle travel. The bus lanes would reduce capacity for general traffic for significant sections of the corridor between Southerhead Roundabout and QEB, which would be anticipated to result in delays, with subsequent detrimental impacts on air quality (and subsequent knock-on impacts for public health).

The reconfiguration of Hareness Roundabout would provide safety and accessibility improvements, which would be anticipated to increase levels of walking and cycling and accordingly, support improvements to public health. It is possible that changes to the junction at Hareness could encourage more people to walk and cycle for short journeys as opposed to driving, which could additionally have minor benefits on local air quality due to reduced vehicle emissions. However, reconfiguration of the junction is anticipated to result in delays to all vehicles, which is likely to result in detrimental impacts in terms of air quality.

The right-turn ban from Wellington Road onto Abbotswell Road would not be anticipated to generate significant improvements in terms of air quality or public health.

Overall, the Public Transport Package is not anticipated to result in significant increases in walking and cycling due to the more limited interventions for active travel in this package. It is also not considered that the benefits created by the introduction of additional lengths of bus lane along the corridor would be significant enough to generate a substantial mode shift from private cars to public transport and therefore it is considered that there could be negative overall impacts in terms of air quality and public health associated with increased delays on the road network. Overall, the Public Transport Package has been assessed as providing a **minor negative impact** against TPO6.

It should be noted that air quality impacts would be dependent on the fleet composition and negative impacts would be anticipated to reduce over time with increased uptake of alternative fuel vehicles and sales of new petrol and diesel cars and vans to be banned from 2030.

8.6 Multi-Modal Travel & Transport Package

This section provides an assessment of the Multi-Modal Package against the TPOs.

8.6.1 TPO1 – Greater Priority to Sustainable Modes

The Multi-Modal Package would introduce interventions that seek to provide greater priority to pedestrians, cyclists, and bus users on the Wellington Road corridor.

The two-way segregated cycleway would provide dedicated priority for cyclists on one side of the road (assumed on the east side) between the city centre and the communities located along Wellington Road, including Torry, Nigg, Altens and Cove. Whilst this is an improvement from the Do Minimum scenario, the two-way cycleway would introduce difficulties for users accessing the infrastructure from the west of Wellington Road and side roads. The two-way cycleway requires cyclists to cross lanes of traffic to access the infrastructure (from the west), which could limit use of the route. The two-way segregated cycleway would be anticipated to generate minor benefits for pedestrians by introducing greater segregation between modes.

The reconfiguration of Hareness Roundabout (conversion of the roundabout to a signalised junction) would provide additional priority to pedestrians and cyclists, with dedicated crossing points through each junction. This would be a notable improvement from the Do Minimum scenario, whereby there are no signalised crossing points on any

arm of the roundabout. It should be noted that this element of the Multi-Modal Package has a negative impact on bus journey times for northbound movements in the AM peak and for southbound movements in the PM peak due to the introduction of signal control.

The introduction of toucan crossing points at Souterhead would provide additional priority to pedestrians and cyclists at this junction. This would be a notable improvement from the Do Minimum scenario, whereby there are no signalised crossing points on the Wellington Circle, Langdykes Road, and Souter Head Road arms of the roundabout.

The introduction of sections of shared bus/HGV lane along the corridor would enhance priority for bus users between Souterhead and QEB. In line with the Public Transport Package, the loss of space for general traffic along sections of the corridor is considered to place more emphasis on providing enhanced priority to shared travel modes over private car travel, which is in line with national, regional, and local policy objectives.

The right-turn ban from Wellington Road onto Abbotswell Road would not be anticipated to generate significant impacts in terms of the priority given to sustainable modes on the corridor, as outlined in the analysis of the Active Travel Package.

Overall, the Multi-Modal Package is considered to provide a **moderate beneficial impact** against TPO1.

8.6.2 TPO2 – Freight Movement

The Multi-Modal Package is the only package that introduces dedicated priority for HGVs along the Wellington Road corridor.

The two-way segregated cycleway, the introduction of toucan crossing points at Souterhead and the introduction of a right-turn ban from Wellington Road to Abbotswell Road would not be anticipated to have a significant impact on the movement of freight along the corridor. To incorporate the cycleway, right-turn filter lanes have been removed at Craigshaw Drive and Greenbank Road. Based on junction turning counts undertaken for the development of the Wellington Road Corridor Microsimulation Model, there are very few HGV movements from Wellington Road onto Craigshaw Drive (2 in both the AM and PM peaks) and from Wellington Road onto Greenbank Road (7 in the AM peak; 1 in the PM peak) and therefore, it is not anticipated that there would be a notable impact on the efficient movement of freight as a result of this intervention.

The reconfiguration of the junction at Hareness would result in delays for HGVs (particularly for southbound vehicles during the PM peak), which would have a negative impact on freight movements, including to/from Aberdeen South Harbour and the proposed Energy Transition Zone via Hareness Road.

The introduction of sections of shared bus/HGV lane along the corridor would provide journey time benefits for HGVs northbound during the PM peak, which would facilitate movement to Aberdeen South Harbour and the proposed Energy Transition Zone. It should be noted that the preferred route to Aberdeen South Harbour is via Hareness Road, which would require HGVs to leave the shared bus/HGV lane and use the lane shared with general traffic in order to turn right at the junction onto Hareness Road.

Overall, the Multi-Modal Package has been assessed as providing a **minor beneficial impact** against TPO2.

8.6.3 TPO3 – Traffic Management

In the AM peak northbound, end-to-end journey times are shown to be approximately 1 minute longer than the Do Minimum. The proposed reconfiguration of Hareness Roundabout and the inclusion of a shared bus/HGV lane between Hareness and Craigshaw Road results in slightly longer journey times between Souterhead and Craigshaw Road. However, it is anticipated that there are journey time savings for general traffic between Craigshaw Road and Balnagask Road as a result of changes to the signal settings at the Balnagask Road Junction, which allows right-turners to take gaps in the southbound traffic in order to access Balnagask Road.

In the AM peak southbound, end-to-end journey times are shown to be in line with the Do Minimum. A marginal reduction in journey time would be anticipated between Balnagask Road and Craigshaw Road, again attributed to the revised signal settings at the Balnagask Road Junction. In addition, the introduction of shared bus/HGV lanes between Craigshaw Road and Hareness would not be anticipated to have a significant impact on journey times for general traffic due to the lower traffic volumes in the southbound direction during the morning peak period.

In the PM peak northbound, end-to-end journey times are shown to be in line with the Do Minimum. There is a journey time improvement between Craigshaw Road and the junction at Balnagask Road of approximately 1 minute, however, it is anticipated that there would be a relocation of the queue evidenced in the Do Minimum model from the Balnagask Road Junction to the approach to QEB.

In the PM peak southbound, end-to-end journey times are shown to be approximately 3 minutes longer than the Do Minimum. The biggest delay for general traffic would be anticipated between Craigshaw Road and Souterhead, where the presence of shared bus/HGV lanes are shown to cause delays to general traffic. In addition, the removal of dedicated right-turning lanes at the Craigshaw Drive and Greenbank Road junctions in order to accommodate the two-way segregated cycleway causes additional delay.

Overall, the Multi-Modal Package has been assessed as providing a **moderate negative impact** against TPO3 as it would be anticipated to exacerbate key pinch-points, particularly for southbound vehicles in the PM peak.

8.6.4 TPO4 – Accessibility to Employment and Education

The two-way segregated cycleway would enhance accessibility to employment and education areas on the corridor for cyclists through the provision of dedicated cycle priority along the length of the corridor, although to a notably lesser extent compared to the with-flow cycleway option in the Active Travel Package due to the requirement to cross Wellington Road to access locations in West Tullos Industrial Estate or employment and education areas in the Wellington Circle area, including Lochside Academy.

The reconfiguration of Hareness Roundabout would improve accessibility to employment and education areas on the corridor for pedestrians and cyclists, however, modelling results indicate that it would cause delay to all vehicles, and therefore, this intervention would have negative impacts on accessibility by bus and by car.

The introduction of toucan crossing points at Souterhead would enhance accessibility to employment and education areas on the corridor, particularly for pedestrian and cycle movements from residential areas on the east side of Wellington Road to the Wellington Circle area, including to Lochside Academy.

The introduction of sections of shared bus/HGV lane along the corridor would provide some minor accessibility improvements for bus users based on reduced journey times for northbound movements in the PM peak, however, overall benefits to bus users are considered to be limited. The shared lane would not be anticipated to improve the ability for pedestrians, cyclists, or car drivers to access employment and education areas on the corridor.

The right-turn ban from Wellington Road onto Abbotswell Road would not be anticipated to generate significant impacts on the ability for pedestrians, cyclists, and bus users to access employment and education areas on the corridor. However, it would be anticipated to reduce the accessibility by car of employment locations that are accessed from Abbotswell Road and the wider network via West Tullos Road.

Overall, the Multi-Modal Package would be anticipated to improve accessibility to employment and education areas for pedestrians, cyclists and, to a lesser extent, bus users, whilst reducing the accessibility to these locations by car. Overall, therefore, it has been assessed as providing a **minor beneficial impact** against TPO4.

8.6.5 TPO5 – Safety for Users

The two-way segregated cycleway would provide segregated cycling infrastructure along the Wellington Road corridor, which would be anticipated to enhance safety as it would remove cyclists from the main carriageway and therefore reduce interactions between motorised vehicle users and cyclists along the corridor. As noted under the appraisal of the Active Travel Package, there are some safety concerns associated with the two-way cycleway relating to the requirement to cross the road more frequently in order to reach the destination and due to cyclists travelling in opposite directions having to pass close to each other, particularly along steep sections of the corridor where it is likely that those travelling northbound would be doing so at much higher speeds. Further, the two-way cycleway would require removal of the central reservation between Greenbank Road and Polwarth Road, which would reduce the availability of safe spaces for crossing outwith the dedicated crossing points along the corridor. In line with the Active Travel Package, should this intervention progress, it would be recommended that future preliminary and detailed design stages consider the potential for either a reduced central reservation or additional crossing points along the corridor to mitigate negative impacts on pedestrian safety.

The Multi-Modal Package is modelled to result in increased accidents for general traffic as a result of signalisation at Hareness. In line with the analysis for the Active Travel Package, however, it should be emphasised that this is only based on general traffic accidents and there would be anticipated safety improvements for active travel users through the introduction of signal control at this location. Reconfiguration of Hareness may also improve feelings of safety amongst motorists, including HGV drivers, through the introduction of controlled crossing points for active travel users. As demonstrated in **Section 9.4** as part of the appraisal against the STAG Economy Criteria, the Multi-Modal Package is anticipated to generate an increase in active travel use and it is therefore important to consider the potential safety implications of improving the wider network infrastructure without providing improved facilities through these key junctions.

At Souterhead Roundabout, the introduction of toucan crossings would be anticipated to provide safety improvements for pedestrians and cyclists.

The introduction of sections of shared bus/HGV lanes along the corridor and the introduction of a right-turn ban from Wellington Road onto Abbotswell Road would not be anticipated to generate significant impacts in terms of safety.

Overall, the Multi-Modal Package is considered to provide a **minor beneficial impact** against TPO5. This reflects the balance between the anticipated safety improvements generated by the two-way segregated cycleway, the introduction of additional toucan crossing points at Souterhead and the reconfiguration of Hareness (for active travel users) and the negative safety implications for general traffic that would be anticipated through the conversion of the existing roundabout at Hareness to signals.

8.6.6 TPO6 – Air Quality and Health

The two-way segregated cycleway provides a consistent and coherent option for cycle trips along the Wellington Road corridor, which could facilitate a degree of modal shift to cycling, with resultant beneficial impacts in terms of public health and air quality. However, it is considered that the two-way cycleway option would be less likely to generate significant modal shift relative to the with-flow cycleway option, due to the more limited accessibility provided by this option because of the need to cross the road more frequently for accessing destinations on the west side of the corridor.

The reconfiguration of Hareness Roundabout would provide safety and accessibility improvements, which would be anticipated to increase levels of walking and cycling and accordingly, support improvements to public health. It is possible that changes to the junction at Hareness could encourage more people to walk and cycle for short journeys as opposed to driving, which could additionally have minor benefits on local air quality due to reduced vehicle emissions. However, signalisation of the junction is anticipated to result in delays to all vehicles, which is likely to result in detrimental impacts in terms of air quality. At Souterhead, the introduction of toucan crossing points would also be anticipated to increase levels of walking and cycling between residential areas to the east of Wellington Road and the Wellington Circle area, supporting improvements to public health.

The introduction of sections of shared bus/HGV lanes along the corridor would not be anticipated to generate significant impacts in terms of public health. The shared lanes are anticipated to generate a slight benefit for bus users (travelling northbound in the PM peak), which could encourage modal shift towards bus, however, it is not considered that the savings overall are significant enough to generate a substantial shift away from private vehicle travel. The shared lanes would reduce capacity for general traffic for significant sections of the corridor between Souterhead Roundabout and QEB, which would be anticipated to result in delays, with subsequent detrimental impacts on air quality (and subsequent knock-on impacts for public health).

The right-turn ban from Wellington Road onto Abbotswell Road would not be anticipated to generate significant improvements in terms of air quality or public health.

Modelling results indicate that the Multi-Modal Package could result in increased congestion and queueing along some sections of the corridor and therefore increased air quality emissions could arise, including from rerouting in order to avoid congestion. This could have subsequent negative impacts on public health associated with increased exposure to air pollution.

Overall, at this stage, the Multi-Modal Package is considered to provide **no benefit or impact** against TPO6. This reflects the potential for positive impacts relating to modal shift balanced against the adverse impacts that would be caused by congestion on the road network.

It should be noted that air quality impacts would be dependent on the fleet composition and negative impacts would be anticipated to reduce over time with increased uptake of alternative fuel vehicles and sales of new petrol and diesel cars and vans to be banned from 2030.

8.7 Additional Lane Sub-Test

This section provides a high-level overview of the performance of the additional lane sub-test against the TPOs. As described in **Section 7.1**, the sub-test undertaken was based on the components of the Multi-Modal Package, with the inclusion of an additional lane northbound between Charleston Road North and Hareness for use by buses and HGVs.

Against TPO1, the sub-test would provide additional priority for buses (and HGVs), however, priority for pedestrians and cyclists would be reduced relative to the Multi-Modal Package. Whilst the Multi-Modal Package provides a two-way segregated cycleway along the length of the corridor, in order to accommodate this in combination with the additional lane for buses and HGVs in the sub-test, it is anticipated that the central reservation would have to be removed or land would have to be acquired on the west side of Wellington Road. Overall, therefore, it has been assessed as providing a **minor beneficial impact** against TPO1.

Against TPO2, the sub-test would provide northbound journey time savings for HGVs of around 2 minutes in the AM peak and a similar saving in the PM peak. Whilst there remains some delay to southbound HGVs during the PM peak, overall, it is considered that the sub-test would facilitate freight movements along the corridor and for access to Aberdeen South Harbour and the proposed Energy Transition Zone. Therefore, it has been assessed as providing a **minor beneficial impact** against TPO2.

Against TPO3, the sub-test provides similar end-to-end journey times to the Do Minimum in the AM peak. Whilst journey time savings are evident through pinch-points at Souterhead and Hareness for northbound vehicles, this is off-set by delays further north due to the addition of shared lanes along sections to the north of Hareness. In the PM peak, the sub-test provides similar journey times to the Do-Minimum for northbound movements, however, delays of approximately 3 minutes are anticipated for southbound movements. Overall, it has been assessed as providing a **moderate negative impact** against TPO3 as pinch-points at Hareness and Souterhead could be exacerbated for southbound movements.

Against TPO4, the sub-test would be anticipated to provide the same benefits to accessibility that have been outlined for the Multi-Modal Package in terms of the reconfiguration of Hareness Roundabout, the introduction of

additional toucan crossing points at Southerhead and the introduction of segregated infrastructure for cyclists (north of Hareness). To the south of Hareness, the additional lane present in the sub-test may result in detrimental impacts in access to education and employment areas for pedestrians and cyclists whilst improving accessibility to these areas for buses and HGVs. Overall, it has been assessed as providing a **minor beneficial impact** against TPO4.

Against TPO5, the sub-test would be anticipated to provide the same safety benefits as the Multi-Modal Package in terms of the two-way segregated cycleway (providing increased segregation between all users to the north of Hareness), the introduction of additional toucan crossing points at Southerhead and the reconfiguration of Hareness (for active travel users). In line with the Multi-Modal Package, the sub-test would also be anticipated to generate safety disbenefits for general traffic as a result of the reconfiguration at Hareness. In the sub-test, the introduction of the additional lane between Charleston Road North and Hareness means that additional land may require to be purchased or the central reservation removed in order to accommodate the two-way segregated cycling infrastructure along this section. Without the implementation of the two-way segregated cycleway, it is considered that there could be detrimental impacts to safety and perceptions of safety relative to the Do Minimum due to the requirement to cross an additional lane of traffic for east-west movements. Overall, due to the safety benefits that would be anticipated along other sections of the route, on balance it has been assessed as providing **no benefit or impact** against TPO5.

Against TPO6, the additional lane for buses and HGVs that is introduced as part of the sub-test could have detrimental impacts on air quality and public health by providing more road capacity to motor vehicles, which could subsequently act as a deterrent to completing trips by walking or cycling. It is anticipated that the additional lane could not be introduced in combination with the two-way segregated cycleway without removal of the central reservation or the acquisition of land on the west side of the road, which could have further detrimental impacts against this objective. Whilst the additional lane is anticipated to result in fewer delays through the key junctions at Southerhead and Hareness, modelling results indicate that delays would move further north on the corridor and therefore, it is not expected to result in air quality benefits overall. Overall, therefore, the sub-test has been assessed as providing a **minor negative impact** against TPO6.

8.8 Summary of TPO Appraisal

A summary of the assessment against the TPOs for the study is shown in the table below.

Table 8.1: Summary of TPO Appraisal

Package	Performance vs TPO					
	TPO1 – Sustainable Modes Priority	TPO2 – Freight	TPO3 – Traffic Management	TPO4 - Accessibility	TPO5 - Safety	TPO6 – Air Quality & Public Health
Do Minimum	-	-	-	-	-	-
Active Travel	✓✓	xx	xx	✓	-	-
Public Transport	✓	xx	xx	-	-	x
Multi-Modal	✓✓	✓	xx	✓	✓	-
Sub-Test	✓	✓	xx	✓	-	x

The high level review of the additional lane sub-test against the TPOs indicated that it does not perform as strongly as the Multi-Modal Package. Therefore, only the Multi-Modal Package has been considered as part of the assessment against the remainder of the appraisal criteria, given that the Multi-Modal Package contains the same component parts as the additional sub-test, with the exception of the additional lane northbound between Southerhead and Hareness for buses and HGVs and as a result, no segregated active travel provision along this section.

It should be noted that **Chapter 12** outlines potential mitigation measures that could be implemented to reduce some of the negative impacts shown, particularly with regards TPO2 and TPO3.

The next chapter outlines the appraisal of each of the identified packages against the five STAG Criteria; Environment, Safety, Economy, Integration and Accessibility & Social Inclusion.

9. STAG Criteria Appraisal

9.1 Introduction

This chapter outlines the appraisal of each of the identified packages against the five STAG Criteria covering the Environment, Safety, Economy, Integration and Accessibility & Social Inclusion, and their related sub-criteria as detailed in the following sections. In line with the assessment against TPOs, the appraisal against STAG Criteria is based on the outputs of the model adjustments implemented in each package in April 2021 (as outlined in **Section 7.4**).

In line with STAG, a seven-point assessment scale has been undertaken for each option against the STAG Criteria as shown in **Table 9.1**.

Table 9.1: STAG Seven-Point Scale

Impact	Description
Major beneficial impact (✓✓✓)	These are benefits or positive impacts which, depending on the scale of benefit, should be a principal consideration when assessing an option.
Moderate beneficial impact (✓✓)	The option is anticipated to have a moderate benefit or positive impact which, when taken in isolation, may not determine the appraisal of an option but would form a key consideration when considered alongside other factors.
Minor beneficial impact (✓)	The option is anticipated to have a small benefit or positive impact. Small benefits or impacts are those which are worth noting but are not likely to contribute materially to determining whether an option is taken forward.
No benefit or impact (-)	The option is anticipated to have no or negligible benefit or impact.
Minor negative impact (✗)	The option is anticipated to have a small negative impact. Small impacts are those which are worth noting but are not likely to contribute materially to determining whether an option is taken forward.
Moderate negative impact (✗✗)	The option is anticipated to have a moderate negative impact which, when taken in isolation may not determine the appraisal of an option but would form a key consideration when considered alongside other factors.
Major negative impact (✗✗✗)	There are negative impacts which, depending on the severity of impact, should be a principal consideration when assessing an option.

9.2 Environment

The environmental appraisal at the detailed appraisal stage includes consideration of the following criteria:

- Noise and vibration;
- Global and local air quality;
- Water quality, drainage, and flood defence;
- Biodiversity and habitats;
- Landscape and visual amenity;
- Cultural heritage; and
- Physical fitness.

It should be noted that it is considered appropriate to scope out the following environmental sub-criteria:

- Geology – the corridor does not sit within any sites designated for their geological interests; and
- Agriculture and soils – there is limited land take required for the option packages proposed; none of which is proposed to encroach onto agricultural fields.

The appraisal involved the following key steps:

- Analysis of the site and context, definition of the extent of the study, and identification and description of the receptors that have the potential to be affected by the option packages under consideration;

- Appreciation of the nature of the proposed option packages;
- Appraisal of the potential changes and implications to the existing environmental receptors; and
- Development of next steps and opportunities to consider in the design evolution in parallel with an environmental assessment process.

The sections that follow provide the key points from the appraisal of options, with **Appendix G** providing the full detail and recommendations for further work.

9.2.1 Do Minimum

For the purposes of the appraisal, the Do Minimum is scored as having **no benefit or impact** against the environment criteria in order to provide the basis for comparison of other options.

9.2.2 Active Travel Package

Noise and Vibration

The construction phase of the Active Travel Package has the potential to emit noise which could impact upon nearby noise sensitive receptors (NSRs). These impacts, whilst adverse, would be temporary and of short duration, as such they are unlikely to result in significant effects.

The operation of the Active Travel Package would potentially affect traffic noise levels as experienced by occupiers of NSRs, in the vicinity of the proposed package, and along other existing affected roads on the local road network. The potential change in noise levels at NSRs would be due to changes in road traffic flow, speeds, and percentage of HGVs, and due to the changes in road alignment or changes at junctions.

The with-flow segregated cycleway is not generally anticipated to significantly alter the alignment of the vehicles on Wellington Road, and therefore it would not significantly change noise levels at NSRs. The exceptions to this are the conversion of one northbound bus lane to an all vehicle lane to the north of Balnagask Road, the removal of the central reservation between Hareness Roundabout and Polwarth Road and the land acquisition at the former HM Craiginches Prison Site. Between Hareness Roundabout and Polwarth Road, the intervention would increase the distance between the nearby NSRs and the nearside carriageway edge by around 3m. Disregarding any change in traffic flows, vertical alignment or additional screening, this change would reduce the traffic noise levels at these properties. At the former HM Craiginches Prison site, the distance from the nearby NSRs (which are on the site of the former prison) to the nearside carriageway edge would be reduced by around 4m; thereby potentially increasing road traffic noise levels. The bus lane conversion to the north of Balnagask Road will move some traffic further from the nearest NSRs, with the potential of decreasing road traffic noise levels. Where NSRs are affected by noise from more than one intervention, it is not possible to identify the combined impact accurately.

The reconfiguration of Souterhead Roundabout would involve the realignment of Souter Head Road, which would move the nearside carriageway edge approximately 30m further away from the closest residential NSRs located on the north side of Craigmaraonn Gardens. These properties are already around 140m away from this road, an additional 30m (in the horizontal alignment only) is not anticipated to significantly change traffic noise levels. The closest NSRs to this junction (on the west side of Craigmaraonn Gardens) are over 120m away and screened by other buildings. Therefore, no significant effects are anticipated due to this intervention.

The reconfiguration of Hareness Roundabout would increase the distance to the nearest NSR (Kirkton Cottage) and the traffic noise source by a maximum of around 7m; therefore, there is the potential for a traffic noise level reduction at this receptor. However, this intervention is also likely to introduce additional stopping and starting of vehicles at the traffic lights when compared to the existing roundabout junction. This would be likely to alter the character of the traffic noise in the vicinity, which would include more sound of vehicles braking, engines running whilst stationary and then accelerating.

The right-turn ban from Wellington Road onto Abbotswell Road would not be anticipated to generate any significant noise level changes as there are no anticipated changes in road alignment.

In addition, an initial assessment of the short-term road traffic noise level change has been undertaken in accordance with the Design Manual for Roads and Bridges (DMRB) LA 111 version 2 (Ref 1) methodology for the assessment of affected routes. This considers the impacts due solely to the anticipated changes in traffic flows; changes in traffic alignment are considered qualitatively above.

DMRB provides two classifications for the magnitude of the traffic noise impact of a proposed road scheme, as shown in **Table 9.2**. These relate to both short-term changes and long-term changes in traffic noise levels. The short-term classification detailed in **Table 9.2** is the main driver of the initial identification of significant effects.

Table 9.2: Magnitude Criteria for Traffic Noise Impacts

Short-Term Change		Long-Term Change	
Noise Level Change (rounded to 0.1dB) LA _{10,18hr} dB	Magnitude of Impact	Noise Level Change (rounded to 0.1dB) LA _{10,18hr} dB	Magnitude of Impact
<1.0	Negligible	<3.0	Negligible
1.0 – 2.9	Minor	3.0 – 4.9	Minor
3.0 – 4.9	Moderate	5.0 – 9.9	Moderate
≥5	Major	≥10.0	Major

According to the DMRB, negligible changes at NSRs are unlikely to give rise to significant effects and major road traffic noise level changes in the short-term are likely to be significant. Minor and moderate changes may result in either not significant or significant noise effects, depending upon consideration of other circumstances. Impacts can either be adverse (increases in noise level) or beneficial (decreases in noise level).

Based on the traffic data supplied with and without the scheme, the change in the 18 hour Calculation of Road Traffic Noise (CRTN) Basic Noise Level (BNL) i.e. the traffic noise level at 10m from the kerb, taking into account the flow, %HGV and speed has been calculated. The roads for which the BNL is anticipated to change by at least 1 dB in the short-term (and therefore significant effects may occur) are presented in **Table 9.3**. In some instances, the supplied traffic data includes multiple links for one road, therefore a range of noise level changes are calculated.

Table 9.3: Short-Term Traffic Noise Impacts, Active Travel Package

Link	Short-term BNL Change LA _{10,18hr} dB	Worst-Case Magnitude of Impact
Coast Road	1.4 to 2.0	Minor negative
Langdykes Road	1.3 to 3.7	Moderate negative
Wellington Road (Craigshaw Rd to Greenwell Rd)	1.1	Minor negative
Wellington Road (north of Souterhead Rbt)	-1.0	Minor beneficial

Overall, the worst-case impacts of the Active Travel Package have been assessed as having a **moderate negative impact** against the noise and vibration criterion.

Global Air Quality – CO₂

The Active Travel Package increases average trip lengths, with an increase in vehicle/km travelled of 1.8% in the AM peak and 0.2% in the PM peak demonstrated in the Wellington Road Corridor Microsimulation Model, due to rerouting from congestion at Souterhead and Hareness junctions. Of all the package options, the Active Travel Package has the highest overall vehicle kilometres travelled in the Do Minimum. The economic analysis undertaken demonstrated an overall increase in terms of greenhouse gas emissions, with a monetised estimation of -£888,000.

It should be emphasised that air quality impacts would be dependent on the fleet composition and negative impacts would be anticipated to reduce over time with increased uptake of alternative fuel vehicles and sales of new petrol and diesel cars and vans to be banned from 2030.

Overall, the Active Travel Package has been assessed as having a **minor negative impact** against the global air quality criterion.

Local Air Quality – PM₁₀ and NO₂

The Active Travel Package could lead to increased levels of cycling, which would provide minor beneficial impacts on local air quality. However, it could also lead to increased vehicle congestion and therefore increased air quality emissions could arise, including from rerouting in order to avoid congestion. The Active Travel Package is anticipated to result in an increase in overall vehicle kilometres travelled (as demonstrated in the Wellington Road Corridor Microsimulation Model), which could also increase overall air quality emissions, although this would depend on future fleet compositions. Further assessment to include dispersion modelling would be required should this package proceed to examine in detail the effects the proposed changes to traffic flows, fleet composition, speed and associated developments will have on air quality, particularly with regards the Wellington Road AQMA.

Impacts on AQMA

In terms of the Wellington Road AQMA (QEB to Balnagask Road), modelling results indicate that northbound congestion will increase for all vehicles within the AQMA in the PM peak period compared to the Do Minimum, which could cause moderate negative air quality impacts. The with-flow cycleway will likely move traffic further away from sensitive receptors along this section, potentially reducing the contribution of vehicle emissions on pollutant concentrations at these locations, however, this may not offset the impact of increased emissions due to congestion. The Active Travel Package therefore has the potential to impact negatively on the AQMA due to the proposed interventions.

Impacts on Wider Corridor

The junction reconfigurations at Souterhead and Hareness could increase queuing in these locations. Souterhead does not have existing receptors that would be sensitive to this change, however, the residential receptors at Hareness could be adversely impacted. Modelling results indicate that congestion is predicted to increase slightly in the AM and PM peak periods in both directions for all vehicles between Souterhead Roundabout and Craigshaw Road in comparison to the Do Minimum, but ease between Craigshaw Road and Balnagask Road northbound in the AM peak. Reduced congestion could be due to less queuing resulting from the right-turn ban from Wellington Road onto Abbotswell Road, which could improve air quality at this location, although there are no sensitive receptors nearby in this area. The right-turn ban could, however, also result in rerouted traffic and longer trip lengths which could impact on air quality elsewhere on the network.

It should be emphasised that air quality impacts would be dependent on the fleet composition and negative impacts would be anticipated to reduce over time with increased uptake of alternative fuel vehicles and sales of new petrol and diesel cars and vans to be banned from 2030.

Overall, the Active Travel Package has been assessed as having a **moderate negative impact** against the local air quality criterion.

Water Quality, Drainage and Flood Defence

The with-flow segregated cycleway would require additional land take from current areas of urban amenity grassland and scattered trees, with existing hard standing areas being remodelled. Increased areas of impermeable hardstanding and alterations in existing hard standing areas can alter surface water run-off flows, and therefore the location, risk, and significance of surface water flooding. Further flood risk modelling and detailed drainage design would be required to ensure no significant adverse increases or alterations to surface water flows. The with-flow segregated cycleway also generates a risk of pollution to Loirston Loch. The carriageway across the loch currently comprises two northbound lanes, two southbound lanes and one southbound narrow footway. It is proposed that the central reservation would be reduced and the carriageways realigned. Works within this area have the potential for pollution risk to the loch and further studies should be carried out if this intervention was to proceed to establish how construction pollution could be effectively controlled. Furthermore, works in the vicinity of the River Dee will need to be undertaken with robust pollution prevention measures to ensure no pollution of the river during construction.

The reconfiguration of Souterhead Roundabout involves new development through existing woodland north-east of the roundabout, which would result in the introduction of an increased surface area of hardstanding and reduction in permeable ground. The new junction arrangement is within close proximity to areas of 'high likelihood' of surface water flooding, as set out on the SEPA flood maps, and therefore, further studies should be carried out if this intervention was to proceed to inform detailed design and the control of surface water run-off.

The reconfiguration of Hareness Roundabout would not require any additional land take, with existing areas of hardstanding being remodelled. Therefore, no significant changes in surface water run-off are anticipated post-detailed drainage design.

The right-turn ban from Wellington Road onto Abbotswell Road is not anticipated to generate any impacts in terms of water quality, drainage, and flood defence.

Overall, to minimise the potential for adverse impacts on water quality, all construction works, including enabling works, would be required to be undertaken in accordance with relevant and up to date best practice guidance, including SEPA Pollution Prevention Guidelines/Guidance for Pollution Prevention (PPGs/GPPs). In addition, a detailed review of any culverted watercourses would require to be undertaken to ensure no adverse effects on the structure integrity or pollution risk during construction. At this time, the Active Travel Package has been assessed as having a **moderate negative impact** against the water quality, drainage, and flood defence criterion.

Biodiversity and Habitats

The with-flow segregated cycleway would require pockets and strips of additional land take from current areas of urban amenity grassland and scattered trees, with potential indirect impacts on larger woodland areas such as Pot Heugh. There is the potential for impacts to breeding birds and roosting bats from noise, vibration, lighting, and tree and scrub removal. To mitigate these impacts, removal of any tree or scrub vegetation should be minimal with detailed design on any additional lighting to avoid illuminating wooded areas. Removal of greenspace, scattered trees, scrub, and tree lines, particularly within an urban environment, can also lead to increased fragmentation of habitats and restricted movement of species. There are a number of important wildlife habitats within the study area, such as Kincorth Hill, Loirston Country Park, Loirston Loch and Pot Heugh, and such linkages can be important to a number of species. Should this intervention proceed, a review of vegetation removal should be undertaken and advice sought from an ecologist.

Loirston Loch is considered to be a key area of risk. It is an important habitat for both otter and wintering bird species. In the Active Travel Package, it is proposed that the central reservation is reduced to allow realignment of the carriageway and incorporation of the proposed with-flow segregated cycleway, rather than widening of the carriageway. Notwithstanding, the loch is present on both sides of the existing road and there remains the potential for significant adverse effects on water quality, which in turn can impact on species. Noise disturbance is also a

significant risk to wintering birds. Further studies would be necessary should the with-flow segregated cycleway element of the Active Travel Package proceed.

The reconfiguration of Souterhead Roundabout involves new development through existing woodland north east of the roundabout, which would have similar impacts on woodlands discussed as part of the with-flow segregated cycleway element above. An ecological survey would be required to establish the quality of the woodland habitat and the species it supports.

The reconfiguration of Hareness Roundabout is not anticipated to generate any significant impacts, provided there is no vegetation removal and no new lighting proposed as part of the intervention.

The right-turn ban from Wellington Road onto Abbotswell Road is not anticipated to generate any impacts in terms of biodiversity and habitats.

Overall, at this time, the Active Travel Package has been assessed as having a **moderate negative impact** against the biodiversity and habitats criterion.

Landscape and Visual Amenity

The introduction of the Active Travel Package would result in limited change to the overall landscape and urban character of the site and extent of the study area. It would require some land acquisition and therefore expand part of the existing transport corridor, which would generate a very slight change to the physical fabric of the landscape and urban character. Potential construction impacts would be temporary and localised to the construction working corridor. Provided that there is very limited physical alteration to Loirston Loch, there is unlikely to be a substantial loss of valued landscape elements such as veteran trees or established boundaries. It is considered that the introduction of a comprehensive active travel solution would slightly enhance the overall streetscape and accessibility of this part of the urban environment.

Potential visual effects would be limited to pedestrian users of the existing transport corridor and residential receptors at the recently developed Charleston residential estate where several properties overlook part of the study area, and the residential properties between Balnagask Road and QEB. Construction activities would temporarily diminish the existing levels of visual amenity, whilst the completed and operational active travel solution would result in slight but perceptible change to views. However, the overall composition and focus of views would largely be unaltered and the realignment of the corridor would result in very limited change for pedestrians. The greater physical separation between the footway and carriageway may improve the overall visual experience.

The incorporation of a comprehensive integrated landscape scheme would further enhance the quality and impression of the Active Travel Package and the overall transport corridor. It would also improve the experience of pedestrians and cyclists, and better integrate with the new and planned residential developments along the corridor.

Overall, the Active Travel Package has been assessed as having a **minor beneficial impact** against the landscape and visual amenity criterion.

Cultural Heritage

It is not anticipated that the Active Travel Package would generate any direct significant impacts on heritage assets along the corridor, provided that works do not encroach on the Category A listed Wellington Suspension Bridge over the River Dee. The design of all interventions would be required to be in-keeping with and sympathetic to the surrounding environment to avoid significant adverse impacts on the setting of listed structures within the study area. Consultation with archaeologists within ACC should be undertaken if this package is to proceed to liaise on the design and to ascertain if any locally important heritage and archaeological assets are present within the study area.

Whilst there always remains the potential for previously unrecorded archaeological assets to be present within the study area, at this time, the Active Travel Package has been assessed as having **no benefit or impact** against the cultural heritage criterion.

Physical Fitness

The Active Travel Package introduces interventions that aim to prioritise walking and cycling through dedicated cycling infrastructure and improvements at key junctions. The introduction of signalised crossings introduces considerable safety and accessibility improvements for pedestrians and cyclists. These interventions are considered likely to increase the levels of walking and cycling and generate an increase in physical fitness from the current baseline. Overall, the Active Travel Package has been assessed as having a **major beneficial impact** against the physical fitness criterion.

9.2.3 Public Transport Package

Noise and Vibration

As with the Active Travel Package, the construction phase of the proposed Public Transport Package has the potential to emit noise which could impact upon nearby NSRs. These impacts, whilst adverse, would be temporary and of short duration, as such they are unlikely to result in significant effects.

The proposed option package operation would potentially affect traffic noise levels as experienced by occupiers of residential properties, in the vicinity of the proposed scheme, and along other existing affected roads on the local road network. The potential change in noise levels at NSRs would be due to changes in road traffic flow, speeds, and percentage of HGVs, and due to the changes in road alignment or changes at junctions.

The sections of bus lane in both directions would generally not change the carriageway alignment. Where a bus lane is introduced, it would move all the traffic except buses towards the centre of the road, away from nearby residential properties. Hence, it is likely that noise levels at residential properties near these locations would reduce due to the redistribution of traffic flow. At the former HM Craiginches Prison Site, the nearside carriageway edge would move approximately 3.5m closer to the nearby properties to accommodate the new bus lane. As the additional lane would only be used by buses, the remainder of the traffic would be the same distance from the properties as the current situation. Therefore, traffic noise level increases at the properties would be expected to be lower than with the Active Travel Package.

The introduction of bus priority signals at Souterhead Roundabout would not change the carriageway realignment and therefore, no significant noise level changes would be anticipated.

The reconfiguration of Hareness Roundabout would increase the distance to the nearest NSR (Kirkton Cottage) and the traffic noise source by a maximum of around 7m; therefore, there is the potential for a traffic noise level reduction at this receptor. However, this intervention is also likely to introduce additional stopping and starting of vehicles at the traffic lights when compared to the existing roundabout junction. This would be likely to alter the character of the traffic noise in the vicinity, which would include more sound of vehicles braking, engines running whilst stationary and then accelerating.

The right-turn ban from Wellington Road onto Abbotswell Road would not be anticipated to generate any significant noise level changes as there are no anticipated changes in road alignment.

Additionally, noise level impacts due solely to the anticipated changes in traffic flows as a result of the scheme have been calculated. Based on the traffic data supplied with and without the scheme, the change in the 18 hour CRTN BNL has been calculated. The roads for which the BNL is anticipated to change by at least 1 dB in the short-term (and therefore significant effects may occur) are presented in **Table 9.4**.

Table 9.4: Short-Term Traffic Noise Impacts, Public Transport Package

Link	Short-term BNL Change LA _{10,18hr} dB	Worst-Case Magnitude of Impact
Crawpeel Road	1.1 to 1.3	Minor negative
Wellington Road (Greenbank Rd to Craigshaw Rd)	-2.2	Minor beneficial
Wellington Road (Hareness to Nigg Kirk Rd)	-1.3	Minor beneficial
Wellington Road (Craigshaw Rd to Greenwell Rd)	-1.7	Minor beneficial

Overall, the worst-case impacts of the Public Transport Package have been assessed as having a **minor negative impact** against the noise and vibration criterion.

Global Air Quality – CO₂

The Public Transport Package slightly reduces average trip lengths, with a decrease in vehicle/km travelled of 0.2% in the AM peak and 1.1% in the PM peak demonstrated in the Wellington Road Corridor Microsimulation Model. Of all the package options, the Public Transport Package has the lowest overall vehicle kilometres travelled within the Wellington Road Corridor Microsimulation Model in 2026. Despite this, the economic analysis undertaken shows an overall increase in terms of greenhouse gas emissions, with a monetised estimation of -£465,000.

It should be emphasised that air quality impacts would be dependent on the fleet composition and negative impacts would be anticipated to reduce over time with increased uptake of alternative fuel vehicles and sales of new petrol and diesel cars and vans to be banned from 2030.

Overall, the Public Transport Package has been assessed as having a **minor negative impact** against the global air quality criterion.

Local Air Quality – PM₁₀ and NO₂

The implementation of additional bus priority measures could have a positive impact on air quality if this intervention was to encourage a modal shift from private transport to public transport, by reducing the number of low occupancy vehicles on the road. However, overall, significant modal shift is not anticipated due to the limited benefits that the

Public Transport Package provides to bus users. The Public Transport Package also requires a reduction in capacity for general traffic where a bus lane is proposed that is not currently provided, and this would likely increase localised areas of congestion that could worsen air quality. A decrease in the overall vehicle kilometres travelled in comparison to the Do Minimum would not necessarily generate decreased emissions, noting that carbon emissions increase with this package (as outlined under the analysis against Global Air Quality).

Impact on AQMA

In terms of the Wellington Road AQMA (between QEB and Balnagask Road), extension of the existing bus lane would require other road vehicles to vacate the lane earlier than the current arrangement. This could 'push back' queueing during peak periods, therefore causing negative air quality impacts and potentially adversely impacting on the Wellington Road AQMA (although this would be dependent on future fleet compositions).

Provision of a new southbound bus lane could potentially deliver some localised benefit to air quality in the immediate vicinity of the AQMA by allowing a more efficient flow of vehicle movements in the general traffic lane. Modelling results indicate that southbound (and northbound to a lesser extent) congestion of all vehicles increases within the AQMA in the AM peak period when compared to the Do Minimum. Congestion is also anticipated to increase within the AQMA in the PM peak period for general traffic northbound (although congestion of buses and HGVs is anticipated to reduce slightly).

Impact on Wider Corridor

The introduction of sections of bus lane in both directions along the corridor has the potential to deliver air quality benefits, should modal shift away from low occupancy vehicles be encouraged, however, as noted above, the potential for modal shift is considered to be relatively limited as a result of the proposed interventions. The proposed sections of bus lane would reduce capacity for general traffic, which could result in an increase in congestion and subsequently adverse air quality impacts. Should the separation distance be reduced between road edge (point of emissions) and sensitive receptors, this may also lead to adverse air quality impacts at sensitive receptors along the main road network outside of the AQMA.

The introduction of bus priority signals at Souterhead Roundabout would be anticipated to reduce queueing buses, with subsequent beneficial impacts for air quality. It should be noted, however, that emissions from other vehicles may increase due to increased queueing, although there are no nearby sensitive receptors at Souterhead for these changes to have an impact.

The reconfiguration of the junction at Hareness is anticipated to result in increased emissions due to increased congestion in the AM peak southbound direction, which could negatively impact on the nearby residential receptors at Hareness.

The right-turn ban from Wellington Road onto Abbotswell Road could result in less queueing at this location, which could have beneficial air quality impacts, although this could be offset by rerouted traffic and longer trip lengths, with potentially negative impacts on air quality elsewhere on the network.

Modelling results indicate a slight congestion increase between Souterhead Roundabout and Craigshaw Road for all vehicles northbound during the AM peak and for all vehicles southbound during the PM peak between Craigshaw Road and Hareness Junction. It would be anticipated that air quality would be adversely impacted at existing sensitive receptors along these sections of the route. There are predicted decreases in congestion in the AM peak for all northbound vehicles between Old Wellington Road and Souterhead Roundabout and between Craigshaw Road and Balnagask Road, and for southbound buses and HGVs between Craigshaw Road and Hareness Junction.

It should be emphasised that air quality impacts would be dependent on the fleet composition and negative impacts would be anticipated to reduce over time with increased uptake of alternative fuel vehicles and sales of new petrol and diesel cars and vans to be banned from 2030.

Overall, the Public Transport Package has been assessed as having a **minor negative impact** against the local air quality criterion (with potentially moderate negative impacts within the Wellington Road AQMA). This is due to anticipated increased emissions overall and therefore worsened air quality would be anticipated at any sensitive receptors located closest to the road along the sections outside of the AQMA.

Water Quality, Drainage and Flood Defence

The Public Transport Package is anticipated to generate similar impacts to the Active Travel Package in terms of water quality, drainage, and flood defence. The proposed sections of bus lane do not extend to the south of Souterhead Roundabout, and therefore the potential risks relating to Loirston Loch are not applicable in this case. In addition, the introduction of bus priority signals at Souterhead Roundabout is not anticipated to generate any impacts.

As with the Active Travel Package, to minimise the potential for adverse impacts on water quality, all construction works, including enabling works, would be required to be undertaken in accordance with relevant and up to date best practice guidance, including SEPA PPGs/GPPs. In addition, a detailed review of any culverted watercourses would require to be undertaken to ensure no adverse effects on the structure integrity or pollution risk during

construction. At this time, the Public Transport Package has been assessed as having a **minor negative impact** against the water quality, drainage, and flood defence criterion.

Biodiversity and Habitats

The Public Transport Package is anticipated to generate similar impacts to the Active Travel Package in terms of biodiversity and habitats.

The proposed sections of bus lane would require pockets and strips of additional land take from current areas of urban amenity grassland and scattered trees, with potential indirect impacts on larger woodland areas such as Pot Heugh and the woodland wedge north-east of Souterhead Roundabout. There is the potential for impacts to breeding birds and roosting bats from noise, vibration, lighting, and tree and scrub removal. Removal of any tree or scrub vegetation should be minimal with detailed design on any additional lighting to avoid illuminating wooded areas. Removal of greenspace, scattered trees, scrub, and tree lines, particularly within an urban environment, can create increased fragmentation of habitats and restricted movement of species. There are a number of important wildlife habitats within the study area such as Kincorth Hill, Loirston Country Park, Loirston Loch, and Pot Heugh, and such linkages can be important to a number of species. Should this intervention proceed, a review of vegetation removal should be undertaken and advice sought from an ecologist.

The introduction of bus priority signals through Souterhead Junction would not be anticipated to generate any impacts.

Overall, the Public Transport Package has been assessed as having a **minor negative impact** against the biodiversity and habitats criterion.

Landscape and Visual Amenity

The Public Transport Package is anticipated to generate similar impacts to the Active Travel Package in terms of landscape and visual amenity. The extent of change would be very limited to the more regular appearance of taller buses in outer bus lanes at the edge of footways. Overall, long-term changes to current levels of visual amenity would be barely perceptible. However, a comprehensive landscape scheme would help to better integrate the Public Transport Package and overall transport corridor into views and the wider landscape and urban context. Overall, the Public Transport Package has been assessed as having **no benefit or impact** against the landscape and visual amenity criterion.

Cultural Heritage

The Public Transport Package is anticipated to generate similar impacts to the Active Travel Package in terms of cultural heritage. Overall, it has been assessed as having **no benefit or impact** against the cultural heritage criterion.

Physical Fitness

The reconfiguration of Hareness Roundabout provides a positive effect for pedestrians and cyclists through increased safety and improved accessibility. However, the Public Transport Package does not provide interventions that improve safety and accessibility for active travel users along the corridor and therefore, the positive impact on physical fitness is considered to be less significant relative to the other packages. Overall, the Public Transport Package has been assessed as having a **minor beneficial impact** against the physical fitness criterion.

9.2.4 Multi-Modal Travel & Transport Package

Noise and Vibration

As with the other packages, the proposed Multi-Modal Package has the potential to emit noise which could impact upon nearby NSRs. These impacts, whilst adverse, would be temporary and of short duration, as such they are unlikely to result in significant effects.

The proposed option package operation would potentially affect traffic noise levels as experienced by occupiers of residential properties, in the vicinity of the proposed scheme, and along other existing affected roads on the local road network. The potential change in noise levels at NSRs would be due to changes in road traffic flow, speeds, and percentage of HGVs, and due to the changes in road alignment or changes at junctions.

The two-way segregated cycleway would not be anticipated to significantly alter the alignment of the vehicles on Wellington Road, and therefore it would not significantly change noise levels at NSRs. The exceptions to this are the removal of the central reservation between Greenbank Road and Polwarth Road and the land acquisition at the former HM Craiginches Prison Site. Between Greenbank Road and Polwarth Road, the intervention would increase the distance between the nearby NSRs and the nearside carriageway edge by a maximum of around 3m. Disregarding any change in traffic flows, vertical alignment or additional screening, this change would reduce the traffic noise levels at these properties. At the former HM Craiginches Prison site, the distance from the nearby NSRs (which are on the site of the former prison) to the nearside carriageway edge would be reduced by around 4m; thereby increasing road traffic noise levels. Where properties are affected by noise from more than one intervention, it is not possible to identify the combined impact accurately.

Implementation of additional toucan crossing points at Southerhead would not be expected to significantly change the road alignment and therefore, no significant noise level changes are anticipated.

The sections of shared bus/HGV lane would require similar lane realignment to the bus lane addition intervention discussed in the Public Transport Package. Where a new shared bus/HGV lane is being introduced, this would move all the traffic except buses and HGVs towards the centre of the road, away from nearby residential properties. Hence it is likely that noise levels at residential properties near these locations would reduce due to redistribution of traffic within the existing carriageway alignment, although the reduction would be smaller than would be expected for the proposed bus lane. The additional lane at the former HM Craiginches Prison site would be used by buses and HGVs, the remainder of the traffic would be the same distance from the properties as the current situation. Therefore, traffic noise level increases at the properties would be expected to be lower than with the Active Travel Package but greater than the Public Transport Package.

The reconfiguration of Hareness Roundabout would increase the distance to the nearest NSR (Kirkton Cottage) and the traffic noise source by a maximum of around 7m; therefore, there is the potential for a traffic noise level reduction at this receptor. However, this intervention is also likely to introduce additional stopping and starting of vehicles at the traffic lights when compared to the existing roundabout junction. This would be likely to alter the character of the traffic noise in the vicinity, which would include more sound of vehicles braking, engines running whilst stationary and then accelerating.

The right-turn ban from Wellington Road onto Abbotswell Road would not be anticipated to generate any significant noise level changes as there are no anticipated changes in road alignment.

Additionally, noise level impacts due solely to the anticipated changes in traffic flows as a result of the scheme have been calculated. Based on the traffic data supplied with and without the scheme, the change in the 18 hour CRTN BNL has been calculated. The roads for which the BNL is anticipated to change by at least 1 dB in the short-term (and therefore significant effects may occur) are presented in **Table 9.5**.

Table 9.5: Short-Term Traffic Noise Impacts, Multi-Modal Package

Link	Short-term BNL Change LA _{10,18hr} dB	Worst-Case Magnitude of Impact
Crawpeel Road	1.5 to 1.7	Minor negative
Wellington Road (Greenbank Rd to Craigshaw Rd)	-1.2	Minor beneficial
Wellington Road (Hareness to Nigg Kirk Rd)	-1.0	Minor beneficial
Wellington Road (Craigshaw Rd to Greenwell Rd)	-1.7	Minor beneficial

Overall, the worst-case impacts of the Multi-Modal Package have been assessed as having a **minor negative impact** against the noise and vibration criterion.

Global Air Quality – CO₂

The Multi-Modal Package increases average trip lengths, with an increase in vehicle/km travelled of <0.1% in the AM peak and an increase of 0.6% in the PM peak demonstrated in the Wellington Road Corridor Microsimulation Model. The economic analysis undertaken demonstrated an overall increase in terms of greenhouse gas emissions, with a monetised estimation of -£736,000.

It should be emphasised that air quality impacts would be dependent on the fleet composition and negative impacts would be anticipated to reduce over time with increased uptake of alternative fuel vehicles and sales of new petrol and diesel cars and vans to be banned from 2030.

Overall, the Multi-Modal Package has been assessed as having a **minor negative impact** against the global air quality criterion.

Local Air Quality – PM₁₀ and NO₂

The Multi-Modal Package could lead to increased levels of cycling, which would provide minor beneficial impacts on local air quality. However, it could also lead to increased vehicle congestion and therefore increased air quality emissions could arise, including from rerouting in order to avoid congestion. The Multi-Modal Package is anticipated to result in an increase in overall vehicle kilometres travelled (as demonstrated in the Wellington Road Corridor Microsimulation Model), which could also increase overall air quality emissions. Further assessment to include dispersion modelling would be required should this package proceed to examine in detail the effects the proposed changes to traffic flows, fleet composition, speed and associated developments will have on air quality, particularly with regards the Wellington Road AQMA.

Impact on AQMA

In terms of the Wellington Road AQMA (QEB to Balnagask Road), the potential realignment of traffic flow to be further west to create space for the two-way segregated cycleway would benefit sensitive receptors along the east of Wellington Road by increasing the separation distance between residential facades and vehicle emissions. It should be noted that there does not appear to be any sensitive receptors located along the west of Wellington Road within the AQMA to be negatively impacted by this change. However, should the purchase of land for the

shared bus/HGV lane and/or the two-way segregated cycleway involve shifting of road centre lines towards the sensitive receptors along the east of Wellington Road, there would be a negative impact on air quality within the AQMA. Modelling results indicated that there will be increased northbound congestion for all vehicles within the AQMA during the PM peak, with the exception of congestion from buses and HGVs, which is predicted to decrease. Reduced congestion from buses and HGVs could result in a higher reduction in emissions than the increase in emissions resulting from congestion of cars and LGVs, or there could be a neutral impact overall.

Impact on Wider Corridor

Along the remainder of the route, the two-way segregated cycleway would be anticipated to result in road centre lines being located further west, with traffic flow realigned. This would be anticipated to benefit sensitive receptors along the east of the main road network by increasing the separation distance between any residential facades and vehicle emissions. This could have beneficial impacts for receptors located to the south of Souterhead Roundabout on the eastern side of Wellington Road, whilst adverse impacts would be anticipated on receptors to the north and south of Hareness, on the western side of Wellington Road.

The introduction of additional pedestrian and cycle crossings would be anticipated to increase idling traffic and queueing, and therefore emissions to air. The modelling results indicate increases in congestion between Souterhead Roundabout and Craigshaw Road northbound in the AM peak for all vehicles except buses and HGVs. This would be anticipated to have a minor adverse impact on local air quality at receptors nearby (Hareness Junction and Souterhead Roundabout). It would be anticipated that adverse impacts would be greater at Hareness due to the presence of local sensitive receptors (residential properties) to the south-west of the junction.

The reconfiguration of the junction at Hareness is anticipated to result in increased emissions due to increased congestion in the AM peak southbound direction, which could negatively impact on the nearby residential receptors at Hareness.

Modelling results indicate a large increase in congestion southbound in the PM peak between Craigshaw Road and Souterhead Roundabout and southbound at Hareness Junction in the AM peak. There are predicted decreases in congestion in the AM peak in both directions between Craigshaw Road and Balnagask Road and northbound in the PM peak. Reduced congestion could be due to less queueing resulting from the right-turn ban from Wellington Road onto Abbotswell Road, which could improve air quality at this location, although there are no sensitive receptors nearby in this area. The right-turn ban could, however, also result in rerouted traffic and longer trip lengths which could impact on air quality elsewhere on the network.

It should be emphasised that air quality impacts would be dependent on the fleet composition and negative impacts would be anticipated to reduce over time with increased uptake of alternative fuel vehicles and sales of new petrol and diesel cars and vans to be banned from 2030.

Overall, the Multi-Modal Package has been assessed as having **no benefit or impact** against the local air quality criterion.

Water Quality, Drainage and Flood Defence

The Multi-Modal Package is anticipated to generate similar impacts to the respective elements of the Active Travel Package and the Public Transport Package. As per the other packages, the right-turn ban from Wellington Road onto Abbotswell Road is not anticipated to generate any impacts in terms water quality, drainage, and flood defence, nor is the signalisation of Hareness Roundabout, provided there is no vegetation removal and no new lighting proposed as part of the intervention. The implementation of additional toucan crossing points at Souterhead Roundabout is also not anticipated to generate any significant impacts in terms of surface water run-off post detailed drainage design.

The two-way segregated cycleway is anticipated to generate the same impacts as the with-flow cycleway in the Active Travel Package, with the potential for impacts on the location, risk and significance of surface water flooding associated with increased areas of hardstanding, and the potential for pollution of Loirston Loch. As with the Active Travel Package, further studies should be carried out if this package was to proceed to establish how construction pollution could be effectively controlled and works within the vicinity of the River Dee would need to be undertaken with robust pollution prevention measures to ensure no pollution of the river during construction.

The shared bus/HGV lane is anticipated to generate the same impacts as the bus lane in the Public Transport Package, with the potential for impacts on the location, risk and significance of surface water flooding associated with increased areas of hardstanding due to the additional land take from current areas of urban amenity grassland and scattered trees. Further flood risk modelling and detailed drainage design would be required to ensure no significant adverse increases or alteration to surface water flows and works in the vicinity of the River Dee would need to consider management of construction run-off to ensure pollution of the river during construction is effectively mitigated.

Overall, the Multi-Modal Package has been assessed as having a **minor negative impact** against the water quality, drainage, and flood defence criterion.

Biodiversity and Habitats

The Multi-Modal Package is anticipated to generate similar impacts to the respective elements of the Active Travel Package and the Public Transport Package. As per the other packages, the right-turn ban from Wellington Road onto Abbotswell Road is not anticipated to generate any impacts in terms of biodiversity and habitats, nor is the signalisation of Hareness Roundabout, provided there is no vegetation removal and no new lighting proposed as part of the intervention. The implementation of additional toucan crossing points at Southerhead Roundabout is also not anticipated to generate any significant impacts in terms of biodiversity and habitats.

The two-way segregated cycleway is anticipated to generate the same impacts as the with-flow cycleway in the Active Travel Package, with the potential for impacts to breeding birds and roosting bats from noise, vibration, lighting, and tree and scrub removal. Loirston Loch is also considered to be a key area of risk in this package, which is an important habitat for both otter and wintering bird species.

The shared bus/HGV lane is anticipated to generate the same impacts as the bus lane in the Public Transport Package, with the additional land take from current areas of urban amenity grassland and scattered trees generating the potential for indirect impacts on larger woodland areas such as the woodland wedge north-east of Southerhead Roundabout and Pot Heugh. There is also the potential for impacts to breeding birds and roosting bats, increased fragmentation of habitats and restricted movement of species. If the shared/bus HGV lane is to proceed, a review of vegetation removal should be undertaken and advice sought from an ecologist.

Overall, the Multi-Modal Package has been assessed as having a **minor negative impact** against the biodiversity and habitats criterion.

Landscape and Visual Amenity

The Multi-Modal Package is anticipated to generate similar landscape and visual changes and opportunities as those described for the Active Travel Package and, to a lesser extent, the Public Transport Package. Any changes to the landscape and urban character of the site would be localised where land acquisition is required and little change is anticipated to the overall impression of character. In line with the appraisal for the Active Travel Package, it is considered that the implementation of the two-way segregated cycleway, and greater physical separation between the footway and carriageway, may improve the overall visual experience. As with the other packages, the incorporation of a comprehensive landscape scheme would enhance the quality and impression of the active travel elements of the package and the overall transport corridor. Overall, the Multi-Modal Package has been assessed as having a **minor beneficial impact** against the landscape and visual amenity criteria.

Cultural Heritage

The Multi-Modal Package is anticipated to generate similar impacts to the Active Travel Package in terms of cultural heritage. Overall, it has been assessed as having **no benefit or impact** against the cultural heritage criterion.

Physical Fitness

The Multi-Modal Package provides several interventions that could provide positive effects on physical fitness: two-way segregated cycleway along the length of Wellington Road, additional toucan crossing points at Southerhead Roundabout and signalisation of Hareness Roundabout. It is possible that the two-way segregated cycleway may have less appeal relative to the with-flow cycleway, which could limit its use by some users, however, overall, it is considered likely to increase active travel use from the current baseline and therefore support an increase in physical fitness from the current baseline. Overall, the Multi-Modal Package has been assessed as having a **moderate beneficial impact** against the physical fitness criterion.

9.2.6 Summary of Environmental Appraisal

The outcomes of the environmental appraisal are summarised in the table below.

Table 9.6: Environment Criteria Appraisal Summary

Package	Environment Criteria							
	Noise & Vibration	Global Air Quality	Local Air Quality	Water Quality, Drainage & Flood Defence	Biodiversity & Habitats	Landscape & Visual Amenity	Cultural Heritage	Physical Fitness
Do Minimum	-	-	-	-	-	-	-	-
Active Travel	xx	x	xx	xx	xx	✓	-	✓✓✓
Public Transport	x	x	x	x	x	-	-	✓
Multi-Modal	x	x	-	x	x	✓	-	✓✓

9.3 Safety

The safety appraisal at the detailed appraisal stage includes consideration of the following criteria:

- Reducing accidents; and
- Improving security.

Accidents

COBALT (**CO**st and **B**enefit to **A**ccidents – **L**ight **T**ouch) is an accident analysis tool developed by the Department for Transport (DfT). To inform the accident appraisal, COBALT was used to compare accidents by severity in 'Without-Scheme' and 'With-Scheme' forecasts and their associated costs. For each assessment, link and junction characteristics, relevant accident rates as well as forecast traffic volumes were collected and used to calculate the associated costs of each scheme. The resulting costs associated with each scheme are calculated over a 60-year assessment period with costs and benefits discounted to 2010.

When interpreting the results generated by the COBALT analysis in the proceeding sections, the following considerations should be borne in mind:

- No local observed accident rates were collected as part of the assessment and therefore COBALT uses national accident rates. In a local context, analysis of CrashMap (2016-2020) indicates that there has been one personal injury accident at Hareness Roundabout in the last five years, which involved a pedal cyclist and no accidents were recorded at Southerhead Roundabout. A number of pedestrian accidents were recorded to the north of Hareness Roundabout, including two pedestrian fatalities.
- COBALT provides an estimate of increases in accidents and accident severity for general traffic only; it does not provide a mechanism to estimate the impact of schemes on pedestrian and cycle safety.

In the absence of a tool to assess the safety implications for pedestrians and cyclists quantitatively, a qualitative assessment has been provided for each package. It should be noted that whilst roundabouts are the safest form of at-grade junction for general traffic, around 10% of all reported accidents involving cyclists occur at roundabouts. Of these, 11% are likely to be either serious or fatal, and more than 50% involve a motorist entering a roundabout and colliding with a cyclist using the circulatory carriageway (TAL 9/97). Cyclist accident rates at roundabouts are four times that for motor vehicle drivers, with the most hazardous types of roundabout for cyclists those that are large, unsignalised and with multiple circulation lanes.²⁷

Furthermore, the Scottish Government has recently provided support for either segregation of road users or speed reduction as part of a safe systems approach to roads design. In general terms on Wellington Road, segregation is considered to be the most appropriate way of increasing safety for vulnerable road users, given that speed

²⁷ <https://www.transport.gov.scot/media/48026/cycling-by-design-july-2020.pdf>

reduction measures are more unlikely on this priority route into the city centre. Therefore, in the proceeding analysis, where segregation of active travel facilities is being proposed, a positive benefit should be seen for vulnerable road users.

The Road Safety Framework²⁸ notes: *"In a Safe System, roads are designed to reduce the risk of collisions, and to mitigate the severity of injury should a collision occur. A combination of design and maintenance of roads and roadsides supported by the implementation of a range of strategies to ensure that roads and roadsides can be as safe as possible can reduce casualties on our roads. One way in which this can be achieved is to segregate different kinds of road users and to segregate traffic moving in different directions or at different speeds. If this is not possible, a speed limit to protect the most vulnerable road users can be implemented."*

Security

The security criterion is used to assess and reflect changes in real and perceived security of travellers arising from particular transport options and the likely number of users affected, with consideration given to security indicators such as site perimeters; entrances and exits; surveillance; landscaping; lighting and visibility; and emergency call facilities. In line with guidance, particular consideration has been given to the security of vulnerable sections of the community such as children, the elderly and women travelling alone. The security appraisal has been undertaken qualitatively for all option packages.

9.3.1 Do Minimum

For the purposes of the appraisal, the Do Minimum is scored as having **no benefit or impact** against the safety criteria in order to provide the basis for comparison of other options.

9.3.2 Active Travel Package

Accidents

In terms of the accident assessment for general traffic, the table below shows the projected summary for the Active Travel Package on links, at junctions and in total, which has been calculated through the COBALT tool.

Table 9.7: Active Travel Package COBALT Summary

Links/Junctions	Total Benefit (£)
Links	- £313,100
Junctions	- £15,114,400
Total	- £15,427,500

A disbenefit of -£313,100 was calculated on links for this scheme which was largely due to the rerouting of traffic from Wellington Road (primarily a dual carriageway) on to single carriageway links such as Crawpeel Road, Coast Road and Hareness Road as well as the shortening of sections on Wellington Road to accommodate the proposed junction improvements at Souterhead.

A disbenefit of -£15,114,400 was calculated at junctions of which approximately £14,000,000 was associated with the changes to the Hareness and Souterhead roundabouts due to the increase in accident rates for general traffic at signalised junctions compared to roundabouts. The remainder of the calculated disbenefit was found to occur at junctions which experienced an increase in traffic due to rerouting.

In total, a disbenefit of -£15,427,500 was calculated for this scheme.

As noted in **Section 9.3**, whilst there is not a tool to determine the quantitative impacts on active travel users, a qualitative assessment can be undertaken.

The with-flow segregated cycleway would be anticipated to generate safety improvements and improved feelings of safety, particularly for cyclists but for other road users also due to the increased segregation between modes. It is anticipated that the with-flow cycleway (as promoted in this package) would provide greater safety benefits than the two-way cycleway (as promoted in the Multi-Modal Package) due to the reduced requirement to cross the road with a with-flow cycleway and because the with-flow option would not involve cyclists passing close to other cyclists in opposite directions along particularly steep sections of the corridor.

It should be noted that the with-flow segregated cycleway would require removal of the central reservation between Hareness Roundabout and Polwarth Road, which could have negative safety implications. Engagement with ACC officers has indicated that, historically, road traffic collisions on the corridor have commonly involved pedestrians colliding with buses and HGVs outwith controlled crossing points along the route. Whilst the with-flow cycleway may reduce the need for people to cross, removal of the central reservation would reduce the availability of safe

²⁸ <https://www.transport.gov.scot/publication/scotland-s-road-safety-framework-to-2030/>

crossing points outwith the dedicated crossing points on the route. As noted in **Section 8.4.5**, proposed removal of the central reservation was based on the desire to maintain existing road space and limit impacts on biodiversity in the existing verges of the corridor where possible. Future design stages would provide the opportunity to consider a reduced central reservation or additional crossing points along the corridor.

The reconfiguration of Hareness Roundabout would be anticipated to generate significant safety improvements for pedestrians and cyclists at the junction relative to the Do Minimum scenario. The only existing controlled crossing points at Hareness are remote from the roundabout itself and traffic is free-flowing, which as outlined in **Section 9.3**, presents particularly hazardous situations for cyclists. The introduction of signal control at this junction would additionally provide improvements in terms of feelings of safety amongst vulnerable road users.

The reconfiguration of Souterhead Roundabout would also be anticipated to generate safety improvements for pedestrians and cyclists, although it is considered that the Do Minimum scenario at this junction is slightly better for pedestrian and cyclist manoeuvrability than at Hareness as there is existing signal control and a toucan crossing point to the north and south of the roundabout.

Overall, on balance, the Active Travel Package is considered to have **no benefit or impact** against the accidents criterion. This reflects the disbenefits in terms of an anticipated increase in accidents for general traffic associated with the junction reconfigurations at Souterhead and Hareness and the potentially negative safety implications of removing the central reservation to accommodate the with-flow cycleway and the anticipated safety benefits associated with the full segregation of users and the enhanced safety for active travel users through the reconfiguration of junctions at Souterhead and Hareness.

Security

The Active Travel Package is not anticipated to have any impacts in terms of security relative to the existing situation. The proposed with-flow cycleway on both sides of Wellington Road allows for informal surveillance from the road and from the frontages along the corridor, including residential and retail buildings. There is lighting along the corridor, which would alleviate security concerns (or perceived security concerns), particularly for vulnerable people in the community such as elderly people or women travelling alone. It should additionally be ensured that there is adequate signage along the corridor to aid active travel users. Overall, the Active Travel Package is considered to have **no benefit or impact** against the security criterion.

9.3.3 Public Transport Package

Accidents

In terms of the accident assessment for general traffic, the table below shows the projected summary for the Public Transport Package on links, at junctions and in total, which has been calculated through the COBALT tool.

Table 9.8: Public Transport Package COBALT Summary

Links/Junctions	Total Benefit (£)
Links	+ £8,200
Junctions	- £4,712,900
Total	- £4,704,700

A minor benefit of +£8,200 was calculated on links for this scheme due to minor changes in routeing.

A disbenefit of -£4,712,900 was calculated at junctions of which approximately £4,600,000 was associated with the changes to Hareness Roundabout due to the increase in accident rates for general traffic at signalised junctions compared to roundabouts. The remainder of the calculated disbenefit was found to occur at junctions which experienced an increase in traffic due to rerouting.

In total, a disbenefit of -£4,704,700 was calculated for this scheme.

As noted for the assessment against the Active Travel Package, the reconfiguration of Hareness Roundabout would be anticipated to generate significant safety improvements for pedestrians and cyclists at the junction relative to the Do Minimum.

Overall, the Public Transport Package is considered to have **no benefit or impact** against the accidents criterion. This reflects the balance between negative safety implications for general traffic that would be anticipated through the conversion of the existing roundabout to signals and the safety improvements that would be anticipated for active travel users through the introduction of signal control at the junction.

Security

The Public Transport Package is not anticipated to have any impacts in terms of security relative to the existing situation as no changes are proposed outwith the existing road space that would have an impact on the security of users. With the small potential for modal shift to public transport, there could be a slight improvement in feelings of security amongst bus users, particularly at night, as informal surveillance would be enhanced if there were more people on bus services and at bus stops. Overall, however, the Public Transport Package is considered to have **no benefit or impact** against the security criterion.

9.3.4 Multi-Modal Travel & Transport Package

Accidents

In terms of the accident summary for general traffic, the table below shows the project summary for the Multi-Modal Package on links, at junctions and in total, which has been calculated through the COBALT tool.

Table 9.9: Multi-Modal Travel & Transport Package COBALT Summary

Links/Junctions	Total Benefit (£)
Links	- £83,400
Junctions	- £5,119,300
Total	- £5,202,700

A disbenefit of -£83,400 was calculated on links for this scheme which was due to the rerouting of traffic from the section of Wellington Road between the Hareness and Souterhead junctions on to Crawpeel Road, Souter Head Road and Coast Road.

A disbenefit of -£5,119,300 was calculated at junctions of which over £4,600,000 was associated with the changes to Hareness Roundabout due to the increase in accident rates for general traffic at signalised junctions compared to roundabouts. The remainder of the calculated disbenefit was found to occur at junctions which experienced an increase in traffic due to rerouting; most notably the Hareness Road/Crawpeel Road Roundabout which saw a disbenefit of -£211,000.

In total, a disbenefit of -£5,202,700 was calculated for this scheme.

The two-way cycleway would generate safety improvements for cyclists, albeit not to the same extent as a with-flow cycleway would (in the Active Travel Package), with some concerns relating to the requirement to cross the road more frequently with a two-way cycleway and with cyclists travelling in opposite directions having to pass close to each other, particularly along steep sections of the corridor where it is likely that those travelling northbound would be doing so at much higher speeds.

It should be noted that the two-way cycleway would require removal of the central reservation between Greenbank Road and Polwarth Road, which could have negative impacts on feelings of safety for active travel users, particularly due to the reduced availability of safe crossing spaces outwith dedicated crossing points along the corridor.

As noted for the assessment against the Active Travel and Public Transport Packages, the reconfiguration of Hareness Roundabout would be anticipated to generate significant safety improvements for pedestrians and cyclists at the junction relative to the Do Minimum.

The introduction of toucan crossings on the remaining arms of the roundabout at Souterhead (Langdykes Road, Souter Head Road and Wellington Circle) would also be anticipated to generate safety improvements for pedestrians and cyclists.

Overall, on balance, the Multi-Modal Package is considered to have a **minor beneficial impact** against the accidents criterion. This reflects the anticipated benefits of the two-way cycleway and the interventions proposed at Hareness and Souterhead for active travel users and the disbenefits for general traffic associated with the reconfiguration of Hareness Junction.

Security

The Multi-Modal Package is not anticipated to have any impacts in terms of security relative to the existing situation. The proposed cycleway on one side of Wellington Road allows for informal surveillance from the road and from the frontages along the corridor, including residential and retail buildings. There is lighting along the corridor, which would alleviate security concerns (or perceived security concerns), particularly for vulnerable people in the community such as elderly people or women travelling alone. It should additionally be ensured that there is adequate signage along the corridor to aid active travel users. The shared bus/HGV lanes do not involve changes outwith the existing road space that would have an impact on the security of users, though there is the potential for

slight improvements in feelings of security amongst bus users if interventions did generate modal shift towards public transport, particularly for vulnerable members of the community at night. Overall, however, the Multi-Modal Package is considered to have **no benefit or impact** against the security criterion.

9.3.5 Summary of Safety Appraisal

The findings of the safety appraisal are summarised in the table below.

Table 9.10: Safety Criteria Appraisal Summary

Package	Safety Criteria	
	Accidents	Security
Do Minimum	-	-
Active Travel	-	-
Public Transport	-	-
Multi-Modal	✓	-

9.4 Economy

The Economy Criterion has two sub-criteria that should be considered as part of the detailed appraisal:

- Transport Economic Efficiency (TEE) – the transport impacts of an option, ordinarily captured by standard cost-benefit analysis; 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.

To assess the TEE for each package, the DfT TUBA (Transport User Benefit Appraisal) software was used. Time, distance, and volume outputs from the microsimulation modelling were annualised using Automatic Traffic Count (ATC) data from a neutral month which was used in the matrix development process given the absence of any long-term ATCs which could allow for Average Annual Daily Traffic (AADT) to be calculated.

No information on the duration of construction works or the associated spend profile for each package has been determined, therefore it has been assumed that each scheme would take two years to construct (2024 and 2025) with construction and supervision costs split evenly over the two years. However, all costs associated with preparation have been assigned to 2024. The resulting costs associated with each scheme are calculated over a 60-year assessment period with costs and benefits discounted to 2010.

The microsimulation models have considered an opening year for each package of 2026 with a 15-year forecast to 2041 for the AM and PM periods. No inter-peak, off-peak or weekend assessment has been undertaken and consequently it is assumed that they will have no economic impact. No 'High Growth' or other sensitivity assessments have been undertaken and an assessment period of 60 years has been used to calculate the benefits of each package.

It should be noted that TEE is based on a standard format for highway assessment, with set quantitative criteria that do not take into account the benefits of active travel. Therefore, additional analysis utilising the DfT Active Travel Mode Appraisal Toolkit (AMAT)²⁹ has also been undertaken to set out the economic case supporting the development of active travel infrastructure improvements associated with the Active Travel and Multi-Modal Packages subject to appraisal in this study (i.e. the with-flow and two-way segregated cycleways only). This analysis is set out within the proceeding sections, with a detailed overview of the Active Travel Economic Assessment (ATEA) provided in **Appendix H**.

9.4.1 Do Minimum

For the purposes of the appraisal, the Do Minimum is scored as having **no benefit or impact** against the economy criteria in order to provide the basis for comparison of other options.

²⁹ <https://www.gov.uk/government/publications/tag-social-and-distributional-impacts-worksheets>

9.4.2 Active Travel Package

Transport Economic Efficiency

The table below shows a summary of the results from the TUBA assessment for the Active Travel Package.

Table 9.11: Active Travel Package TUBA Summary

Time Banding	Total Benefits by Time Saving					
	<-5 mins	-5 to -2 mins	-2 to 0 mins	0 to 2 mins	2 to 5 mins	>5 mins
Benefit (£000s)	-49,157	-34,249	-39,702	+13,325	+13,065	+23,141
	Total Benefits					
Travel Time Benefits (£000s)	-68,135					
Vehicle Operating Costs (£000s)	-5,442					
Indirect Taxes (£000s)	+1,767					
Total (£000s)	-71,810					
	Monetised Costs, Benefits & Overall Impact					
Greenhouse Gases (£000s)	-888					
Present Value of Benefits (PVB) (£000s)	-72,699					
Present Value of Costs (PVC) (£000s)	10,798					
Net Present Value (NPV) (£000s)	-83,497					
Benefit Cost Ratio (BCR)	-6.733					
TEE	-73,577					

As shown, the Active Travel Package was found to have an overall disbenefit to users over the 60-year assessment period. With regards to time savings, the greatest amount of disbenefits to users was found to occur in the '<-5 mins' range with -£49,157,000 worth of disbenefit to users followed by the '-2 to 0 mins' range with -£39,702,000 worth of disbenefit and the '-5 to -2 mins' range with -£34,249,000 worth of disbenefit. Time saving benefits were also found to occur, however these were not as significant as the disbenefits. Overall, the Active Travel Package was found to have a PVC of £10,798,000 and a NPV of -£83,497,000 which resulted in a Benefit Cost Ratio (BCR) of -6.733.

Overall, the Active Travel Package has been assessed as providing a **moderate negative impact** in terms of Transport Economic Efficiency.

Wider Economic Impacts

The Active Travel Package is considered to improve accessibility to employment areas along the corridor and to the city centre of Aberdeen, which could generate minor labour market benefits, providing businesses with access to a wider pool of labour.

The Active Travel Package additionally facilitates access between the city centre and Aberdeen South Harbour for pedestrians and cyclists, connecting with the active travel options at Balnagask Road and Hareness Road that were recommended for progression from the ASH Study. This may provide minor benefits to the wider economy in terms of facilitating access to businesses for cruise passengers from the new harbour.

Overall, the Active Travel Package has been assessed as providing a **minor beneficial impact** in terms of wider economic impacts.

Active Travel Economic Assessment

The Active Travel Package would be expected to generate a **'poor to low'** Value for Money, with BCRs ranging between **0.68:1** and **1.22:1** over the 20-year appraisal period, based on the low growth (+150% increase or 151

new cycle trips) and high growth (+301% increase or 243 new cycle trips) scenarios of cycle uptake developed for this study.

Analysis of the appraisal results using the latest AMAT toolkit, indicates that a significant element of the overall benefit is provided by the journey quality improvements (37-45% approx.) and physical fitness improvements (52-60% approx.), which are delivered by the proposed scheme. The new users benefitting from this scheme would also provide additional benefits through the reduction in road congestion due to modal shift (3-3.4% approx.), also resulting in environmental and accident benefits.

The Active Travel Package is deemed to potentially generate the same level of cycle demand and associated benefits as the Multi-Modal Package. However, a large proportion of the benefits generated by the scheme are offset by the higher costs associated with the cycle infrastructure of this package. Therefore, for the purposes of the appraisal, the cycle element associated with the Active Travel Package is scored as providing **no benefit or impact** in terms of Value for Money.

9.4.3 Public Transport Package

Transport Economic Efficiency

The table below shows a summary of the results from the TUBA assessment for the Public Transport Package.

Table 9.12: Public Transport Package TUBA Summary

Time Banding	Total Benefits by Time Saving					
	<-5 mins	-5 to -2 mins	-2 to 0 mins	0 to 2 mins	2 to 5 mins	>5 mins
Benefit (£000s)	-74,246	-29,267	-30,310	+16,604	+12,760	+17,879
	Total Benefits					
Travel Time Benefits (£000s)	-83,337					
Vehicle Operating Costs (£000s)	-3,245					
Indirect Taxes (£000s)	+928					
Total (£000s)	-85,655					
	Monetised Costs, Benefits & Overall Impact					
Greenhouse Gases (£000s)	-465					
Present Value of Benefits (PVB) (£000s)	-86,120					
Present Value of Costs (PVC) (£000s)	1,269					
Net Present Value (NPV) (£000s)	-87,388					
Benefit Cost Ratio (BCR)	-67.864					
TEE	-86,582					

As shown, the Public Transport Package was found to have an overall disbenefit to users over the 60-year assessment period. With regards to time savings, the greatest amount of disbenefits to users was found to occur in the '<-5 mins' range with -£74,246,000 worth of disbenefit to users followed by the '-2 to 0 mins' range with a disbenefit of -£30,310,000 and the '-5 to -2 mins' range with -£29,267,000 worth of disbenefit. Time saving benefits were also found to occur, however these were not as significant as the disbenefits. Overall, the Active Travel Package was found to have a PVC of £1,269,000 and a NPV of -£87,388,000 which resulted in a BCR of -67.864.

Overall, the Public Transport Package has been assessed as providing a **major negative impact** in terms of Transport Economic Efficiency.

Wider Economic Impacts

The Public Transport Package is considered to provide some accessibility benefits for pedestrians, cyclists, and bus users to employment areas along the corridor and to the city centre of Aberdeen. This could generate some minor labour market benefits, providing businesses with access to a wider pool of labour.

The Public Transport Package would additionally support one of the public transport options recommended for progression from the ASH Study, providing benefits for the proposed extension of Service 20 and the reintroduction of Service 3B to facilitate access to the new harbour and proposed Energy Transition Zone. This may provide benefits to the wider economy in terms of facilitating access to businesses for cruise passengers from the new harbour.

Overall, the Public Transport Package has been assessed as providing a **minor beneficial impact** in terms of wider economic impacts.

Active Travel Economic Assessment

Given the absence of active travel interventions as part of the Public Transport Package, there would be no active travel-related economic benefits and therefore, it has been assessed as providing **no benefit or impact** against this criterion.

9.4.4 Multi-Modal Travel & Transport Package

Transport Economic Efficiency

The table below shows a summary of the results from the TUBA assessment for the Multi-Modal Package.

Table 9.13: Multi-Modal Travel & Transport Package TUBA Summary

Time Banding	Total Benefits by Time Saving					
	<-5 mins	-5 to -2 mins	-2 to 0 mins	0 to 2 mins	2 to 5 mins	>5 mins
Benefit (£000s)	-49,032	-47,701	-29,624	+9,934	+14,522	+22,442
	Total Benefits					
Travel Time Benefits (£000s)	-75,174					
Vehicle Operating Costs (£000s)	-4,282					
Indirect Taxes (£000s)	+1,433					
Total (£000s)	-78,023					
	Monetised Costs, Benefits & Overall Impact					
Greenhouse Gases (£000s)	-736					
Present Value of Benefits (PVB) (£000s)	-78,758					
Present Value of Costs (PVC) (£000s)	6,542					
Net Present Value (NPV) (£000s)	-85,300					
Benefit Cost Ratio (BCR)	-12.039					
TEE	-79,456					

As shown, the Multi-Modal Package was found to have an overall disbenefit to users over the 60-year assessment period. With regards to time savings, the greatest amount of disbenefits to users was found to occur in the '<-5 mins' range with -£49,032,000 worth of disbenefit to users followed by the '-5 to -2 mins' range with -£47,701,000 worth of disbenefit and the '-2 to 0 mins' range with -£29,624,000 worth of disbenefit. Time saving benefits were also found to occur, however these were not as significant as the disbenefits. Overall, the Multi-Modal Package was found to have a PVC of £6,542,000 and a NPV of -£85,300,000 which resulted in a BCR of -12.039.

Overall, the Multi-Modal Package has been assessed as providing a **moderate negative impact** in terms of Transport Economic Efficiency.

Wider Economic Impacts

The Multi-Modal Package is considered to provide some accessibility benefits for pedestrians, cyclists, and bus users to employment areas along the corridor and to the city centre of Aberdeen. This could generate some minor labour market benefits, providing businesses with access to a wider pool of labour.

The Multi-Modal Package additionally facilitates access between the city centre and Aberdeen South Harbour for pedestrians and cyclists, connecting with the active travel options at Balnagask Road and Hareness Road that were recommended for progression from the ASH Study. This may provide minor benefits to the wider economy in terms of facilitating access to businesses for cruise passengers from the new harbour.

The Multi-Modal Package would additionally support one of the public transport options recommended for progression from the ASH Study, providing some benefits for the proposed extension of Service 20 and the reintroduction of Service 3B to facilitate access to the new harbour and proposed Energy Transition Zone. This may provide benefits to the wider economy in terms of facilitating access to businesses for cruise passengers from the new harbour.

Overall, the Multi-Modal Package has been assessed as providing a **minor beneficial impact** in terms of wider economic impacts.

Active Travel Economic Assessment

The Multi-Modal Package would be expected to generate a **'low to medium'** Value for Money, with BCRs ranging between **1.14:1** and **2.04:1** over the 20-year appraisal period, based on the low growth (+150% increase or 151 new cycle trips) and high growth (+301% increase or 243 new cycle trips) scenarios of cycle uptake developed for this study.

Analysis of the appraisal results using the latest AMAT toolkit, indicates that a significant element of the overall benefit is provided by the journey quality improvements (37-45% approx.) and physical fitness improvements (52-60% approx.), which are delivered by the proposed scheme. The new users benefitting from this scheme would also provide additional benefits through the reduction in road congestion due to modal shift (3-3.4% approx.), also resulting in environmental and accident benefits.

The Multi-Modal Package is deemed to potentially generate the same level of cycle demand and associated benefits as the Active Travel Package, with the overall costs associated with the cycle infrastructure of this package comparing lower than the other package. Therefore, for the purposes of the appraisal, the cycle element associated with the Multi-Modal Package is scored as providing a **minor beneficial impact** in terms of Value for Money.

9.4.5 Summary of Economy Appraisal

The outcomes of the economy appraisal are summarised in the table below.

Table 9.14: Economy Criteria Appraisal Summary

Package	Economy Criteria		
	TEE	WEI	ATEA
Do Minimum	-	-	-
Active Travel	xx	✓	-
Public Transport	xxx	✓	-
Multi-Modal	xx	✓	✓

It should be highlighted that the negative scores for the TEE analysis are a result of the delays to general traffic in the models tested based on the appraisal packages developed for this study. However, further to detailed review of the results, there are potential mitigation measures that could be implemented to minimise impacts to general traffic in all packages, to a greater or lesser extent. **Chapter 12** sets out full details of risks and potential mitigation measures.

9.5 Integration

The following sections discuss the impacts of the packages on the integration sub-criteria relating to:

- Transport integration;
- Transport and land use integration; and
- Policy integration.

Transport integration is the degree to which an option fits with other transport infrastructure and services. It requires consideration of services and ticketing, and infrastructure and information.

Transport and land use integration relates to the fit between the option and established land use plans and land use/transport planning guidance. Developments in UK and Scottish Government policy have provided a clear framework for the integration of land use and transport planning with a general requirement to promote sustainability and reduce the need to travel to relevant existing or future developments. The land use integration criterion should consider whether:

- Any land required for the proposal is preserved for uses which are incompatible with transport;
- The proposal fits with the general policies of all authorities at all levels concerning transport and land use; or
- The proposal conflicts with any other existing or planned development.

The policy integration sub-criterion considers the appropriateness of the option in light of wider policies, including those at national, regional (including the Nestrans RTS2040) and local levels. It requires consideration of any genuinely additional benefits in the context of Scottish policy on disability, health, and rural matters, together with further social inclusion impacts. This includes consideration of the contribution of options to meeting the Government's purpose and national transport targets.

Policy Assessment Framework (PAF) diagrams have been completed to outline the performance of the option packages against objectives from national policy documents. An adapted version of the PAF has been used for the purposes of this assessment, as the existing PAF in the STAG guidance refers to documents that are now outdated (i.e. the previous NTS and STPR). The adapted version developed for the purpose of this detailed appraisal assesses the performance of options against the new NTS2 objectives and the objectives of STPR2, which is currently ongoing.

The PAF outputs are presented in the diagrams below.

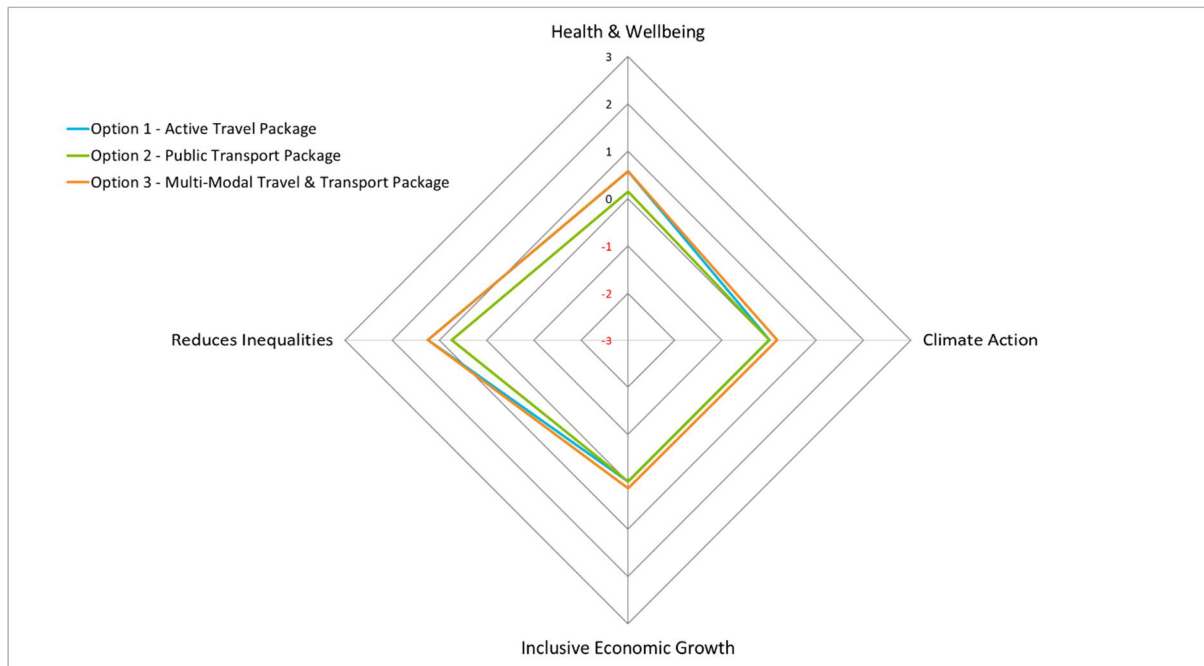


Figure 9.1: PAF Output 1



Figure 9.2: PAF Output 2

The performance of the option packages against the objectives are discussed under ‘Policy Integration’ in the sections that follow. It should be noted that the option packages under consideration as part of this study are not anticipated to generate any impacts in terms of rural affairs and it is not anticipated that any of the options would have additional social inclusion impacts that have not been captured under the assessment of Accessibility and Social Inclusion.

9.5.1 Do Minimum

For the purposes of the appraisal, the Do Minimum is scored as having **no benefit or impact** against the integration criteria in order to provide the basis for comparison of other options.

9.5.2 Active Travel Package

Transport Integration

The with-flow cycleway element of the Active Travel Package would support integration with the wider active travel network, including the National Cycle Network at Wellington Suspension Bridge, which would subsequently provide a connection with cycle improvements on South College Street. It would also support integration with the active travel options being promoted for access to Aberdeen South Harbour and the proposed Energy Transition Zone.

Overall, the Active Travel Package has been assessed as providing a **minor beneficial impact** against the transport integration criterion.

Transport and Land Use Integration

The Active Travel Package would not generate any spatial conflicts and there are negligible impacts in terms of existing and planned land use developments. The Active Travel Package is not considered to conflict with planning policy at a national, regional, or local level. Overall, it has been assessed as providing **no benefit or impact** against the transport and land use integration criterion.

Policy Integration

As illustrated in the PAF outputs, the Active Travel Package performs well against the NTS2 priorities of ‘Reduces Inequalities’ and ‘Health & Wellbeing’, particularly due to the improved accessibility to services for those without access to a car, the health and wellbeing benefits of active travel and the potential for modal shift. It should be noted that the Active Travel Package has been assessed as performing poorly in relation to supporting improvements to air quality. It is considered that this would be dependent on the extent of modal shift achieved through the proposed interventions and additionally, air quality impacts are likely to be reduced as the fleet is ‘greened’. The Active Travel Package additionally supports key priorities listed in the RTS2040, particularly in terms of providing a step-change in active travel.

In terms of wider Government policy, it is not anticipated that the Active Travel Package would have noteworthy impacts in terms of overcoming barriers for people with disabilities, however, there could be notable benefits in terms of health by providing infrastructure that could encourage increased exercise in the local community. A modal shift towards walking and cycling would additionally support national transport targets to reduce car kilometres by 20% by 2030.

Overall, it is considered that the Active Travel Package would have a **moderate beneficial impact** against the policy integration sub-criterion.

9.5.3 Public Transport Package

Transport Integration

It is considered that the Public Transport Package would generally have **no benefit or impact** against the transport integration criterion.

Transport and Land Use Integration

The Public Transport Package would not generate any spatial conflicts and there are negligible impacts in terms of existing and planned land use developments. The Public Transport Package is not considered to conflict with planning policy at a national, regional, or local level. Overall, it has been assessed as providing **no benefit or impact** against the transport and land use integration criterion.

Policy Integration

As illustrated in the PAF outputs, the Public Transport Package generally has a negligible impact against the NTS2 priorities, with some minor benefits in terms of accessibility to services and the potential for modal shift (although as has been illustrated elsewhere, it is considered that there is not significant potential for modal shift due to the limited benefits provided to bus users). In line with the assessment for the Active Travel Package, the Public Transport Package has been assessed as performing poorly in relation to supporting improvements to air quality but it is anticipated that negative impacts would reduce over time.

The Public Transport Package generally has a negligible impact against the key priorities listed in the RTS2040. The RTS2040 outlines aspirations for a rapid transit system linking Craibstone, the Airport and TECA (The Event Complex Aberdeen) to Altens, providing support in policy terms for dedicated bus priority along Wellington Road.

In terms of wider Government policy, it is not anticipated that the Public Transport Package would have noteworthy impacts in terms of overcoming barriers for people with disabilities or in terms of improving health.

Overall, it is considered that the Public Transport Package would have **no benefit or impact** against the policy integration criterion.

9.5.4 Multi-Modal Travel & Transport Package

Transport Integration

The two-way segregated cycleway element of the Multi-Modal Package would support integration with the wider active travel network, albeit not to the same extent as the with-flow cycleway promoted in the Active Travel Package. As the working assumption is for the cycleway to be provided on the east side, the two-way cycleway would support integration with the active travel options being promoted for access to Aberdeen South Harbour and the proposed Energy Transition Zone. It would also connect with the National Cycle Network in the north of the corridor, albeit cyclists would require to cross Wellington Road to continue on the wider network via Wellington Suspension Bridge and South College Street.

Overall, the Multi-Modal Package has been assessed as providing a **minor beneficial impact** against the transport integration criterion.

Transport and Land Use Integration

The Multi-Modal Package would not generate any spatial conflicts and it is not considered to conflict with planning policy at a national, regional, or local level. The introduction of sections of shared bus/HGV lane along the corridor would be anticipated to provide minor benefits to operations at Aberdeen South Harbour due to the enhanced priority for freight vehicles in this package. Overall, it has been assessed as providing a **minor beneficial impact** against the transport and land use integration criterion.

Policy Integration

As illustrated in the PAF outputs, the Multi-Modal Package performs well against the NTS2 priorities of 'Reduces Inequalities' and 'Health & Wellbeing', particularly due to the improved accessibility to services for those without access to a car, the health and wellbeing benefits of active travel and the potential for modal shift. In line with the assessment for the Active Travel Package, the Multi-Modal Package has been assessed as performing poorly in relation to supporting improvements to air quality but it is anticipated that negative impacts would reduce over time.

The Multi-Modal Package additionally supports key priorities listed in the RTS2040, particularly in terms of providing a step-change in active travel. Furthermore, the RTS2040 outlines aspirations for a rapid transit system linking Craibstone, the Airport and TECA to Altens, providing further support in policy terms for dedicated bus priority along Wellington Road, although not to the same extent as the Public Transport Package due to the proposed sharing of priority with HGVs in this package.

In terms of wider Government policy, it is not anticipated that the Multi-Modal Package would have noteworthy impacts in terms of overcoming barriers for people with disabilities, however, there could be some benefits in terms of health by encouraging increased exercise for people walking and cycling (through the introduction of safety improvements at key junctions and the increased segregation of all modes along the corridor through the proposed dedicated cycling infrastructure and associated improvements for pedestrians). A modal shift to active travel and public transport would additionally support national transport targets to reduce car kilometres by 20% by 2030.

Overall, it is considered that the Multi-Modal Package would have a **moderate beneficial impact** against the policy integration criterion.

9.5.5 Summary of Integration Appraisal

The outcomes of the integration appraisal are summarised in the table below.

Table 9.15: Integration Appraisal Summary

Package	Integration Criteria		
	Transport	Transport and Land Use	Policy
Do Minimum	-	-	-
Active Travel	✓	-	✓✓
Public Transport	-	-	-
Multi-Modal	✓	✓	✓✓

9.6 Accessibility and Social Inclusion

Accessibility is a broad concept that defines the ability of people and businesses to access goods, services, people, and opportunities. STAG highlights four aspects of accessibility that require consideration in relation to transport schemes, grouped under the headings of Community Accessibility and Comparative Accessibility.

Community Accessibility comprises of:

- Public Transport Network Coverage – a consideration of the impacts of an option on each group in society for a range of trip purposes; and
- Access to Local Services – the measurement of opportunities to walk or cycle to services and facilities is required, including severance arising from proposed changes.

Comparative Accessibility comprises of:

- People Group – particular attention is paid to the needs of socially excluded groups with age, gender, mobility impairment, income group and car ownership factors of relevance; and
- Geographic Location – locations relevant to local TPOs considered, for example community regeneration areas, areas of disadvantage and deprivation and rural areas. The appraisal should describe where impacts are occurring and compare the impacts within these locations with other areas.

9.6.1 Do Minimum

For the purposes of the appraisal, the Do Minimum is scored as having **no benefit or impact** against the TPOs in order to provide the basis for comparison of other options.

9.6.2 Active Travel Package

Public Transport Network Coverage

It is not anticipated that the Active Travel Package would result in any changes in accessibility provided by the public transport system and therefore, it has been assessed as having **no benefit or impact** against this criterion.

Local Accessibility

The Active Travel Package would introduce interventions that improve accessibility to the city centre and other services along Wellington Road by walking and cycling through dedicated cycling infrastructure and improved active travel facilities at major junctions. The active travel interventions that would be introduced as part of this package would also improve walking and cycling access to public transport, both in terms of access to local bus stops and in terms of access to regional public transport services from the bus and rail stations in the south of the city centre. Overall, it has been assessed as having a **moderate beneficial impact** against this criterion.

Distribution of Impacts by People Group

It is considered that the Active Travel Package would provide benefits to those in lower income groups and those without access to a car as it could increase access to employment opportunities, for example in the city centre, by offering dedicated active travel infrastructure that is direct, coherent and that provides a safe and free to use connection between the city centre and communities along Wellington Road. On the other hand, the Active Travel Package may have negative impacts on older people, those with mobility impairments and other groups who may not be able to take advantage of the infrastructure, particularly if the changes implemented lead to delays and therefore reduced accessibility by car. The modelling results suggest that, in the AM peak, delays would be experienced on the northbound approach to Hareness Junction and an increase in journey times would be anticipated in the southbound direction through the Souterhead and Hareness junctions due to the proposed signalisation. During the PM peak, delays of approximately 2 minutes would be anticipated northbound through Souterhead Junction due to the proposed signalisation.

Whilst the Active Travel Package could have benefits and disbenefits across different groups, interventions proposed as part of this package would not remove accessibility by car, and therefore, there is considered to be an overall benefit. It has therefore been assessed as having a **minor beneficial impact** against this criterion.

Distribution of Impacts by Geographical Area

It is not anticipated that the Active Travel Package would have any notable impacts by geographical area and it has therefore been assessed as having **no benefit or impact** against this criterion.

9.6.3 Public Transport Package

Public Transport Network Coverage

Whilst the Public Transport Package introduces interventions to promote bus priority, the overall impact on bus journey times is varied. Modelling results indicate that in the AM peak, end-to-end bus journey times are generally in line with the Do Minimum in both directions. In the PM peak, there is an approximate 67 second (or 10%) journey time saving for northbound bus movements, whilst in the southbound direction, greater delays are experienced on approach to Hareness Junction for buses due to increased congestion caused by the traffic signals. Due to the minor anticipated impact overall for bus journey times, it is expected that opportunities to implement knock-on bus service improvements would be limited. Overall, therefore, the Public Transport Package has been assessed as having **no benefit or impact** against this criterion.

Local Accessibility

It is not anticipated that the Public Transport Package would result in any changes in accessibility by walking and cycling to local services and therefore, it has been assessed as having **no benefit or impact** against this criterion.

Distribution of Impacts by People Group

It is considered that the Public Transport Package could provide benefits to those in lower income groups and those without access to a car through reduced bus journey times, albeit potentially not for the main commuting journeys along the corridor (northbound in the AM peak and southbound in the PM peak), with the principal benefits experienced for northbound journeys during the PM peak. On the other hand, the Public Transport Package may have negative impacts on groups that require use of a car to travel, particularly given the modelling results indicate that this package results in longer journey times for general traffic in both directions during both the AM and PM peaks. Therefore, given the anticipated benefits and disbenefits for different groups, the Public Transport Package has been assessed as having **no benefit or impact** against this criterion.

Distribution of Impacts by Geographical Area

It is not anticipated that the Public Transport Package would have any notable impacts by geographical area and it has therefore been assessed as having **no benefit or impact** against this criterion.

9.6.4 Multi-Modal Travel & Transport Package

Public Transport Network Coverage

Whilst the Multi-Modal Package introduces interventions to promote bus priority, the overall impact on bus journey times is varied. Modelling results indicate that in the AM peak, end-to-end bus journey times are generally in line with the Do Minimum in both directions. In the PM peak, there is an approximate 55 second (or 8%) journey time saving for northbound bus movements, whilst in the southbound direction, greater delays are experienced on approach to Hareness Junction for buses due to increased congestion caused by the traffic signals. Due to the minor anticipated impact overall for bus journey times, it is expected that opportunities to implement knock-on bus service improvements would be limited. Overall, therefore, the Multi-Modal Package has been assessed as having **no benefit or impact** against this criterion.

Local Accessibility

The Multi-Modal Package would introduce interventions that improve accessibility to the city centre and other services along Wellington Road by walking and cycling through dedicated cycling infrastructure and improved active travel facilities at major junctions. The active travel interventions that would be introduced as part of this package would also improve walking and cycling access to public transport, both in terms of access to local bus stops and in terms of access to regional public transport services from the bus and rail stations in the south of the city centre. Overall, it has been assessed as having a **moderate beneficial impact** against this criterion.

Distribution of Impacts by People Group

It is considered that the Multi-Modal Package would provide benefits to those in lower income groups and those without access to a car as it could increase access to employment opportunities and other services. On the other hand, the Multi-Modal Package may have negative impacts on groups that require use of a car to travel, particularly if the changes implemented lead to congestion and therefore reduced accessibility by this mode. The modelling results suggest that, in the AM peak, journey times for general traffic would increase between Southerhead and Hareness and additional delay would be experienced between Hareness and Craigshaw Road. This is off-set to an extent by savings between Craigshaw Road and Balnagask Road, however, the Multi-Modal Package would still result in longer end-to-end journey times northbound overall relative to the Do Minimum. During the PM peak, journey times are anticipated to be approximately 3 minutes longer relative to the Do Minimum. This is mainly caused by the presence of bus/HGV lanes between Craigshaw Road and Southerhead which cause delays to general traffic.

Whilst the Multi-Modal Package could have benefits and disbenefits across different groups, interventions proposed as part of this package would not remove accessibility by car, and therefore, there is considered to be an overall benefit. The Multi-Modal Package has therefore been assessed as having a **minor beneficial impact** against this criterion.

Distribution of Impacts by Geographical Area

It is not anticipated that the Multi-Modal Package would have any notable impacts by geographical area and it has therefore been assessed as having **no benefit or impact** against this criterion.

9.6.5 Summary of Accessibility and Social Inclusion Appraisal

The outcomes of the accessibility and social inclusion appraisal are summarised in the table below.

Table 9.16: Accessibility & Social Inclusion Appraisal Summary

Package	Community Accessibility		Comparative Accessibility	
	Public Transport Network Coverage	Local Accessibility	Impacts by People Group	Impacts by Geographical Location
Do Minimum	-	-	-	-
Active Travel	-	✓✓	✓	-
Public Transport	-	-	-	-
Multi-Modal	-	✓✓	✓	-

9.7 Summary of STAG Criteria Appraisal

This chapter has provided an assessment of the three option packages against the five STAG Criteria (and associated sub-criteria) of Environment, Safety, Economy, Integration, and Accessibility and Social Inclusion. **Table 9.17** provides an overall summary of this assessment.

The next chapter provides high-level cost estimates for the three packages under consideration.

Table 9.17: Summary of STAG Criteria Appraisal

	ENVIRONMENT							SAFETY		ECONOMY			INTEGRATION			ACCESSIBILITY & SOCIAL INCLUSION					
	Noise & Vibration	Global Air Quality	Local Air Quality	Water Quality, Drainage & Flood Defence	Biodiversity & Habitats	Landscape & Visual Amenity	Cultural Heritage	Physical Fitness	Accidents	Security	Transport Economic Efficiency (TEE)	Wider Economic Impacts (WEIs)	Active Travel Economic Assessment	Transport Integration	Transport & Land Use Integration	Policy Integration	Public Transport Network Coverage	Local Accessibility	Impacts by People Group	Impacts by Geographical Location	
Do Minimum
Active Travel	xx	x	xx	xx	xx	✓	.	✓✓✓	.	.	xx	✓	.	✓	.	✓✓	.	✓✓	✓	.	
Public Transport	x	x	x	x	x	.	.	✓	.	.	xxx	✓	
Multi-Modal	x	x	.	x	x	✓	.	✓✓	✓	.	xx	✓	✓	✓	✓	✓✓	.	✓✓	✓	.	

10. Cost to Government

10.1 Introduction

STAG requires that the net cost of an option is assessed from a public spending perspective, which is then compared with the total benefits of the option in terms of the STAG criteria, allowing an overall value for money assessment to be made.

Cost to Government refers to all costs incurred by the public sector as a whole net of any revenues. The total net cost consists of:

- Investment (capital) costs – include all infrastructure and other capital costs incurred by public sector operators which are additional to those incurred in the Do Minimum scenario;
- Operating and maintenance costs – include the annual recurring costs incurred by the public sector in running and maintaining the option considered;
- Grant/subsidy payment – should private sector operators not cover the investment and operating costs, some form of grant or subsidy may be required for the delivery of an option by private sector operators;
- Revenues – user charges, which represent monetary transfers from the users to the Government; and
- Taxation impacts – options which substantially promote public transport can lead to reductions in indirect tax receipts by shifting expenditure from cars and car fuel, which are heavily taxed, to public transport services on which the indirect tax rate is relatively low.

This chapter outlines high-level cost estimates for the three packages, based on the outputs of the model adjustments implemented in each package in April 2021 (as outlined in **Section 7.4**).

10.2 Capital Costs

This section sets out high-level cost estimates for the implementation of the three packages. It should be noted that package costs do not include pricing of further investigation/survey, land purchase, relocation of utilities, structures, retaining walls, enhanced drainage, path lighting, TROs etc. Costs have been informed by the application of similar local authority framework rates and, where appropriate, priced from similar schemes. **Appendix I** provides a detailed cost breakdown for each package, which should be consulted to understand the composite elements comprising the overall package cost.

The table below provides the key assumptions applied in the costing of each package.

Table 10.1: Package Costing Assumptions

Package	Costing Assumptions
Active Travel	<ul style="list-style-type: none"> • Assumption made at this stage that 20% of carriageway area would be resurfaced • Assume central reservation hard standings priced as footway construction • Where precast concrete road kerbs are required as a result of the cycle track being constructed within existing carriageway, these totals and associated carriageway reinstatement have been attributed to the cycle track • Where the central reservation width has been altered or realigned, the kerbing and road construction required has not been attributed to the cycle track
Public Transport	<ul style="list-style-type: none"> • Costs per km based on rates taken from SPONS and similar local authority frameworks • New Hareness Junction costs based on Multi-Modal Package option, excluding cycle track
Multi-Modal	<ul style="list-style-type: none"> • Assumption made at this stage that 20% of carriageway area would be resurfaced • Assumption made at this stage that western footway is only being resurfaced/reconstructed at locations of widening into existing carriageway • Assume central reservation hard standings priced as footway construction

The outline costs for each package are provided in the table below, with numbers rounded to the nearest £100. It is noted that design is in early stages and through design development and value engineering, the costs of schemes can be managed.

Table 10.2: Estimated Scheme Costs

Cost Element	Active Travel Package	Public Transport Package	Multi-Modal Package
<i>Charleston Junction to Charleston Road North</i>	£1,344,900		£1,186,000
<i>Charleston Road North to Souterhead Roundabout</i>	£339,500		£191,700
<i>Souterhead Junction</i>	£3,288,800		£270,800
<i>Souterhead to Hareness</i>	£652,700		£732,400
<i>Hareness Junction</i>	£1,173,300		£1,166,500
<i>Hareness to Greenbank Road</i>	£1,281,600		£1,148,700
<i>Greenbank Road to Balnagask Road</i>	£812,700		£679,400
<i>Balnagask Road to QEB</i>	£702,300		£444,200
Construction Sub-Total	£9,595,600	£1,223,200	£5,819,800
Optimism Bias (44%)	£4,222,100	£538,200	£2,560,700
Construction Sub-Total (Inclusive of Optimism Bias)	£13,817,700	£1,761,400	£8,380,500
Design	£1,381,800	£176,100	£838,000
Placemaking and Landscaping	£690,900	N/A	£419,000
Site Supervision and Project Management	£690,900	£88,000	£419,000
Traffic Management	£690,900	£88,000	£419,000
Monitoring and Evaluation	£690,900	N/A	£419,000
TOTAL PACKAGE COST	£17,963,000	£2,113,700³⁰	£10,894,600

10.3 Operating and Maintenance Costs

It is anticipated that maintenance costs would be incurred with each of the packages. These would generally be expected to be associated with the requirement to maintain signing/lining associated with, for example, the with-flow or two-way segregated cycleways and bus (or bus/HGV) lane markings etc. Cycleways would also require winter maintenance, which is assumed would be undertaken when completing winter maintenance of existing footways and cycleway schemes in the city.

The implementation of additional signalisation at Souterhead (in the Active Travel Package), at Hareness (in all packages) and via toucan crossings at Souter Head Road, Langdykes Road and Wellington Circle (in the Multi-Modal Package) would introduce an additional maintenance burden on ACC associated with operation and management of additional traffic signal systems.

ACC would require to identify the maintenance requirements associated with any packages or elements of packages progressing to business case stage – and thereafter, implementation.

³⁰ Refer to **Appendix I** for full composition of package cost.

10.4 Other Costs

The option packages under consideration do not incorporate user charging, and therefore no revenues would be anticipated in terms of monetary transfers from the users to the Government.

It is also not anticipated that the option packages under consideration would generate any notable impacts in terms of taxation relating to the promotion of public transport.

10.5 Summary

This chapter has provided a high-level overview of estimated costs associated with the three option packages, including capital costs, operating and maintenance costs, and consideration of any other costs. The next chapter of this report sets out the implementability appraisal of the three detailed appraisal packages.

11. Implementability

11.1 Introduction

Implementability, or deliverability, has been a key consideration through the development and assessment of option packages through this study. To fulfil the requirements of the detailed appraisal, the option packages must also be assessed in terms of their Feasibility, Affordability, and Public Acceptability. The proceeding sections provide commentary against these elements.

11.2 Feasibility

This section provides an overview of the feasibility of each option package, based on the outputs of the model adjustments implemented in each package in April 2021 (as outlined in **Section 7.4**).

11.2.1 Active Travel Package

With-Flow Kerb Segregated Cycleway

To determine feasibility of the with-flow cycleway along the Wellington Road corridor, AutoCAD software was utilised to sketch up proposals on the OS mapping base and assess implications on the existing road layout. Design options were developed utilising Cycling by Design, the Traffic Signs Manual and Design Manual for Roads and Bridges (DMRB) guidance.

The technical feasibility assessment determined that the delivery of the with-flow cycleway element of the Active Travel Package would require the following:

- Land at the former HM Craiginches Prison Site;
- Loss of one lane on approach to Balnagask Road for general traffic (reduced to two lanes in both directions);
- Loss of the right-turn filter lane at Craigshaw Drive for general traffic (in both directions);
- Loss of the right-turn filter lane at Greenbank Road for general traffic (in both directions);
- Loss of the central reservation between Hareness Roundabout and Polwarth Road; and
- Reduced footway width and reduced buffer width between Polwarth Road and Girdleness Road.

Removal of Souterhead Roundabout

In terms of constructability considerations for the proposed Souterhead Junction improvement, forward visibility appears to be reasonable on approaches to the proposed signalised junction but would be required to be checked at the design stages.

To convert this location to a signalised junction would require the construction of a temporary road through the centre of the existing roundabout, adjacent to one half of the current route around the roundabout, and through parts of the existing central reservation. The other half of the roundabout would then be temporarily closed to traffic, including access from the side roads, so that the new road alignment could be constructed. This would also require temporary traffic signal control, as the location would no longer function as a roundabout during this construction period. Once this half of the junction was completed, the traffic would be moved onto this section, so that the other half of the roundabout could be constructed.

There are alternative traffic routes by which the surrounding area to the east could be accessed while side road access to the junction was closed. However, there is currently no alternative access to the west of the existing junction, which includes premises within Wellington Circle and Lochside Academy. A temporary access may need to be constructed. The requirements for temporary use of third party land to enable this would need to be understood.

Early contractor engagement would provide an opportunity to consider construction phasing in more depth, which may be particularly beneficial in this location. An experienced contractor may be able to offer alternative solutions for phasing these works, and for minimising any closure of side roads. This would aid consultation with companies located to the west of this junction. Obtaining early contractor input could also offer some design and construction cost efficiencies.

Removal of Hareness Roundabout

In terms of constructability considerations for the proposed Hareness Junction improvement, at the design stages, forward visibility should be reviewed on approaches to the proposed signalised junction, particularly on the Wellington Road southbound approach, and on West Tullos Road. The existing vertical alignment changes on these approaches and the removal of the deflection leading to the existing roundabout, replaced by a more direct horizontal alignment for a signalised junction option, may require some vertical realignment of the road.

To convert this location to a signalised junction would require the construction of a temporary road through the centre of the existing roundabout, adjacent to one half of the current route around the roundabout, and through parts of the existing central reservation. The other half of the roundabout would then be temporarily closed to traffic, including access from the side roads, so that the new road alignment could be constructed. This would also require temporary traffic signal control, as the location would no longer function as a roundabout during this construction period. Once this half of the junction was completed, the traffic would be moved onto this section, so that the other half of the roundabout could be constructed.

There are alternative traffic routes by which the surrounding areas could be accessed while side road access to the junction was closed. Alternative access to the area off Hareness Road to the east of this junction would be taken via Southerhead Junction, and so construction phasing of the main road works should be carefully considered in order to maintain access to this area.

Early contractor engagement would provide an opportunity to consider construction phasing in more depth, which can aid public communication of the roadworks. Obtaining early contractor input could also offer some design and construction cost efficiencies.

Right-Turn Ban from Wellington Road onto Abbotswell Road

The right-turn ban from Wellington Road onto Abbotswell Road would require a Traffic Regulation Order (TRO) for the prohibition of this specified turn. It would also require new white line markings and associated signage alerting drivers to the change in carriageway conditions. It would not be possible to physically enforce the right-turn ban as the junction would be required to remain open to allow for vehicles turning left into Abbotswell Road from Wellington Road and for those exiting Abbotswell Road onto Wellington Road. The intervention would therefore be reliant on drivers obeying the associated signage.

Summary

In addition to the above, the Active Travel Package would require a variety of other road orders, such as Side Road Orders, Stopping Up Orders and Redetermination Orders (RSOs) may also be required. For example, an RSO would be required in order to redetermine those sections of existing footway and carriageway that are proposed as segregated cycleways within this package.

Overall, the feasibility considerations outlined above are anticipated to provide a **minor risk** to the deliverability of the Active Travel Package as currently presented, primarily in relation to the requirement for land purchase in the northern section of the corridor at the former HM Craiginches Prison Site.

11.2.2 Public Transport Package

Bus Lanes

The delivery of the bus lanes element of the Public Transport Package would require the following:

- Land at the former HM Craiginches Prison Site; and
- Loss of one lane for general traffic wherever a bus lane is provided that is not provided currently.

A TRO would also be required in order to enforce the sections of bus lane. This TRO would be required to set out which vehicles are entitled to use the bus lane, or specific sections of it, and the days and hours of operation for bus lanes, likely in line with other bus lanes in operation throughout the city. The TRO would additionally be required to specify any authorised use of the bus lane by taxis and cycles.

Southerhead Bus Priority Signals

To facilitate implementation of bus priority signals in advance of Southerhead Roundabout, it would need to be confirmed that the signals form part of the SCOOT network. These may need to be upgraded with a new controller box. Communications would also need to be present in terms of a fibre or mesh network as mobile dialling would add delay to the communication between bus-server-signals. Ideally, a one second delay or less should be targeted for this communication. There may also be a requirement to assess whether the existing bus stop prior to the proposed signal arrangement would affect the operation of the equipment. Subsequent consideration of this intervention at business case stage would require consultation with ACC's Traffic Signals team.

Removal of Hareness Roundabout

The feasibility considerations regarding the removal of Hareness Roundabout are as per those outlined for the Active Travel Package.

Right-Turn Ban from Wellington Road onto Abbotswell Road

The feasibility considerations regarding the right-turn ban from Wellington Road onto Abbotswell Road are as per those outlined for the Active Travel Package.

Summary

Overall, the feasibility considerations outlined above are anticipated to provide a **minor risk** to the deliverability of the Public Transport Package as currently presented, primarily in relation to the requirement for land purchase in the northern section of the corridor.

11.2.3 Multi-Modal Travel & Transport Package

Two-way Kerb Segregated Cycleway

To determine feasibility of the two-way cycleway along the Wellington Road corridor, AutoCAD software was utilised to sketch up proposals on the OS mapping base and assess implications on the existing road layout. Design options were developed utilising Cycling by Design, the Traffic Signs Manual and DMRB guidance.

The technical feasibility assessment determined that the delivery of the two-flow cycleway element of the Multi-Modal Package would require the following:

- Land at the former HM Craiginches Prison Site;
- Loss of one lane on approach to Balnagask Road for general traffic (reduced to two lanes in both directions);
- Loss of the central reservation between Greenbank Road and Polwarth Road;
- Loss of the right-turn filter lane at Craigshaw Drive for general traffic (in both directions);
- Loss of the right-turn filter lane at Greenbank Road for general traffic (in both directions); and
- Reduced footway width and reduced buffer width between Polwarth Road and Girdleness Road.

Shared bus/HGV lane

The delivery of the shared bus/HGV lane element of the Multi-Modal Package would require the following:

- Land at the former HM Craiginches Prison Site;
- Loss of one lane for general traffic wherever a bus/HGV lane is provided that is not currently a bus lane.

It should be noted that the technical feasibility assessment determined that there would be implementability issues associated with delivering a shared bus/HGV lane southbound in combination with the two-way cycleway to the north of Grampian Place due to width and elevation constraints.

Additional Toucan Crossings at Souterhead Roundabout

Single stage crossings have been identified in the Multi-Modal Package rather than staggered crossings onto island locations. Design criteria indicates that the crossings should be a minimum of 15 metres from the roundabout. It would be advised that a Road Safety Audit (RSA) be undertaken for the additional crossings, as vehicles stopping when the toucan crossings were activated would instantly cause blocking back towards the circulating carriageway of Souterhead Roundabout. Single stage crossings require longer green times for pedestrians, stopping traffic for a longer duration, which could result in a degree of driver distraction and frustration.

Removal of Hareness Roundabout

The feasibility considerations regarding the removal of Hareness Roundabout are as per those outlined for the Active Travel Package.

Right-Turn Ban from Wellington Road onto Abbotswell Road

The feasibility considerations regarding the right-turn ban from Wellington Road onto Abbotswell Road are as per those outlined for the Active Travel Package.

Summary

In addition to the above, the Multi-Modal Package would require a variety of road orders. In line with the Public Transport Package, a TRO would be required where any shared bus/HGV lanes are proposed to determine the authorised usage of these. Other road orders, such as Side Road Orders, Stopping Up Orders and Redetermination Orders (RSOs) may also be required. For example, an RSO would be required in order to redetermine those sections of existing footway and carriageway that are proposed as segregated cycleways within this package.

Overall, the feasibility considerations outlined above are anticipated to provide a **moderate risk** to the deliverability of the Multi-Modal Package as currently presented due to constraints north of Grampian Place, which would require significant works to be undertaken in order to deliver a shared bus/HGV lane in this location in combination with a two-way segregated cycleway. It is therefore anticipated that there would be a requirement to prioritise one intervention over the other in this location, and, on this basis, this package carries a higher deliverability risk than the Active Travel Package or the Public Transport Package. Potential mitigation measures are set out in **Section 12.3**.

11.3 Affordability

This section provides an overview of the affordability of each option package, based on the outputs of the model adjustments implemented in each package in April 2021 (as outlined in **Section 7.4**).

11.3.1 Active Travel Package

The Active Travel Package would be anticipated to constitute a **very high cost** in terms of capital construction costs. Interventions included within the package would also require ongoing maintenance, including winter maintenance of the with-flow cycleways, signing and lining for the cycleways as required and operation and management of additional traffic signal systems (at Southerhead and Hareness).

11.3.2 Public Transport Package

The Public Transport Package would be anticipated to constitute a **low cost** in terms of capital construction costs. Ongoing maintenance costs would additionally be required, associated with the management of additional traffic signal systems (at Southerhead and Hareness junctions).

11.3.3 Multi-Modal Travel & Transport Package

The Multi-Modal Package would be anticipated to constitute a **high cost** in terms of capital construction costs. Interventions included within the package would also require ongoing maintenance, including winter maintenance of the two-way cycleway, signing and lining for the cycleway as required and operation and management of additional traffic signal systems (at Hareness and Southerhead).

11.4 Public Acceptability

This section provides an overview of the Public Acceptability of each option package. It should be noted that the package designs presented in **Appendix A**, which were developed in conjunction with the composition of the packages set out in **Chapter 5**, formed the basis for gauging the public and stakeholder acceptability of the packages under consideration. Thus, it should be highlighted that residual changes to the package components in April 2021 (as outlined in **Section 7.4**) have not been subject to consultation. However, with the exception of the CYCLOPS junction at Hareness in the Active Travel Package, the assessment of Public Acceptability should still be regarded as a strong indication of the likely support (or otherwise) of the packages and their components, as the adjustments to the models have generally been promoted on the basis of ensuring a more deliverable level of network service, and, for the most part, do not take away from the overall message or objective of any of the packages.

As set out further in **Chapter 14**, there would be a need for ACC to initiate changes to the existing designs to reflect the changes in the package models made to facilitate the detailed appraisal (and, by consequence, communicate these changes in any additional public or stakeholder engagement necessary to accompany individual scheme or package implementation).

11.4.1 Active Travel Package

Based on responses to the online survey throughout April and May 2021, it is anticipated that the Active Travel Package would have a reasonable level of public support, with 53% of respondents indicating that they are in favour of the implementation of this package, including 40% strongly in favour.

Respondents noted support of this package based on the ability to improve cycle safety through segregated infrastructure and based on improved active travel access through large junctions along the route. A number of respondents also indicated that implementation of the Active Travel Package would encourage them to cycle more often, both for commuting purposes and for leisure, with some respondents noting that the Active Travel Package would provide a direct and safe route that they would feel safe using alone or with their family.

In terms of the individual elements included within the Active Travel Package, reconfiguration of the junction at Southerhead generated the most support (91 like; 30 dislike), closely followed by signalisation of the junction at Hareness (87 like; 33 dislike) and the with-flow cycleway along the length of the corridor (84 like; 40 dislike). The right-turn ban from Wellington Road onto Abbotswell Road generated the least support of the package elements, though more were still in favour of this than against (70 like; 45 dislike). This is shown in **Figure 11.1**.

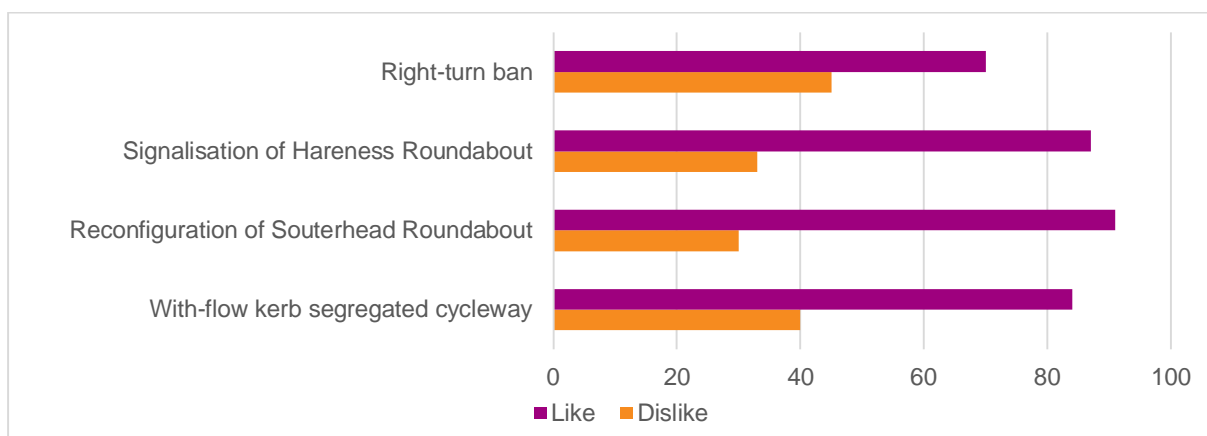


Figure 11.1: Opinion of Active Travel Package Components

Conversely, a number of concerns were raised about the Active Travel Package, with approximately 17% of respondents indicating that they are strongly opposed to implementation of this package. Concerns raised were primarily in relation to the delays to movement along the corridor by vehicles that could be caused. Respondents emphasised the importance of the corridor as a primary freight route and noted that any impact on the movement of freight as a result of road space being reallocated could have significant economic impacts. A number of respondents additionally raised concerns about the suitability of Wellington Road as an active travel corridor due to the topography, noting that the proposed interventions could cause inconvenience to the majority for a perceived relatively small number of cyclists.

Overall, the Active Travel Package has been assessed as providing a **minor beneficial impact** against the Public Acceptability criterion.

11.4.2 Public Transport Package

Based on responses to the online survey throughout April and May 2021, it is anticipated that there would be a limited level of public support for the Public Transport Package, although less support would be anticipated relative to the other packages under consideration. Overall, 25% of respondents indicated support for the implementation of this package, whilst 45% were against the implementation of this package.

Of those respondents indicating support for the Public Transport Package, the most common reasons were in terms of the benefits that modal shift to public transport could have on reducing vehicle emissions and improving the flow of traffic on Wellington Road. Those in favour of this package additionally made reference to the opportunities that improved public transport services could provide for people who do not have access to a car.

Those against the Public Transport Package argued that the relatively low number of bus services that currently operate on the corridor does not justify a dedicated bus lane along the length of Wellington Road. Concerns were also raised in relation to congestion that could be generated due to the reduction in road space for general traffic.

In terms of the individual elements within the Public Transport Package, the bus lane element of the proposal generated the most opposition (75 dislike; 40 like), closely followed by signalisation of Hareness Roundabout, with bus priority through the junction (71 dislike; 44 like). The right-turn ban from Wellington Road onto Abbotswell Road in the Public Transport Package was the only element of the Public Transport Package to generate more support than opposition (61 like; 53 dislike). This is shown in the diagram below.

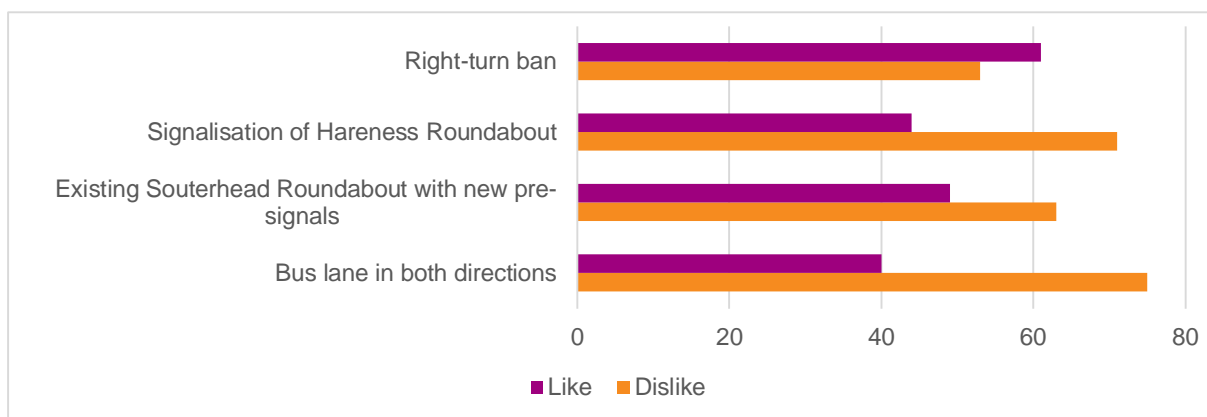


Figure 11.2: Opinion of Public Transport Package Components

Overall, the Public Transport Package has been assessed as providing a **moderate negative impact** against the Public Acceptability criteria.

11.4.3 Multi-Modal Travel & Transport Package

Based on responses to the online survey throughout April and May 2021, it is anticipated that the Multi-Modal Package would have a reasonable level of public support, with 49% of respondents indicating that they are in favour of the implementation of this package with only 25% opposed (the lowest of the three packages).

Respondents expressed support for this package based on the equal share of road space provided across modes and the improved safety for active travel users relative to the existing arrangement. In terms of the individual elements included within the Multi-Modal Package, implementation of toucan crossing points at Souterhead Roundabout generated the most support (77 like; 38 dislike). The two-way cycleway and the signalisation of Hareness Roundabout with improved active travel facilities generated a similar level of support (73 like; 47 dislike and 74 like; 42 dislike respectively). The shared bus/HGV lane was the only element of the package that generated more opposition than support (65 dislike; 45 like). Whilst some respondents were in agreement with the idea of a Multi-Modal Package, there were those who indicated that they would prefer elements within this package to be altered e.g. with inclusion of the with-flow cycleway instead of the two-way cycleway.

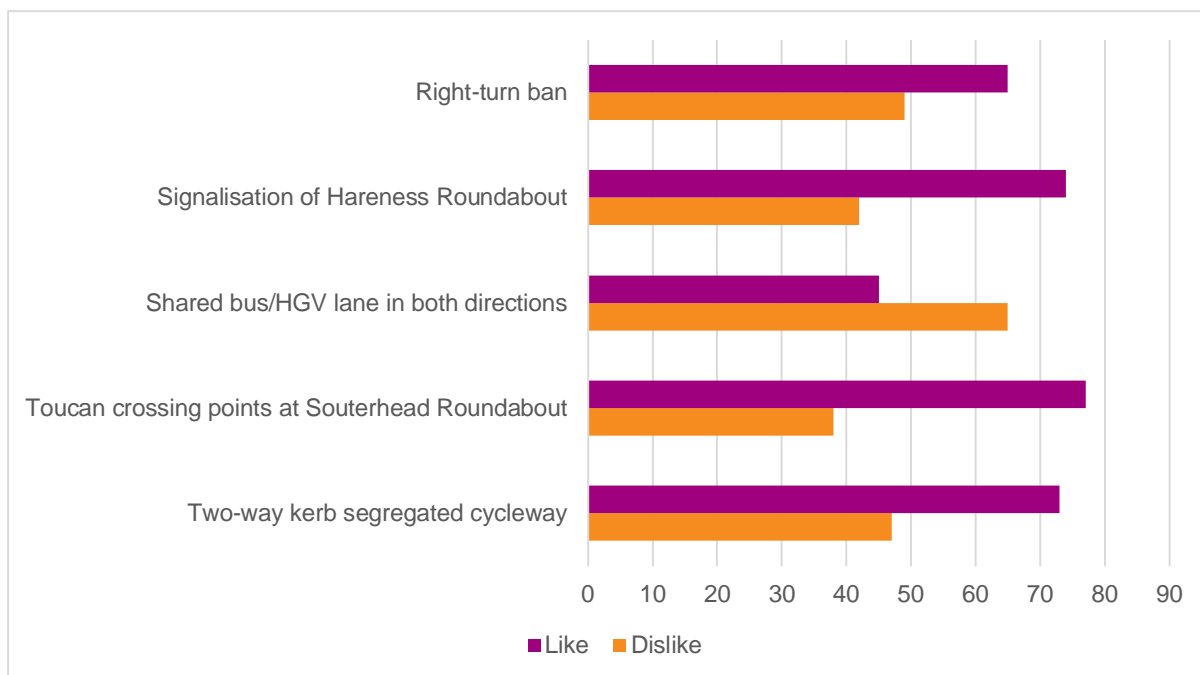


Figure 11.3: Opinion of Multi-Modal Package Components

For those opposed to the implementation of this package, concerns were raised regarding the safety of the two-way cycleway in comparison to the with-flow option and the importance of providing crossing points at key points along the route was emphasised. Safety concerns were also raised regarding the removal of the central reservation along some sections of the corridor. Other concerns raised about the Multi-Modal Package included the potential for congestion that could be generated due to the reduction in road space for general traffic and the difficulties that would likely be caused by any HGVs requiring to turn right from Wellington Road (particularly at Hareness Road to access Aberdeen South Harbour). Furthermore, some indicated concerns about HGVs becoming delayed by buses along the corridor and the associated economic impacts of this.

Overall, the Multi-Modal Package has been assessed as providing a **minor beneficial impact** against the Public Acceptability criteria.

Appendix D provides further detail of the outcomes from the online survey.

11.5 Summary of Implementability Appraisal

The outcomes of the implementability appraisal are summarised in the table below.

Table 11.1: Accessibility & Social Inclusion Appraisal Summary

Package	Feasibility	Affordability	Public Acceptability
Do Minimum	-	-	-
Active Travel	x	Very High Cost	✓
Public Transport	x	Low Cost	xx
Multi-Modal	xx	High Cost	✓

The next chapter provides an overview of the key risks and uncertainties that should be borne in mind as progress is made with delivery of any of the interventions under consideration to business case stage.

12. Risk & Uncertainty

12.1 Introduction

This chapter considers risk and uncertainties that should be borne in mind through the progression of any options to business case stage and identifies a series of measures that could be put in place to reduce the risks identified.

12.2 Risk Management

Risk management is a structured approach to identifying, assessing, and controlling risks that emerge during the course of the option lifecycle. This supports better decision making by developing a more thorough understanding of the risks inherent within an option and their likely impact. Risk management involves:

- Identifying possible risks in advance and putting mechanisms in place to minimise the likelihood of their materialising with adverse effects;
- Having processes in place to monitor risks, and access to reliable, up-to-date information about risks;
- The right balance of control in place to mitigate the adverse consequences of the risks, if they should materialise; and
- Decision making processes supported by a framework of risk analysis and evaluation.

12.3 Risk and Uncertainties

This section outlines key risks and uncertainties associated with the progression of option packages identified as part of this study. The table below presents the main types of project risk identified by STAG alongside a commentary of its anticipated significance in the context of this study and any potential mitigation measures that have been identified.

Table 12.1: Project Risks and Potential Mitigation Measures

Type of Risk		Anticipated Significance for Wellington Road Study	Potential Mitigation Measures
Policy risk	Legislative risk	Low risk – there is a minor risk that legislative changes affecting transport could have implications for the Wellington Road corridor and its operation. For example, the Scottish Government has an objective to promote the use of ultra-low emission vehicles (ULEVs) and phase out the need for new petrol and diesel cars and vans by 2032 (ahead of the UK Government's 2040 target) ³¹ . However, as cars/vans (or general traffic as a whole) are not prioritised in the Wellington Road Study, it is considered that any such legislative changes affecting transport in the future are unlikely to affect the implementation of any sustainable interventions from the detailed appraisal packages.	No mitigation measures considered necessary.
	Policy risk	Low risk – as the detailed appraisal has demonstrated, there is a generally strong fit in terms of policy integration between the packages and the wider	No mitigation measures considered necessary.

³¹ <https://www.gov.scot/policies/renewable-and-low-carbon-energy/low-carbon-transport/>

Type of Risk		Anticipated Significance for Wellington Road Study	Potential Mitigation Measures
		suite of national, regional, and local policies. In particular, the Wellington Road Study identifies improvements which provide synergy with both the RTS2040 and the wider local objectives of ACC, which have long-term plans for the development of the city. On this basis, it is not considered that there is a major risk of a disconnect between the areas for improvement identified in the appraisal and the future direction of transport planning in Aberdeen.	
Risk on delivering the asset	Construction risk	Medium risk – as noted in Chapter 11 , there are moderate risks associated with construction of interventions associated with the packages. As pricing of further investigation/survey, land purchase, relocation of utilities, structures, retaining walls, enhanced drainage, path lighting and TROs etc. has not been undertaken as part of the study, there is additional uncertainty placed on any additional risks associated with the construction of the interventions.	<p>Early contractor engagement would provide an opportunity to consider construction phasing in more depth. An experienced contractor may be able to offer alternative solutions for phasing these works, and for minimising any closure of side roads. Obtaining early contractor input could also offer some design and construction cost efficiencies and may support risk mitigation.</p> <p>It is recommended that a construction noise and vibration assessment is undertaken as part of the Construction Environment Management Plan (CEMP) to provide an indication of likely impacts and identify where additional mitigation may be required.</p>
	Planning risk	<p>Medium risk – each of the packages under consideration as part of the study would require development of land at the former HM Craiginches Prison Site that is not currently owned by ACC and therefore, land acquisition would be required. It should be noted that planning consent may be required for the development of options on the land at the former prison site.</p> <p>There is also a risk that there could be statutory objections to Orders that would require to be introduced for delivery of some interventions. If an objection is not withdrawn, this would automatically trigger a Public Local Inquiry, which could cause significant delays and additional costs for delivery.</p>	<p>It is understood that ACC has previously engaged in discussions regarding the land at the former HM Craiginches Prison Site with the Scottish Government – continuation of these discussions would determine whether planning risks can be mitigated.</p> <p>The project programme and Risk Register should include for the statutory objection period and consider project risk caused by the submission and maintenance of an objection to relevant Road Orders.</p>
	Residual value risk	Low risk – residual values can be estimated for projects with finite lives and should be included in the appraisal of projects. Residual values should not however, be included in the appraisal of projects with indefinite lives where the appraisal period should end 60 years after the scheme opening year. In the context of the Wellington Road Study, this is not applicable as a 60 year assessment has been undertaken.	No mitigation measures considered necessary.
Risk on operating the asset	Operational risk	<p>Active Travel Package: the reconfiguration of Souterhead as part of this package is shown to introduce a 1-3 minute delay for all vehicles, which would have impacts on the movement of bus and freight vehicles along the corridor (as well as cars).</p> <p>Public Transport Package: it is considered that the addition of northbound bus lanes is relatively low risk in terms of the impacts on other road users.</p>	<p>Active Travel Package: exclusion of the Souterhead Junction improvement would be anticipated to minimise delays for general traffic along the corridor.</p> <p>Public Transport Package: exclusion of the southbound bus lanes would be anticipated to minimise delays for all vehicles along the corridor.</p>

Type of Risk		Anticipated Significance for Wellington Road Study	Potential Mitigation Measures
		<p>The addition of southbound bus lanes risks delays (approx. 1-3 minutes) to all vehicles, including buses, particularly during the PM peak.</p> <p>Multi-Modal Package: the shared bus/HGV lanes and reconfiguration at Hareness results in a delay for all traffic of 1-2 minutes (northbound) through Hareness in the AM and a 2-3 minute delay (southbound) in the PM. There is a sensitive section of northbound shared bus/HGV lane between Craigshaw Road and Balnagask Road.</p> <p>In all packages, there is a risk in terms of drivers obeying the signage associated with the implementation of the right-turn ban from Wellington Road onto Abbotswell Road.</p> <p>In all packages, signalisation of Hareness causes minor delays (less than 1 minute) in peak periods. This could present perception issues for motorised users of the corridor that are considered to constitute a low-medium risk.</p>	<p>Multi-Modal Package: exclusion of the southbound shared bus/HGV lanes would be anticipated to minimise delays for all vehicles along the corridor. Exclusion of the shared bus/HGV lane in the sensitive section northbound would minimise delays for buses and HGVs.</p> <p>Right-turn ban risks could be mitigated through communications with the public.</p> <p>Risks associated with signalisation at Hareness and minor additional delay could be mitigated by communications with the public regarding implementation of signals to improve the safety and directness of walking and cycling crossing points.</p>
	Inflation risk	<p>Low risk – the risk that actual inflation differs from assumed inflation rates. It is possible that the construction costs developed as part of this study could vary in the future.</p>	<p>Construction costs should be kept under review as interventions are developed further.</p>
	Maintenance risk	<p>Medium risk – ACC is generally seeking to rationalise maintenance costs where practical. Some of the interventions in this study (e.g. junction signalisation) would introduce a maintenance burden on the Council, as would maintenance of, for example, cycleway schemes. However, with no new major structures proposed as part of the option packages, none are considered to present a significant risk with regard to maintenance.</p>	<p>ACC should mitigate costs of maintenance in line with existing practices.</p>
Risks on demand and revenue	Demand risk	<p>Low risk – the COVID-19 pandemic has led to significant change in people's travel behaviours (e.g. increased home working, reduced public transport use, increased levels of walking and cycling) and introduced uncertainty around future travel patterns. There is uncertainty as to whether some of the changes observed will be short-term or if they will result in a more structural change in how society operates. Wellington Road is expected to continue its function as a priority route into the future and therefore, it is expected to continue to generate significant demand for traffic to facilitate movement of people and goods.</p>	<p>Further future scenario testing.</p>
	Design risk	<p>Low risk – in order to obtain funding through Sustrans or other funding sources, such as the Bus Partnership Fund, certain standards of design will be required. This is considered to be low risk in the context of the proposed active travel interventions, which have been designed in accordance with Sustrans guidance as far as possible. As the cycleways are at concept</p>	<p>Mitigation measures will be identified and assessed as part of the detailed design process.</p> <p>The lengthening of bus lanes on approach to QEB would require a detailed safety design check in the north of the corridor.</p>

Type of Risk		Anticipated Significance for Wellington Road Study	Potential Mitigation Measures
Page 542		<p>design stage, there would be a requirement to develop the designs during Developed Design as part of the normal design process.</p> <p>Medium risk – the Public Transport Package and Multi-Modal Package propose lengthening bus lanes on approach to QEB, which could introduce safety implications.</p> <p>Further design considerations inherent with all projects include uncertainty over underground conditions, utilities, geotechnics, and drainage issues etc. There may additionally be design requirements relating to increased areas of hardstanding (e.g. for SEPA).</p> <p>There is currently a lack of consistency of junction types, public transport, and active travel provision along the route. The packages aim to bring consistency along the corridor, however, based on the appraisal, it may not be possible to be fully consistent along the length of the route to meet all the objectives of the study.</p>	<p>Additional environmental survey work, including flood risk modelling and Phase 1 habitat surveys will be required to support and inform technical design work.</p> <p>Consistency risks can be mitigated by implementing as much of a modal type along the route as is possible using the Sustainable Travel Hierarchy and focussing on areas that lack existing provision of any type (for example, there is no cycling provision between Hareness Roundabout and QEB at present).</p>
	Availability risk	<p>Low risk – Bus services on the corridor are privately operated, limiting ACC's influence over any future service changes. Given that no service improvements are proposed as part of the option packages, this is considered to be a minor risk.</p>	<p>No mitigation measures considered necessary.</p>
	Volume risk	<p>Low risk – the risk that actual usage of the service varies from the level forecast. It is possible that usage of the proposed cycling facilities could differ from the levels predicted, which could reduce the predicted benefits generated by the schemes. It is also possible that the volume of vehicles could reduce in line with Scottish Government targets to reduce private car trips and associated with impacts from COVID-19. Furthermore, the volume of traffic may rise into the future as a result of emerging technologies such as Connected and Autonomous Vehicle (CAV) technology.</p>	<p>Further future scenario testing.</p>
	Technology risk	<p>Low risk – the risk that changes in technology result in services being provided using non-optimal technology. It is possible that where technological solutions are provided as part of the study (e.g. traffic signals), obsolescence can occur over time. Furthermore, there are emerging technologies (such as CAV) which could present a risk to the proposed interventions due to the uncertain impact on travel patterns.</p>	<p>ACC should ensure that optimal technology is adopted at the time of implementation of any interventions on the Wellington Road corridor.</p>

In addition to the project risks outlined in the table above, there is further uncertainty regarding:

- **Availability of Funding** – at present, there is no allocated budget to support the progression of interventions through to delivery and construction. Whilst funding sources exist (e.g. through Sustrans), ACC will require to apply for this funding to make the case for the interventions proposed. Overall, this is considered to present a medium risk to delivery.
- **Bridge of Dee** – previous work has been completed regarding the potential for a new crossing of the River Dee, with a STAG Part 2 Study completed in 2017. It was agreed that the outcomes of this work should be reviewed at a suitable period after the opening of the AWPR to enable any changes in traffic patterns to be accurately assessed. Should this work be progressed, it would have an impact on traffic movements along the Wellington Road corridor.
- **Low Emission Zone** – in accordance with the Scottish Government's Programme for Government, ACC is considering options for a Low Emission Zone in Aberdeen. Whilst the preferred option does not include the area of the Wellington Road corridor, it will still be necessary for ACC to take cognisance of the impact of traffic exiting the Wellington Road priority route and accessing Aberdeen city centre (and the LEZ). Any modal shift changes facilitated by the implementation of schemes in the detailed appraisal may have wider impacts in terms of the composition of vehicle types moving in the city centre (and consequently may influence the number of vehicles which are eligible to access any LEZ).

There is also a need to consider risks associated with tie-in to existing active travel infrastructure as follows:

- In the Active Travel Package, the cycle provision tie-in to the existing layout at QEB in the north of the corridor has not been fully developed. This is considered to be a low risk as there are a number of options that could be investigated to provide suitable connections and crossing points for pedestrians and cyclists. In the south of the corridor, there are existing shared use path facilities and therefore low risks are anticipated in terms of designing connections to these facilities, and to onward routes from those connections.
- The Public Transport Package does not require consideration of the tie-in with existing active travel infrastructure and as such, is determined to be low risk in this regard.
- In the Multi-Modal Package, the need to tie-in active travel provision to the existing layout is considered to be low risk, as there are a number of options that could be investigated at the northern end of the study corridor, including some existing provision to connect to. In terms of tie-in, for example, a toucan crossing on Wellington Road at the location of the dropped kerbs on approach to the Craig Place/South Esplanade West Roundabout may be possible, which would provide an improved connection to NCN1 at the Wellington Suspension Bridge. Alternatively, the existing crossing point to the north of Grampian Place could be upgraded to a toucan crossing, with the two-way cycleway relocated to the west side of Wellington Road for a short section. Both options would require an engineering design review of safety and operation. As outlined for the Active Travel Package, there are existing shared use path facilities in the south of the corridor and therefore, tie-in to existing facilities is considered to be low risk in this location.
- In terms of other onward cycle provision connections at the north end of the study area, there is a moderate risk that provision will not be satisfactory until further improvements are undertaken. It is noted that onward connections of NCN1 crossing the QEB to the one-way South Esplanade West and from Craig Place/one-way Menzies Road require further consideration of improvements for active travel, outwith the scope of this study. Their improvement would connect Wellington Road to Victoria Road and onward to other parts of Torry and the continuation of NCN1 to the Coast Road.

12.4 Summary

This chapter has provided consideration of risk and uncertainties that should be borne in mind through the progression of any options to business case stage and potential mitigation measures that could be put in place to reduce the risks identified.

Chapter 13 identifies a series of indicators that could be used to monitor the performance of interventions.

13. Monitoring & Evaluation

13.1 Introduction

The Scottish Government requires monitoring and evaluation to be undertaken and documented for any proposal for which it provides funding or approval. STAG requires that a new project or strategy be subject to planned evaluation and monitoring, in addition to regular revalidation throughout its development.

Monitoring is an ongoing process of watching over the performance of a project, identifying problems as they arise and taking appropriate action, whilst evaluation is used for specific, post-implementation events, designed to assess the project performance against established objectives and to provide in-depth diagnosis of successes as well as deficiencies. Therefore, by gathering and interpreting information, monitoring and evaluation will demonstrate how the project or strategy performs against its objectives, identify any deficiencies, and allow adjustments to be made.

Soon after implementation, the performance of the scheme should be assessed against the specified objectives, requiring the data capture associated with scheme delivery. Recognising that certain projects require time before the full benefits can be realised, a further evaluation is required at an appropriate time after implementation.

In addition, regular monitoring of the scheme is essential against specified Key Performance Indicators (KPIs) to assess the ongoing effectiveness of the overall strategy and individual schemes.

A series of indicators have been identified to monitor the performance of the detailed appraisal packages on the TPOs.

Table 13.1: Potential Performance Indicators for Monitoring and Evaluation

Indicators
Census Travel to Work tables
Scottish Household Survey
Hands Up Survey
Pedestrian and Cycle Counts
Tom-Tom Data
Google Maps Traffic
Journey Time Surveys
TRACC – AT Journey Time
TRACC – AT Catchment
TRACC – PT Journey Time
TRACC – PT Catchment
TRACC – No. of PT Services
INRIX – Journey Time
INRIX – Journey Time Reliability
Annual Mean Air Quality Monitoring Results
CrashMap
Employer Travel Plans
Citizens Panel Surveys
Direct engagement with Community Councils
Direct engagement with Freight Forum
Direct engagement with bus operators
Scottish Public Health Observatory Online Profiles Tool

Going forward, these will be essential monitoring tools to gauge how any interventions subsequently implemented are performing. There will be a requirement for ACC to establish an evaluation regime for any schemes which progress through business case stage to construction.

A detailed Monitoring and Evaluation Plan should be prepared as schemes move forward.

13.2 Summary

This chapter has identified a series of indicators that could be used to monitor the performance of interventions proposed as part of this study.

Chapter 14 provides a summary of the key findings from the detailed appraisal of option packages.

14. Summary & Conclusions

14.1 Introduction

This chapter provides a summary of the findings from the detailed appraisal of options to improve strategic transport connections and active travel along the Wellington Road corridor.

14.2 Appraisal Outcomes

The option packages developed have been appraised against the TPOs, the STAG Criteria (Environment, Safety, Economy, Integration and Accessibility and Social Inclusion), Implementability Criteria (Feasibility, Affordability, and Public Acceptability).

The scoring for each element of the appraisal is summarised in the tables that follow.

Table 14.1: Summary of Appraisal against TPOs

Package	Performance vs TPO					
	TPO1 – Sustainable Modes Priority	TPO2 – Freight	TPO3 – Traffic Management	TPO4 - Accessibility	TPO5 - Safety	TPO6 – Air Quality & Public Health
Do Minimum	-	-	-	-	-	-
Active Travel	✓✓	xx	xx	✓	-	-
Public Transport	✓	xx	xx	-	-	x
Multi-Modal	✓✓	✓	xx	✓	✓	-

As shown above, all packages potentially provide minor to moderate beneficial impacts across several of the TPOs, with negative impacts anticipated for the movement of freight and the management of key pinch-points on the network, particularly for the Active Travel and Multi-Modal Packages. This is associated with delay to general traffic as a result of the interventions proposed as part of the option packages. As has been discussed, there are potential mitigation measures that could be implemented to minimise these impacts.

Table 14.2: Summary of Appraisal against Implementability Criteria

Package	Feasibility	Affordability	Public Acceptability
Do Minimum	-	-	-
Active Travel	x	Very High Cost	✓
Public Transport	x	Low Cost	xx
Multi-Modal	xx	High Cost	✓

As shown above, there are minor to moderate impacts on implementability regarding the feasibility of delivering the option packages. The Public Transport Package is anticipated to be low cost, with the other two packages incurring greater capital costs. The online survey that was undertaken indicated a level of support for the Active Travel and Multi-Modal Packages, however, the Public Transport Package generated a significant level of opposition.

Table 14.3: Summary of STAG Criteria Appraisal

	ENVIRONMENT							SAFETY		ECONOMY			INTEGRATION			ACCESSIBILITY & SOCIAL INCLUSION				
	Noise & Vibration	Global Air Quality	Local Air Quality	Water Quality, Drainage & Flood Defence	Biodiversity & Habitats	Landscape & Visual Amenity	Cultural Heritage	Physical Fitness	Accidents	Security	Transport Economic Efficiency (TEE)	Wider Economic Impacts (WEIs)	Active Travel Economic Assessment	Transport Integration	Transport & Land Use Integration	Policy Integration	Public Transport Network Coverage	Local Accessibility	Impacts by People Group	Impacts by Geographical Location
Do Minimum	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Active Travel	xx	x	xx	xx	xx	✓	-	✓✓✓	-	-	xx	✓	-	✓	-	✓✓	-	✓✓	✓	-
Public Transport	x	x	x	x	x	-	-	✓	-	-	xxx	✓	-	-	-	-	-	-	-	-
Multi-Modal	x	x	-	x	x	✓	-	✓✓	✓	-	xx	✓	✓	✓	✓	✓✓	-	✓✓	✓	-

The appraisal of options against the STAG Criteria indicated limited impacts against some of the Integration and Accessibility and Social Inclusion sub-criteria, although there were benefits against policy integration and local accessibility, particularly for the Active Travel and Multi-Modal Packages. There are some environmental concerns relating to noise and vibration, air quality, water quality, drainage and flood defence, and biodiversity and habitats, although there are potential measures that could be implemented to mitigate these impacts. There are significant negative impacts in terms of the TEE analysis, however, there are potential mitigation measures that could be implemented to minimise impacts to general traffic in all packages, to a greater or lesser extent. Whilst the modelling results in COBALT indicated increases in accidents associated with the reconfiguration of Hareness Junction (and Southerhead Junction in the Active Travel Package), the appraisal has taken account of the anticipated safety benefits that would be generated for active travel users.

14.3 Conclusions

The Wellington Road corridor is a priority route on the local road network. It is a key artery of the transport system linking the trunk road network (including the AWPR) to the south of Aberdeen city centre. The corridor plays a key role in access to ports for freight, for public transport from growing southern residential areas and it is a spine for industrial and employment uses along its length. It is also used for access on foot and by bike to local services, including retail and education uses. This study has systematically reviewed problems and issues, identified potential solutions to meet the net zero emissions ambition of the city as well as other policy drivers following Scottish Government guidance. The study has involved extensive consultation with stakeholders and the wider community and has modelled predicted transport impacts of selected intervention packages.

As discussed throughout this report, further design work is necessary to further develop and assess the technical aspects of the interventions within the detailed appraisal packages on the Wellington Road corridor. Going forward, it will be key for ACC to obtain agreement on the overarching principles from the packages and determine the appropriate treatments at the key junctions (Souterhead and Hareness).

The key issues of concern that interventions should look to support include:

- Consistency of provision for active travel and public transport;
- Poor pedestrian provision through junctions at Souterhead and Hareness;
- The lack of any infrastructure for cyclists to the north of Hareness;
- Missing links in northbound active travel provision between Loirston Loch and Charleston Road North;
- The need to continue to provide priority route access for HGVs, including to Aberdeen South Harbour, the proposed Energy Transition Zone and the city centre; and
- Encouraging public transport with as much priority as is feasible.

Given the competing demands along the corridor, delivery of a more attractive corridor for all modes of travel will require difficult decisions to be made. The appraisal of the three option packages against the study objectives and STAG Criteria has indicated that the Do-Minimum performs more favourably than the option packages as they are currently presented. Therefore, based on the findings of the appraisal and the modelling results presented earlier in this report, a fourth 'hybrid' package is proposed, which is considered to provide benefits for the majority of users of the corridor. The proposed elements of this proposed package are summarised in the table below, with further details provided by corridor section in **Table 14.6**.

Table 14.4: Interventions Proposed in 'Hybrid' Package

Intervention	Description	Rationale
Cycleways	With-flow cycleway proposed between the tie-in with existing shared use facilities at Old Wellington Road and Hareness; a detailed design process would be required to determine the configuration between Hareness and QEB, though it will be important to ensure consistency of provision along this section.	<ul style="list-style-type: none"> • To the south of Hareness, with-flow segregated cycling infrastructure can be provided with limited impact on the road network. • There is no pedestrian or cycle infrastructure (including footways) provided for 700m northbound between Loirston Loch and Charleston Road North and for 200m southbound in proximity to the Old Wellington Road Junction. • To the north of Hareness, there is no existing dedicated cycling infrastructure.
Souterhead Junction – toucan crossings	Additional toucan crossing facilities at Langdykes Road, Souter Head Road and Wellington Circle.	<ul style="list-style-type: none"> • Toucan crossing infrastructure provides safety and accessibility improvements for pedestrians and cyclists whilst maintaining efficient vehicle flows through the junction.

Intervention	Description	Rationale
Hareness Junction	Conversion of the roundabout to a signalised junction, with integrated pedestrian and cycle crossing facilities.	<ul style="list-style-type: none"> The existing roundabout is uncontrolled, with two crossing points provided which are remote from the roundabout. Reconfiguration of Hareness Roundabout would provide safety improvements for active travel users and provide more direct routes.
Northbound bus lanes	Introduction of northbound bus lane between Craigshaw Drive and Abbotswell Road, avoiding the approach to and the junctions at Craigshaw Drive, Greenbank Road and Abbotswell Road, and a small extension to the existing bus lane towards QEB, subject to detailed design review.	<ul style="list-style-type: none"> Considered to be low risk in terms of impacts on other traffic, including in terms of movements to Aberdeen South Harbour and the proposed ETZ. Opportunity to “lock-in” the benefits of the AWPR by allocating road space for public transport where it can be accommodated.

A number of elements are not proposed to be promoted as part of this 'hybrid' package, with rationale provided in the table below.

Table 14.5: Interventions Not Proposed in 'Hybrid' Package

Intervention	Rationale
Southbound bus lanes	The modelling results indicated that southbound bus lanes did not achieve the intended benefits on the corridor in terms of journey times due to queue back at junctions.
Shared bus/HGV lanes	The modelling results indicate that in the northbound direction, allowing HGVs to access the bus lanes proposed in the 'Hybrid' package provided limited benefits. Therefore, restricting any proposals to northbound bus lanes only supports the promotion of exclusivity of bus priority. In the southbound direction, the modelling results indicate that the most efficient solution for buses and HGVs is to maintain movements with general traffic.
Additional lane northbound between Charleston Road North and Hareness	Whilst the additional lane northbound would provide efficiency improvements in the south of the corridor for northbound movements, providing additional space for vehicles is counter to current policy position and it could introduce safety implications for active travel users by increasing crossing lengths.
Reconfiguration of Souterhead Roundabout	The appraisal indicated that there would be significant disbenefits in reconfiguring the existing roundabout to signals for motorised users, both in terms of safety and economy. The appraisal also indicated that there could be environmental implications associated with a full junction reconfiguration in terms of surface water flooding and impacts on biodiversity and habitats, with the woodland to the north-east of Souterhead Roundabout identified as a key area of risk. While the junction reconfiguration would generate safety and accessibility improvements for active travel users, it is considered that the addition of toucan crossing points (as proposed) would generate some benefits.
Right-turn ban from Wellington Road onto Abbotswell Road	The implementation of a right-turn ban from Wellington Road to Abbotswell Road was not shown to generate any significant benefits or disbenefits against the majority of appraisal criteria. This intervention was developed in response to a queueing problem in this location, identified at the previous stage of the study. Since the opening of the AWPR, results of surveys undertaken to facilitate development of the Wellington Road Corridor Microsimulation Model indicated that queueing has dissipated and therefore, it is not considered that this intervention is addressing an existing problem on the network.

Intervention	Rationale
Conversion of the existing bus lane north of Balnagask Road to an all vehicle lane	Maintenance and extension of existing bus lane towards QEB considered to be low risk in terms of impacts on other traffic, including in terms of movements to Aberdeen South Harbour and the proposed ETZ. As noted under the key considerations above, it will be important to encourage public transport with as much priority as is feasible and therefore, it is not considered appropriate to remove existing areas of bus priority provision.

Table 14.6 outlines the proposed interventions by section along the Wellington Road corridor and sets out a series of further considerations that should be borne in mind in progressing interventions to business case stage.

Table 14.6: Potential 'Hybrid' Package by Corridor Section

Corridor Section	Potential Interventions Proposed	Further Considerations
Section 1: Charleston to Souterhead	With-flow cycleway from tie-in with existing shared use facilities to the west of Old Wellington Road to Souterhead.	<ul style="list-style-type: none"> Further studies should be undertaken in the vicinity of Loirston Loch to establish appropriate pollution control measures. Phase 1 habitat survey should be undertaken to establish the quality of the habitats and species they support in the vicinity of Loirston Loch.
Section 2: Souterhead Junction	Toucan crossings on Langdykes Road, Souter Head Road and Wellington Circle arms of the roundabout.	<ul style="list-style-type: none"> Further design work will be required to determine the tie-in with with-flow cycleway facilities to the north and south of the junction. It should be noted that existing designs have assumed shared use facilities are provided through Souterhead Junction.
Section 3: Souterhead to Hareness	With-flow cycleway between Souterhead and Hareness.	<ul style="list-style-type: none"> Further design work will be required to determine the tie-in with facilities at Souterhead and Hareness junctions.
Section 4: Hareness Junction	Removal of the roundabout for the introduction of a signalised junction with improved crossing facilities for active travel users.	<ul style="list-style-type: none"> Further design work will be required to determine the tie-in with cycle facilities to the north and south of the junction. It should be noted that the 'CYCLOPS' arrangement shown in Appendix A was not the design that was modelled as part of the Active Travel Package due to the significant delays that were caused as a result of reduced capacity from a lower number of approach lanes and alternative crossing arrangements. Subsequent design should ensure that there is sufficient capacity at the junction to operate effectively (e.g. as proposed for the Multi-Modal Package). The signalisation acts as a segregation safety measure to control users of the junction. As other interventions encourage increased use by people walking and cycling on the Wellington Road corridor, the segregation of users should support the ability of freight, public transport and other vehicular users to respect the movement of pedestrians and cyclists in a more controlled way than exists as present, where the only priorities that exist are remote and are not direct or fully inclusive.

Corridor Section	Potential Interventions Proposed	Further Considerations
Section 5: Hareness to Craigshaw Road	Cycleway between Hareness and Craigshaw Road.	<ul style="list-style-type: none"> Detailed design required to determine the type of cycleway between Hareness and QEB – a with-flow cycleway requires removal of the central reservation between Hareness and Polwarth Road; a two-way cycleway requires removal of the central reservation between Greenbank Road and Polwarth Road. Removal of the central reservation and all proposed designs would require a Road Safety Audit (RSA) to comment on the safety implications. Further consideration should be given to options for retaining the central reservation, including reduced width or increased use of verge space. A detailed survey of pedestrian movements would be recommended to support these design decisions.
	Northbound bus lane between Craigshaw Drive and Abbotswell Road, avoiding the approach to and the junctions at Craigshaw Drive, Greenbank Road and Abbotswell Road.	<ul style="list-style-type: none"> Further testing and design review should be undertaken to determine the exact locations of northbound bus lane at the next stage of design development.
Section 6: Craigshaw Road to Balnagask Road	Cycleway between Craigshaw Road and Balnagask Road.	<ul style="list-style-type: none"> Detailed design required to determine the type of cycleway between Hareness and QEB – a with-flow cycleway requires removal of the central reservation between Hareness and Polwarth Road; a two-way cycleway requires removal of the central reservation between Greenbank Road and Polwarth Road. Removal of the central reservation and all proposed designs would require a Road Safety Audit (RSA) to comment on the safety implications. Further consideration should be given to options for retaining the central reservation, including reduced width or increased use of verge space. A detailed survey of pedestrian movements would be recommended to support these design decisions.
Section 7: Balnagask Road to QEB	Cycleway between Balnagask Road and QEB.	<ul style="list-style-type: none"> Land purchase would be required at the former HM Craiginches Prison Site. Flood risk modelling should be undertaken if land purchase is progressed due to the increased area of impermeable hardstanding. Detailed design required to determine the type of cycleway between Hareness and QEB – a with-flow cycleway requires removal of the central reservation between Hareness and Polwarth Road; a two-way cycleway requires removal of the central reservation between Greenbank Road and Polwarth Road.

Corridor Section	Potential Interventions Proposed	Further Considerations
	Northbound bus lane (small extension to existing bus lane towards QEB)	<ul style="list-style-type: none"> • Removal of the central reservation and all proposed designs would require a Road Safety Audit (RSA) to comment on the safety implications. • Further consideration should be given to options for retaining the central reservation, including reduced width or increased use of verge space. A detailed survey of pedestrian movements would be recommended to support these decisions. • Further design work will be required to consider the tie-in to the existing layout at QEB, including opportunities for controlled crossing points for pedestrians and cyclists at the Craig Place/South Esplanade West Roundabout. • Onward connections to NCN1 crossing QEB to South Esplanade West and from Craig Place requires further consideration of improvements for active travel.

Going forward, ACC should consider the outcomes of this report and determine next steps in terms of progressing any interventions to business case stage. Overall, key considerations will be the purchase of land at the former HM Craiginches Prison Site in order to facilitate provision of segregated active travel infrastructure in the northern section of the corridor and the form of dedicated cycling infrastructure to the north of Hareness. With-flow segregated cycleways are considered to provide safety and accessibility benefits relative to two-way segregated cycleways and would also offer consistency of provision with what is proposed to the south of Hareness. However, delivery of with-flow cycleways may require an additional 800m of central reservation to be removed (relative to the requirements for the two-way cycleway), introducing safety concerns, particularly along this steep section of the corridor. As has been detailed throughout this report and in the table above, further consideration should be given to delivery of cycleway schemes with retention of the central reservation, either through reduced width or increased use of verge space, for use by pedestrians informally crossing the wide road.

In summary, the potential 'Hybrid' package brings together the most effective parts of the Active Travel, Public Transport and Multi-Modal Packages as evidenced in this study. It proposed a step-change in active travel provision on the Wellington Road corridor and promotes improved northbound bus lanes, increasing lengths by 100% from existing levels. Access by freight is supported by retaining existing road provision to Hareness and full southbound provision from QEB. Freight and public transport are also supported by a proposal to provide signal control to Hareness Junction to provide segregation and controlled priority of all users.

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ABERDEEN CITY COUNCIL

COMMITTEE	City Growth and Resources Committee
DATE	10 November 2021
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Socio-Economic Rescue Plan Update
REPORT NUMBER	COM/21/279
CHIEF OFFICER	Richard Sweetnam
REPORT AUTHOR	Jim Johnstone
TERMS OF REFERENCE	2.1.1 & 3.3

1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to provide an update on the delivery of the 2020 Socio-Economic Rescue Plan.

2. RECOMMENDATION(S)

That the Committee: -

- 2.1 Notes the current status of the Socio-Economic Rescue Plan;
- 2.2 Notes the ongoing implementation and proposed development of the Aberdeen City Council Business Charter; and
- 2.3 Instructs the Chief Officer - City Growth to present to the February meeting of the committee details in respect of an Aberdeen Community Wealth Building approach to maximising local economic impact and an integrated approach by the Council to supporting businesses and the delivery of investment opportunities.

3. BACKGROUND

- 3.1 The 2020/2021 Socio-Economic Rescue Plan ('the Plan') was approved by the Council's Urgent Business Committee (COM/20/098) on 30 June 2020 and by the Community Planning Aberdeen Board on 01 July 2020.
- 3.2 An Implementation Group was formed to oversee the delivery of actions across the Business, People and Place themes in the Plan. The Implementation Group met monthly and was attended by officers and representatives of partner organisations.
- 3.3 A Plan update was provided at City Growth and Resources Committee (COM/21/099) on 11 May 2021 and following the conclusion of the rescue plan, the 75 actions in the plan were categorised as one of the following:

- Complete
- Continuing
- Closed
- Integrated with an existing CPA Improvement Project
- To be considered for a new project as part of the LOIP refresh

Update

3.4 Following the completion of the Plan, 16 projects were integrated with the LOIP for governance under the Community Planning Aberdeen structure.

3.5 Since the start of the 2021/22 financial year, key outputs from Aberdeen City Council's continuing projects have included the following:

- Assisting 45 people (as of October) into a positive destination (employment, education or training) through the council's ABZWorks employability programmes;
- Administration and ongoing delivery of the Kickstart Internship programme, the Council has secured 155 internal Kickstart posts and approvals for 344 posts for organisations accessing the scheme through the Council as a Kickstart gateway organisation (as of October);
- Continued delivery of Positive Destination Planning Sessions to support young people at risk of leaving school without a positive destination;
- Launch of ABZWorks one-stop employability shop website with information on employability support, volunteering, and learning and development opportunities available in Aberdeen;
- Joint employability communications campaign with other Aberdeen training providers to promote employability support and learning and development opportunities available in Aberdeen;
- The Council is the lead accountable body role for the delivery of the £14.3m North East Economic Recovery and Skills Fund.
- Delivery of a number of virtual and face-to-face Partnership Action for Continued Employment (PACE) redundancy support events and jobs fairs;
- Reopening of Aberdeen Art Gallery on 26th April 2021 following the winter lockdown and since welcoming 50,669 visitors (as of 26th October) including an official opening of the refurbished Gallery on 21st September 2021;
- In relation to the Aberdeen City Council Business Charter there has been delivery of Responsible Business and Meet the Buyer events, and support provided to businesses in delivery of their social corporate responsibility aims;
- On-going work with Commercial and Procurement and other services within the council to ensure that community benefits are incorporated into invitations to tender;
- To build on this social value activity, the City Growth Service proposes to develop, with colleagues from other services and input from external partners via Community Planning Aberdeen and the Multi Agency Management Group, an Aberdeen Community Wealth Building approach that will provide a framework to maximise the economic and social impact of the Council and other key local organisations;

- Advice and support to local businesses and those considering starting a business, is supported through the Business Gateway Service;
 - To enhance this activity the City Growth service will, within the framework of the Business Charter, develop the concept of a “virtual team” to coordinate the council’s interaction with key businesses and the development and delivery of investment opportunities. This will be further developed to consider a coordinated approach - working with partners, in particular Scottish Enterprise, Skills Development Scotland and Opportunity North East, to establish virtual support teams that draw on the knowledge, skills, expertise and resources of the partners to maximise the economic impact of businesses and opportunities in Aberdeen.
- 3.6 In addition, to the above the Council has through its City Growth Business Response Hub processed over 14,000 payments, disbursing over £73 million of Covid-19 grant support to Aberdeen businesses and organisations who have seen their income significantly impacted by restrictions.
- 3.7 At this time the Discretionary Fund to Local Authorities is the remaining Covid-19 grant support intervention available to businesses. The Council was allocated £6,003,307 through this scheme which it increase through the addition of the August Local Restrictions underspend which brought the total pot to £6,128,307.
- 3.8 To date £5,460,185 has been disbursed through three rounds of open applications: a discretionary top up grant for Taxi and Private Hire Drivers; A Tourism, Leisure Hospitality top up grant and a new Business Transition Fund. The purpose of the latter fund being to support businesses who are unable, due to immediate financial pressures, to adapt to new ways of working or to make investment towards remaining competitive in a post Covid-19 economy.
- 3.9 A total of £668,122 will be disbursed through the Business Transition Fund, which opened to application at the start of October. The fund has to date seen requests for over £600,000 in financial assistance through applications from businesses which seek to improve their financial sustainability by implementing solutions such as improving digital resilience, property alterations, Net Zero improvements/energy efficiencies or other interventions which will support recovery. This activity is expected to safeguard over 300 jobs. Based on levels of current demand it is anticipated that all remaining funds will be committed and disbursed by the end of the 2021/22 financial year.
- 3.10 Throughout the implementation of the Plan, positive feedback was received from partner organisations on the collaborative working and strengthening of relationships between these organisations. Many of the Implementation Group members have now joined or engaged with Aberdeen Prospers, the Outcome Improvement Group for the Economy section of the LOIP, and it has also allowed us to continue partnership working to secure and deliver additional projects such as the North East Economic Recovery and Skills Fund.

4. FINANCIAL IMPLICATIONS

- 4.1 At the 30 June 2020 meeting, Urgent Business Committee approved a budget of £141,000 that would be available to support the pump priming of any actions in the Plan.
- 4.2 Of the £141,000 budget, £98,655 has been committed in 2020/21 to support rescue plan actions. The outstanding budget is £42,345.
- 4.3 It is anticipated that the remaining budget for the Socio-Economic Rescue Plan will be committed in 2021/22 and 2022/23.

5. LEGAL IMPLICATIONS

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

6. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
Strategic Risk	Further local or national lockdown measures need to be re-introduced.	M	Open actions continue to be monitored as part of LOIP. UK and Scottish Government support in progressing strategic actions.
Compliance	None		
Operational	None		
Financial	None		
Reputational	Failure to respond to the crisis and delaying a response	L	This Plan and Governance has allowed the Council to lead a coordinated city-wide response

7. OUTCOMES

<u>COUNCIL DELIVERY PLAN</u>	
	Impact of Report
Aberdeen City Council Policy Statement	The Socio-Economic Rescue Plan supported the delivery of following Policy Statement objectives – economy; people and place in support of the Regional Economic Strategy and the LOIP. The employability responses in particular aligned to existing priorities around Developing the Young Workforce. The Place actions all contributed to active travel and transport plans.

Aberdeen City Local Outcome Improvement Plan		
Prosperous Economy Stretch Outcomes		The rescue plan provided support to businesses in the immediate response to Covid-19 and to mitigate where possible against permanent job losses in the city. They are therefore unlikely to have generated increased employment in support of the LOIP target to grow jobs by 10% in priority sectors.
Prosperous People Stretch Outcomes		The rescue plan aimed to support health and wellbeing outcomes in the Children & Young People and Adult stretch outcomes.
Prosperous Place Stretch Outcomes		The rescue plan supported the poverty and active travel stretch outcomes.
Regional and City Strategies		The Socio-Economic Action Plan's activities supported business and inclusive economic growth in the Regional Economic Strategy and Regional Skills Strategy, and the Local Development Plan 'triple aims' of economic sustainability, public health priorities and the LOIP.
UK and Scottish Legislative and Policy Programmes		The report aligns to the Scottish Government's Covid-19 emergency legislation and the Phased Approach to post-lockdown.

8. IMPACT ASSESSMENTS

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

9. BACKGROUND PAPERS

- 9.1 Council Urgent Business Committee – Socio-Economic Rescue Plan 2020/2021 - COM/20/098, 30 June 2020
- 9.2 City Growth and Resources Committee – Socio-Economic Rescue Plan Final Update – COM/21/099, 11 May 2021

10. APPENDICES

None

11. REPORT AUTHOR CONTACT DETAILS

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ABERDEEN CITY COUNCIL

COMMITTEE	City Growth & Resources
DATE	10 November 2021
EXEMPT	No Appendices B, C and D have a private version which are exempt under paragraph 8. Estimated expenditure on Contracts. 'This report refers to the acquisition or supply of goods/services where disclosure to the public of the amount to be spent would be likely to give an advantage to a person or organisation seeking to enter a contract with the Council.'
CONFIDENTIAL	No
REPORT TITLE	Condition & Suitability 3 Year Programme
REPORT NUMBER	RES/21/243
DIRECTOR	Steven Whyte
CHIEF OFFICER	Stephen Booth
REPORT AUTHOR	Alastair Reid
TERMS OF REFERENCE	4.1 approve recommendations regarding the Council's assets, property and estates

1. PURPOSE OF REPORT

- 1.1 This report seeks approval of an updated 3-year Condition and Suitability (C&S) Programme.

2. RECOMMENDATION(S)

That the Committee:-

- 2.1 Notes the projects completed or legally committed to date in 2021/22 as shown in Appendix A;
- 2.2 Notes the currently approved projects and approves the amended estimated budgets for each project as shown in Appendix B;
- 2.3 Approves the new Condition & Suitability Programme projects listed in Appendix C for inclusion in the 3-year Condition & Suitability Programme and approves the estimated budget for each project and delegates authority to the Chief Officer - Capital, following consultation with the Head of Commercial and Procurement Services, to consider and approve procurement business cases for each of these projects for the purposes of Procurement Regulation 4.1.1.2; and thereafter to procure appropriate works and services, and enter into any contracts necessary for the projects without the need for further approval from any other Committee of the Council;

- 2.4 Approves the removal of the projects listed in Appendix D; and
- 2.5 Delegates authority to the Chief Officer - Corporate Landlord, following consultation with the Capital Board and the Convener and Vice-Convener of this Committee, to amend the C&S Programme should priorities change due to unforeseen circumstances during the year, with such changes to be reported retrospectively to the Committee.

3. BACKGROUND

3.1 This report brings together, for Members' approval, the proposed 3-year Condition & Suitability (C&S) Programme (2021/22 – 2023/24) for the condition and suitability works on the Council's General Fund property portfolio. This report seeks approval of the revised 3-year programme.

3.2 The total budget allocation for the 3 years is £25.515m. This programme was prepared utilising the detailed property information gathered as part of the development of the Property Asset Management Framework, and after discussions with all relevant Chief Officers.

Proposed 3 Year Programme

3.3 Projects with a value of £4.479m have already been completed to date or are legally committed in 2021/22. The completed and legally committed are detailed in **Appendix A**.

3.4 A further £19.954m is allocated to currently approved projects as shown in **Appendix B**. A confidential version of Appendix B is included within today's confidential reports, which details the approximate cost for each project and the revised budgets where applicable.

3.5 As certain projects have progressed through the detailed scoping and feasibility stage, it is evident that an enhanced scope of work is highly desirable or indeed essential. The budgets currently allocated will not cover the enhanced scope of works. As such additional budget allocations are required. This is offset by some project budgets being reduced where budget provision is greater than required. An additional £5k needs to be funded as shown in Appendix B.

3.6 The above allocations leaves £677k available for new projects to allow the continued condition and suitability work to be progressed. The proposed programme is contained in **Appendix C**. A confidential version of Appendix C is included within today's confidential reports section, which details the estimated cost for each project.

3.7 £0.4m has been left unallocated. The recommendation is for this to be used as a reserve fund which can address increased budgetary demands for individual projects or be allocated to urgent projects not previously identified. The reserve fund will also be required to address the impact of construction inflation and building material shortages on projects. Over the last 12 months the reserve fund and underspends were used for the following projects:-

- Aberdeen Crematorium – New project for cremator No. 2 boiler replacement.
- Muirfield School - Revised budget to accommodate full scope of roof replacement works.
- Woodside Library - Revised budget to accommodate full scope of window replacements.
- Whitemyres Occupational Store - Revised budget to accommodate full scope of window replacements.
- Airyhall Library Carpark - Revised budget to accommodate full scope of resurfacing.
- Rosemount Learning Centre - Revised budget to accommodate full scope of resurfacing.
- Woodside Primary School - Revised budget to accommodate full scope of toilet refurbishments.
- Abbotswell Primary School - Revised budget to accommodate full scope of window replacements.
- Development budget - This budget would be used to identify an initial scope of works and cost estimate for future C&S projects

3.8 In addition to the in year approval of budgets for the projects listed in 3.7, projects were removed in line with the 2020 Committee approved recommendations. These projects were:-

- Clinterty Caravan Park refurbishment – To be funded by the Housing Revenue Account following the transfer of the asset.
- Muirfield School window replacements - All windows have been completed through previous programmes, so budget no longer required.

3.9 The proposed allocation of the £25.515m is shown below:-

Budget Requirement	Allocation
Projects Completed or Legally Committed	£4,478,661
Currently Approved Projects	£19,934,248
Additional Budget for Existing Projects	£5,000
New Projects	£677,091
Reserve Fund	£400,000
Total	£25,515,000

3.10 In addition to the major works contained in the overall programme, a combined sum of £538k has been identified for minor works. These works are primarily related to Health and Safety, Asbestos removal and Equality Act projects. This list requires to be flexible as works often have to be carried out at short notice to address health and safety issues or to remove asbestos after it has been identified. The proposed allocation of the £538k is:-

	2021/22	2022/2023	2023/24
Asbestos Removal	£90k	£90k	£90k
	Completed/programmed:- • Broomhill School Removal of asbestos debris in duct.	Projected budget allocation. Current programme of works within	Projected budget allocation.

	<ul style="list-style-type: none"> • Riverbank School. Encapsulation and removal of asbestos debris. • Ashley Road School final phase of removal of material in roof space • Skene Square. Removal of debris from store. • Westpark School. Removal of debris from boiler room. • Scotstown School. Removal of debris from store 	Harlaw Academy Westpark School Sunnybank Primary	
General H&S Works	£30k	£40k	£40k
	Completed/programmed:- <ul style="list-style-type: none"> • Upgrade of fire alarm 'zone charts' and monitoring of systems installed in Educational buildings back to the communication centre 	Projected budget allocation <ul style="list-style-type: none"> • Upgrade of fire alarm 'zone charts' and monitoring of systems installed in Educational buildings back to the communication centre • Ashley Rd School - Reconfiguration of Reception to improve security at front entrance. Improvements to external lighting. £25k 	Projected budget allocation <ul style="list-style-type: none"> • Harlaw Academy - Create sealed vent pipe system with the installation of expansion tanks and a pressurisation unit. £20k
Fire Risk Audit works	£20k	£40k	£40k
	Completed/programmed:- <ul style="list-style-type: none"> • Minor additions to various fire alarm systems, fire doors and associated building fabric as individual FRA reports are received 	Projected budget allocation <ul style="list-style-type: none"> • Minor additions to various fire alarm systems, fire doors and associated building fabric as individual FRA reports are received 	Projected budget allocation
Legionella Works	£18k	£20k	£20k
	Completed/programmed:- <ul style="list-style-type: none"> • Improved access to domestic storage water tanks at various assets. 	Projected budget allocation	Projected budget allocation

3.11 The projects shown within **Appendix D** are recommended for removal from the programme. The reasons for doing so are also shown in the Appendix. A confidential version of Appendix D is included within today's confidential reports section, which details the estimated cost for each project.

3.12 The provisional 3-year programme will allow substitution of projects should it not be possible to implement any of the projects on the primary list, or should a statutory requirement arise. Potential projects for future programmes have

been identified and could be brought forward in some instances. These projects are shown in **Appendix E**. It should be noted that Appendix E is not a definitive list of potential condition and suitability projects.

- 3.13 There are a number of approved projects within the programme for both the Beach Leisure Centre and the Beach Ballroom. As the Beach Masterplan progresses and key decisions are made around the assets, these projects will require to be reviewed. Where possible these budgets will be adjusted or removed altogether. It is possible that some of the work would have to proceed if the assets are to continue to operate in the short to medium term.

Covid-19 Impact

- 3.14 The ongoing pandemic has resulted in a significant number of projects not progressing as planned. As such the resultant spend in 2020/21 has been below previous years, with the underspend leading to a reprofile of the C&S programme within the wider General Fund Capital programme. The combination of these two factors has resulted in a much lower budget availability for new projects this year. On a positive note it does create an opportunity to put in a realistic delivery programme across the 3 years.
- 3.15 Spend on some of the rolling programmes contained within the wider C&S Programme have had a very limited spend over the last 12 months. It is unlikely that if these budgets were topped up for these rolling programmes that the full allocation would ever be spent. As such the rolling programmes as indicated in Appendix C are not being given additional funding this year. It is anticipated that new funding will be allocated again in 2022.

Procurement Procedures

- 3.16 When inviting tenders or entering into contracts for the C&S Programme Aberdeen City Council Procurement Regulations 4.1.1.1 and 4.1.1.2 will be followed.
- 3.17 4.1.1.1. Contract Value below £50,000 (supplies/services), £250,000 (works) or £4.5m (concessions) Subject to budget approval, the relevant Chief Officer may give authority to conduct any procurement where the estimated Contract Value is below £50,000 (supplies/services) or £250,000 (works), and following consultation with the Convener of the Strategic Commissioning Committee or the Convener of the City Growth and Resources Committee, the Head of Commercial and Procurement may give authority to conduct any procurement where the estimated Contract Value of a Concession Contract is below £4.5m. Such procurements shall be undertaken by a Delegated Procurer in line with Section 4.3 of these Procurement Regulations.
- 3.18 4.1.1.2. Contract Value above £50,000 (supplies/services) £250,000 (works), or £4.5m (concessions) Contracts with an estimated Contract Value of above these thresholds shall be listed on the workplan to be submitted by the relevant Director or Chief Officer in accordance with Procurement Regulation 14.6. Each individual contract will also require a Business Case (conforming to a template

approved by the Head of Commercial and Procurement) to be submitted by the relevant Chief Officer to the Strategic Commissioning Committee or the City Growth and Resources Committee as appropriate or where the contract relates to a capital project that is already part of the Capital Programme, to the Director of Resources.

- 3.19 The majority of the projects are below the £250k (works) limit and will be procured under regulation 4.1.1.1. Around 20 projects are estimated to be greater than £250k and require a procurement business case. If recommendation 2.3 is accepted the procurement of those projects will be approved through that route. Should the recommendation not be accepted then they will be procured under regulation 4.1.1.2. Therefore a procurement business case would be submitted for approval as part of an appropriate update of the Resources workplan.

Monitoring and Reporting of Programme

- 3.20 Monitoring of the programme will be carried out in line with the capital monitoring procedures. This includes regular progress reports to the Capital Board chaired by the Chief Officer Capital. In addition, progress is reported to the Capital Programme Committee.
- 3.21 An annual report to this Committee will be required to add a further year to the programme and revise any individual budgets if necessary. Changes to the programme will be reported in line with recommendation 2.5.
- 3.22 Monitoring and reporting of the workplan is performed by this Committee. With the annual workplan being updated prior to the commencement of each new financial year, with updates to workplan submitted as required throughout the year.

Property Asset Management Policy and Statutory Performance Indicators

- 3.23 The approved Property Asset Management Framework has the following vision for property assets:-
- “The Council will provide property, working with partners, where appropriate, which supports the Council in the delivery of quality services by being fit for purpose, accessible, efficient, suitable and sustainable.”
- 3.24 In terms of Condition and Suitability this means that the aim is to have all assets in A or B Condition and A or B Suitability. In addition, publicly accessible buildings are targeted for A or B accessibility. The definitions of the gradings are contained in **Appendix F**.
- 3.25 Targets for improving the percentage of assets in satisfactory condition/suitability and reducing the required maintenance levels are reported through the Statutory Performance Indicators (SPI). This programme along with the rationalisation of our portfolio and property related capital projects will provide the main tools for meeting these targets. **Appendix G** of this report

provides the SPI definitions and graphical representation of the trends across 5 years.

Emissions Reduction and Climate Resilience

- 3.26 Around 45% of the proposed C&S programme is made up of projects that will contribute positively to improving the environmental performance and climate resilience of the Council's assets. These are indicated in Appendices B & C. The majority of these projects are window/door replacements, heating replacements and roof replacements. Projects that have been completed since the last Committee are listed in **Appendix H**, along with the benefits that have been achieved. The measurement of these benefits is a developing area. It is expected that this will be reviewed and updated over the coming months.
- 3.27 The priority scoring matrix for assessing projects has now been modified. With projects able to be scored on Emissions Reduction and Climate Resilience/Adaptation.

4. FINANCIAL IMPLICATIONS

- 4.1 Expenditure will be in accordance with the Council's approved General Fund Capital budget. The budget identified in years 1-3 in the Capital programme for the Condition & Suitability (C&S) programme is £25.515m.
- 4.2 There are further allocations of £9m in 2024/25 and £8m in 2025/26. Giving a combined indicative 5-year budget of £42.515m. Projects shown in Appendix E will form the basis for years 2024/25 and 2025/26.
- 4.3 To manage unexpected costs or additional works that may be required a reserve fund budget of £0.4m will not be allocated at this time. This budget will be used to accommodate increased budgetary requirements or urgent projects not previously identified.
- 4.4 There will be flexibility within the 3-year programme for approved projects to move between financial years, however the overall spend will remain within the total budgeted profile.

5. LEGAL IMPLICATIONS

- 5.1 All contracts to be tendered shall be done so in accordance with the ACC Procurement Regulations and the applicable legislation.

6. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
Strategic Risk	n/a		
Compliance	Many projects are required to make assets safe. If projects are not completed issues could occur.	L	Appropriate prioritisation of projects.
Operational	Assets are required to support service delivery. If projects are not completed the delivery of services could be affected.	L	Appropriate prioritisation of projects.
Financial	Total cost of projects is greater than available budget. The impact of Covid-19 and Brexit on construction costs could increase costs beyond available budget.	L L	Appropriate budget monitoring. Appropriate budget monitoring and increased budgets sought where necessary.
Reputational	Certain projects will not be included which may be viewed negatively by the public and/or press. Given that funding would be in place for many other projects the risk would be low. The increased budget requirements for projects shown in Appendix B could be perceived negatively by the public and/or press.	L L	This risk could be managed through appropriate communications. The reasons for the budget changes are explained within the appendix, so the risks are considered low.
Environment / Climate	Investment in assets may not positively impact on the environment.	L	Careful specification of equipment, materials and components.

7. OUTCOMES

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

8. IMPACT ASSESSMENTS

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

9. BACKGROUND PAPERS

9.1 Condition & Suitability 3-year programme [report](#) to City Growth & Resources Committee 28 October 2020 (item 29).

10. APPENDICES

10.1 Appendix A – Complete or Committed Projects
Appendix B – Currently Approved Projects
Appendix C – Proposed New Projects
Appendix D - Projects to be Removed
Appendix E – Future Projects
Appendix F – Property Asset Management Definitions
Appendix G – SPI Tables
Appendix H – Emissions Reduction and Climate Resilience Benefits

11. REPORT AUTHOR CONTACT DETAILS

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Appendix A - Complete or Committed

Location	Property Type	Proposed Works	Notes	Cost in 2021/22	Financial Year
(former) Braeside School	Surplus asset	Demolition of surplus asset.	Complete	£ 53,252	2020/21
(former) Bucksburn Primary School	Surplus asset	Demolition of surplus asset.	Complete	£ 48,041	2020/21
(former) Cordyce School	Surplus asset	Demolition of surplus asset.	Complete	£ 6,023	2020/21
(former) Stoneywood School	Surplus asset	Demolition of surplus asset.	Complete	£ 85,008	2021/22
116 Westburn Road	Day Centre	Window and external door replacements throughout.	Complete	£ 8,186	2020/21
Abbotswell Primary School	School Primary	External door replacement.	Complete	£ 271,090	2020/21
Abbotswell Primary School	School Primary	Window replacement.	Complete		2020/21
Aberdeen Grammar School	School Secondary	Toilet refurbishments.	Complete	£ 236,259	2021/22
Airyhall Library	Library	Car park resurfacing and relining. Includes relining of Community Centre car park.	Complete	£ 68,480	2021/22
Ashgrove Nursery Infant School	School Nursery	Access improvements including platform lift.	Complete	£ 23,337	2021/22
Ashley Road School	School Primary	Reconfiguration of Reception to improve security at front entrance. Improvements to external lighting.	Committed	£ 10,006	2021/22
Bridge Of Don Academy	School Secondary	Window replacements. Phase 1.	Complete	£ 322,295	2021/22
Catherine Street Community Centre	Community Centre	Window replacements.	Complete	£ 44,128	2021/22
Cults Primary School	School Primary	Sports hall flooring replacement.	Complete	£ 96,992	2021/22
Cults Primary School	School Primary	Refurbishment of external cladding to gym hall.	Complete	£ 82,332	2021/22
Duthie Park Workshops	Depot	Replacement windows to welfare block.	Committed	£ 50,531	2021/22
Duthie Park Workshops	Depot	Block E - Replacement/repair to sills and render. Replacement of roof drainage.	Committed		2021/22
Dyce Primary School	School Primary	Toilet refurbishment.	Committed	£ 195,979	2021/22
Ferryhill Primary School	School Primary	Improve security and accessibility.	Complete	£ 210,590	2021/22

Appendix A - Complete or Committed

Location	Property Type	Proposed Works	Notes	Cost in 2021/22	Financial Year
Gilcomstoun Primary	School Primary	Staff and pupil toilet refurbishment (excluding disabled and blue boys toilet).	Complete	£ 312,049	2021/22
Hazlehead Park Car Park	Car Park	Resurfacing of car park.	Complete	£ 37,211	2021/22
Kirkhill Primary School	School Primary	Toilet refurbishment.	Complete	£ 257,313	2021/22
Linx Ice Arena	Sports Centre	Building management system & controls replacement.	Committed	£ 27,000	2021/22
Loirston Community Centre	Community Centre	Roof refurbishment.	Complete	£ 84,943	2021/22
Loirston Community Centre	Community Centre	Flat roof replacement in addition to pitched roof refurb.	Complete		
Maritime Museum	Museum	Replacement entrance doors.	Complete	£ 78,391	2021/22
Mastrick Ind Est - OT Store	Depot	Windows replacement.	Committed	£ 35,648	2021/22
New Town House Extension	Office	Lift replacements.	Complete	£ 29,997	2021/22
Northfield Academy	School Secondary	Replacement of remaining felt flat roofs.	Complete	£ 296,051	2021/22
Rosemount Community Centre	Community Learning	Resurfacing of access road and realignment of gate.	Complete	£ 39,712	2021/22
St Josephs R. C. School	School Primary	Toilet refurbishments.	Committed	£ 162,973	2021/22
St Josephs R. C. School	School Primary	Windows replacement.	Committed	£ 235,125	2021/22
St Machar Academy	School Secondary	Heating plant replacement - boiler, calorifier and pressurisation unit. Including new flues, control panel and expansion vessel.	Complete	£ 230,000	2021/22
St Nicholas Pupil Centre	Office	Tarmac works.	Committed	£ 18,630	2021/22
Sunnybank School	School Primary	Flat roof replacement to East block.	Committed	£ 186,922	2021/22
Woodside School	School Primary	Toilet refurbishments (Two Large Blocks).	Complete	£ 397,545	2021/22
Woodside School	School Primary	Phase 2 of toilet refurbishment.	Complete		2021/22
Projects completed/committed before 2021 Committee but have legacy costs	Various		Complete	£ 236,623	

Total	£ 4,478,661
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Appendix B - Currently Approved

Asset	Proposed Works	Notes	Budget Cost	Revised Budget	Financial Year	Energy & Climate
1 Dominies Road	Kitchen and toilet refurbishment.				2022/23	
26A Rowan Road	Window replacement.				2022/23	Yes
Abbotswell Primary School	Kitchen refurbishment.				2023/24	
Abbotswell Primary School	Remaining flat roof replacements.	Roof is in C-Poor condition.			2022/23	Yes
Aberdeen Crematorium	Cremator No.2 boiler replacement.				2021/22	Yes
Aberdeen Crematorium	Resurface of West Chapel car park.	Car park is in C-Poor condition.			2023/24	
Aberdeen Grammar School	Kitchen refurbishment including ventilation and heating improvements.	Ongoing kitchen/servery refurbishment programme.			2022/23	
Aberdeen Grammar School	Refurbishment of swimming pool changing facilities.	Changing facilities are in C (Poor) condition.			2022/23	Yes
Aberdeen Grammar School	Upgrade of fire alarm system.	To address fire risk assessment recommendations.			2022/23	
Aberdeen Grammar School	Boys toilet refurbishment ground floor.				2022/23	Yes
Aberdeen Grammar School	Replace metal windows/curtain walling to Hall, Assembly hall, dining room and Art Department.				2023/24	Yes
Aberdeen Grammar School	Local exhaust ventilation replacement.				2022/23	
Aberdeen Snow Sports Centre	3G pitch replacement. Pitch has reached the end of its economic life.	Potential usage/funding agreement with RGU will be explored.			2023/24	
Airyhall Library	Window replacements throughout.	Windows are in C (Poor) condition.			2021/22	Yes
Budget Change Reason:	Initial budget was indicative only. Project now fully designed and estimated, which has identified a budget requirement that reflects the scope of work and changes in construction prices.					

Appendix B - Currently Approved

Asset	Proposed Works	Notes	Budget Cost	Revised Budget	Financial Year	Energy & Climate
Ashgrove Nursery Infant School	Heating replacement.	Heating is in C (Poor) condition.			2023/24	Yes
Ashley Road School	Additional security and accessibility Improvements.				2022/23	
B & W Depot (North) Sillerton Lane	Refurbish toilets and replace windows in toilets/welfare areas.				2023/24	Yes
Balnagask House	Phase 1 of ensuite and communal toilet refurbishments.				2022/23	Yes
Balnagask House	Phase 2 of ensuite and shared toilet refurbishments.				2023/24	Yes
Balnagask House	Swing free door closer replacement.				2021/22	
Balnagask Motte	Reinstatement of historic asset.	As per decision of Full Council.			2022/23	
*Beach Ballroom	Access issues, ceiling, safety issues, electrics all associated with main ballroom ceiling/roof.				2023/24	
*Beach Ballroom	Extended intruder alarm. Improve security to rear of building including improved external doors and external CCTV.				2023/24	
*Beach Ballroom	Re-rendering works final phase.				2022/23	
*Beach Leisure Centre	Air handling unit replacement.	Covers flume tower.			2023/24	Yes
*Beach Leisure Centre	Repairs to concrete substructure.				2023/24	
*Beach Leisure Centre	Pool plant improvements.				2023/24	
Bramble Brae Primary School	Refurbishment of toilet blocks. Phase 1.				2022/23	Yes
Bramble Brae Primary School	Refurbishment of two toilet blocks. Phase 2.				2022/23	Yes

Appendix B - Currently Approved

Asset	Proposed Works	Notes	Budget Cost	Revised Budget	Financial Year	Energy & Climate
Bramble Brae Primary School	Kitchen refurbishment.				2023/24	
Bridge Of Don Academy	Window replacements. Phase 2.	Windows are in C-Poor condition.			2022/23	Yes
Budget Change Reason:		Phase 1 works have encompassed some of the phase 2 windows so full budget not required.				
Bridge Of Don Academy	Upgrade the kitchen gas supply and ventilation system due to breach in regulations.				2022/23	
Bridge Of Don Academy	Kitchen refurbishment.	Part of ongoing programme of replacement.			2023/24	
Bridge of Don Community Centre	Refurbishment of community centre servery.				2023/24	
Bridge Of Don Library	Roof, window and external doors replacements.	Roof is in D-Poor condition and windows/doors are in C-Poor condition.			2023/24	Yes
Broomhill Primary School	Repointing to external walls and lead work to parapets.				2022/23	
Broomhill Primary School	Replacement of atrium roof.				2022/23	
Broomhill Primary School	Improve external/internal door security.	Urgent works to front entrance were completed in 2018 - further work still required to pupil entrances at rear.			2022/23	
Building & Works Depot Hilton	Window replacements.				2023/24	Yes
Building & Works Depot Northfield	Window replacements.				2023/24	Yes

Appendix B - Currently Approved

Asset	Proposed Works	Notes	Budget Cost	Revised Budget	Financial Year	Energy & Climate
Byron Square Car Park	Resurfacing and relining of car park.	Approved by Full Council Budget meeting of 10 March 2021.			2022/23	
Central Library	Staff toilet refurbishment.	Toilets are in C (Poor) condition.			2021/22	Yes
Central Library	Renew damaged ceilings and replace associated lighting.				2021/22	Yes
Central Library	Replacement carpeting of floor coverings at various locations.	Existing floor primarily dates from 1970's refurbishment and has been damaged by water ingress in some areas.			2023/24	
Cove Library	Issues with curtain walling to be resolved.	Ongoing issues with vandalism and prohibitive repair costs.			2023/24	
Budget Change Reason:	Initial budget was indicative only. Project now fully designed and estimated, which has identified a budget requirement that reflects the scope of work and changes in construction prices.					
Criminal Justice Office	Lift refurbishment.				2023/24	
Culter Sports Centre	Roof structure repairs and bay window improvements.				2022/23	Yes
Cults Library	Roof replacement.	Roof is in C-Poor condition.			2022/23	Yes
Cults Primary School	Toilet refurbishments.				2023/24	Yes
Danestone Primary School	Install secondary secure door at main Reception.				2022/23	
Budget Change Reason:	Cost of preferred solution less than anticipated.					
Deeside Family Centre	Car park and access road resurfacing.	Tarmac is in C (Poor) condition.			2023/24	
Denmore Depot Denmore Gardens	Refurbishment of external areas and welfare facilities. Rationalise buildings on site.	Asset is C (Poor) condition overall.			2022/23	
Depot Bucksburn Bankhead Avenue	Window replacements.				2022/23	Yes

Appendix B - Currently Approved

Asset	Proposed Works	Notes	Budget Cost	Revised Budget	Financial Year	Energy & Climate
Depot Cairnwell Drive	Refurbishment.				2023/24	Yes
Development Budget	Development budget to provide robust estimates prior to projects being added to the programme.				2021/22	
Dyce Academy	Upgrade the kitchen gas supply and ventilation system due to breach in regulations.				2022/23	
Dyce Academy	Electronic locking on all external doors.				2022/23	
Dyce Academy	Toilet refurbishment.	Reconfiguration of accessible toilets to be included.			2022/23	Yes
Dyce Academy	Replacement of obsolete light fittings.	Replacement tubes hard to obtain and expensive.			2023/24	Yes
Dyce Community Centre	Remaining window replacements to block C.	Windows are in D-Poor condition.			2022/23	Yes
Dyce Primary School	Replace air handling units and carry out associated asbestos works.				2022/23	
Fergus House	Swing free door closer replacement.				2021/22	
Ferryhill Library	Windows and blinds replacement.	Both in D-Bad condition.			2023/24	Yes
Ferryhill Primary School	Toilet refurbishment lower ground level.				2023/24	Yes
Ferryhill Primary School	Single glazing window replacements.	Windows are in C-Poor condition.			2022/23	Yes
Forehill School	Window replacement to block 1.	Windows are in C-Poor condition.			2023/24	Yes
Greenbrae Primary School	Chiller installation for cold water supply to ensure appropriate temperature.				2022/23	
Grove Cemetery Depot	Install permanent toilet facilities.				2021/22	

Appendix B - Currently Approved

Asset	Proposed Works	Notes	Budget Cost	Revised Budget	Financial Year	Energy & Climate
Hanover Street School	Upgrade the kitchen gas supply and ventilation system due to breach in regulations.				2022/23	
Harlaw Academy	Toilet refurbishments.	Potentially phased due to scale of work.			2023/24	
Harlaw Academy	Window refurbishment and lintel replacements. Phase 1 - Albyn building.	Windows are in C-Poor condition.			2022/23	Yes
Harlaw Playing Fields Pavilion	Refurbishment and access improvements (DDA). Project remains included on a provisional basis.	Asset is C (Poor) condition overall.			2023/24	
Hazlehead Academy	Reconfigure main entrance and reception to improve building security.				2022/23	
Hazlehead Academy	Local exhaust ventilation replacement.				2022/23	
House 13 Viewfield Avenue	Kitchen and bathroom refurbishments.				2022/23	
House 15 Viewfield Avenue	Kitchen and bathroom refurbishments.				2022/23	
House 145 Gardner Road	Window replacements.	Windows are in C (Poor) condition.			2022/23	Yes
House 145 Gardner Road	Kitchen replacement and accessibility improvements.				2022/23	
House 233 Birkhall Parade	Window replacement.				2023/24	Yes
Inchgarth Community Centre	Roof replacements.	Roof is in C (Poor) condition.			2022/23	Yes
Inchgarth Community Centre	Changing Place installation. Part funded from developers				2021/22	
Kincorth Community Centre	Toilet refurbishments.				2023/24	Yes
Kincorth Library And Customer Access Point	Window replacement.				2023/24	Yes

Appendix B - Currently Approved

Asset	Proposed Works	Notes	Budget Cost	Revised Budget	Financial Year	Energy & Climate
Kincorth Sports Centre	Replacement of the boilers and Domestic Hot Water Services and essential system improvements.				2023/24	Yes
Kincorth Sports Centre	Junckers sports hall floor replacement. Sports hall replacement lighting.	Floor has reached end of economical life.			2021/22	
Kingsford Primary School	Toilet refurbishment.				2023/24	Yes
Kingswells Care Home	Swing free door installation.				2022/23	
Kingswells Care Home	New fire alarm installation.				2021/22	
Kingswells Primary School	Upgrade the kitchen gas supply and ventilation system due to breach in regulations.				2022/23	
Kirkhill Primary School	External door replacement.	Doors are in C-Poor condition.			2023/24	Yes
Kittybrewster School	Windows in dining hall.	Windows are in C-Poor condition.			2023/24	Yes
Marchburn Childrens Home	Convert storeroom into a bedroom to provide additional capacity.				2021/22	
Maritime Museum	Passenger lift replacement.				2022/23	
Maritime Museum	CCTV upgrade including external lighting improvements.				2023/24	
Maritime Museum	Replacement tannoy system.				2023/24	
Muirfield School	Flat roof replacements to nursery and hall.	Roofs are in C-Poor condition.			2023/24	Yes
Multi Storey Car Park Chapel Street	Structural repairs.				2021/22	
Multi Storey Car Park West North Street	Structural repairs including works to parapets.				2022/23	
Nellfield Cemetery Depot	New welfare modular unit. Demolish existing buildings.				2021/22	Yes

Appendix B - Currently Approved

Asset	Proposed Works	Notes	Budget Cost	Revised Budget	Financial Year	Energy & Climate
New Town House Extension	Replacement back up generator.	Generator has reached the end of its economic life.			2021/22	
New Town House Extension	Flat roof replacement. Roof is in C (Poor) condition.				2022/23	Yes
Newhills Churchyard Cemetery Depot	New welfare modular unit. Demolish existing buildings.	Poor quality structures with significant issues. Not worth investing in so replacement preferred.			2021/22	Yes
Northfield Academy	Gym hall roof replacement.	Roof is in C-Poor condition.			2022/23	
Northfield Academy	Repairs to external walls - C&D blocks.				2022/23	
Northfield Academy	Local exhaust ventilation replacement.				2023/24	
Northfield Academy	Upgrade the kitchen gas supply and ventilation system due to breach in regulations.				2022/23	
Northfield Community Centre	Window replacements and pitched roof refurbishment.				2022/23	Yes
Northfield Library	Window replacements and pitched roof refurbishment.				2022/23	Yes
Old Aberdeen House	Further repointing.				2023/24	
Old Aberdeen House	Replacement of single glazed windows and new climate control.				2023/24	Yes
Oldmachar Academy	Upgrade the kitchen gas supply and ventilation system due to breach in regulations.				2022/23	
Powis Community Centre	Window replacements.	Windows are in C (Poor) condition.			2022/23	Yes

Appendix B - Currently Approved

Asset	Proposed Works	Notes	Budget Cost	Revised Budget	Financial Year	Energy & Climate
Replacement of obsolete school lighting.	Replacement of obsolete light fittings in identified Primary School. Initial phase to design/cost requirements and then carry out work in a priority school.	Priority schools are Cornhill Primary, Culter School, Dyce Primary and Holy Family.			2023/24	Yes
Rosemount Community Centre	Various External works (including works to boundary wall).				2022/23	
Rosemount Community Centre	External improvements.				2022/23	
Rosemount Community Centre	Fire escape improvements at ground floor gym.				2022/23	
Rosemount Community Centre	Ground floor male toilet refurbishment and the creation of a 'Changing Place'.				2022/23	
Rosemount Community Centre	Window replacements - Phase 2.	Windows are in D (Poor) condition.			2022/23	Yes
Rosemount Community Centre	Damp proofing to gym and gym store.	To address ongoing water penetration issues.			2022/23	
Rubislaw Playing Fields Pavilion	Replacement boiler plant and pump sets.				2021/22	Yes
Scotstown School	External door replacement.	Doors are in C-Poor condition.			2023/24	Yes
Sheddocksley Community Centre	Replacement windows and entrance doors. Accessibility improvements. Repointing of external walls.	Windows and external doors are in C (Poor) condition.			2023/24	Yes
Sheddocksley Sports Centre	Replacement of the boiler and essential improvements to the heating system.	Scope to consider pavilion heating system as well.			2022/23	Yes
Sheddocksley Sports Centre	Junckers sports hall floor replacement. Sports hall replacement lighting.	Floor has reached end of economical life.			2021/22	

Appendix B - Currently Approved

Asset	Proposed Works	Notes	Budget Cost	Revised Budget	Financial Year	Energy & Climate
Springbank Cemetery Depot	New welfare modular unit. Demolish existing buildings.	Poor quality structures with significant issues. Not worth investing in so replacement preferred.			2021/22	Yes
St Josephs R. C. School	Tanking of basement to reduce flooding risk.				2022/23	
St Josephs R. C. School	Final phase of toilet refurbishments.				2022/23	Yes
St Machar Academy	Toilet refurbishments phase 1.				2023/24	Yes
St Machar Academy	Toilet refurbishment phase 2.				2023/24	Yes
St Machar Academy	Upgrade the kitchen gas supply and ventilation system due to breach in regulations.				2022/23	
Tolbooth Museum	Major roof and parapet works.				2022/23	
Torry Community Centre	Windows replacement, re-render walls and replace downpipes/gutters.				2023/24	Yes
Trinity Cemetery Depot	Refurbishment.				2023/24	
Tullos Depot	Windows and flat roof				2022/23	Yes
Tullos Depot	Salt store replacement. Development budget.	Existing building is in D (Bad) condition.			2022/23	
Tullos Primary and Community Centre	Window replacements - phase 1	Windows are in C-Poor condition.			2023/24	Yes
Westburn House	Surplus	Structural survey & structural Stability/H & S works.			2023/24	
Westburn Lounge And Outdoor Sports Centre	Replacement of the boilers and Domestic Hot Water Services and essential system improvements.				2022/23	Yes
Westburn Tennis Centre	Replacement of the boilers and essential improvements to the heating system.				2022/23	Yes

Appendix B - Currently Approved

Asset	Proposed Works	Notes	Budget Cost	Revised Budget	Financial Year	Energy & Climate
Westburn Tennis Centre	Roof structure recladding and Improvements.				2022/23	
Westpark School	Toilet refurbishment phase 1.				2023/24	Yes
Woodside Library	Windows and external doors replacement.				2021/22	Yes
Health & Safety Budget	2 year budget allocation.				2023/24	
Memorials in City Centre	2 year budget allocation.				2022/23	
Play Ground Equipment (Various)	2 year budget allocation.				2023/24	
School fixed equipment and fixtures/fittings replacement - Rolling programme	Schools	Rolling programme of school fixed equipment and fixtures/fittings replacement.			2022/23	
Relay and renew path network - Rolling programme	Open space	Rolling programme of replacement/upgrade of open space path network.			2023/24	

*These projects will be reviewed in line with decisions made regarding the Beach Masterplan.

Existing Total	£ 19,954,248
Additional Total	£ 5,000

Appendix C - New Projects

Asset	Property Type	Proposed Works	Notes	Budget Cost	Financial Year	Energy & Climate
Bucksburn Depot	Depot	Reconfiguration of the office to provide toilet and welfare facilities. Electrical upgrade to be incorporated.	Existing modular toilets in D-Bad condition.		2023/24	
Bucksburn Depot	Depot	Replacement perimeter fencing and entrance gate.	Fencing is in C-Poor condition		2023/24	
Dyce Primary School	School-Primary	Refurbishment of external cladding to gym hall.			2023/24	Yes
House 233 Birkhall Parade	Group Home	Replacement kitchen.	Kitchen is in C-Poor condition.		2023/24	
Tullos Depot	Depot	Replacement automatic gate.	Security issue due to poor reliability.		2023/24	
The Bush Depot	Depot	Roof replacement to store/workshop building.	Roof is in D-Bad condition.		2022/23	
Memorials in City Centre - Rolling programme	Memorials	Rolling programme of stabilisation and H&S works to memorials.			2023/24	
School fixed equipment and fixtures/fittings replacement - Rolling programme	Schools	Rolling programme of school fixed equipment and fixtures/fittings replacement.			n/a	
Relay and renew path network - Rolling programme	Open space	Rolling programme of replacement/upgrade of open space path network.	No spend in 2020/21. So no additional funding added for year 3.	£ -	n/a	
Health & Safety - Rolling programme	Various	Rolling programme of H&S works.	Limited spend in 2020/21. So no additional funding added for year 3.	£ -	n/a	
Play Ground Equipment - Rolling programme	Play areas	Rolling programme of play ground equipment renewal.	£320k still available across 3 years.	£ -	n/a	

Total	£ 677,091
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Appendix D - Projects Removed

Location	Proposed Works	Notes	Budget Cost
Jack Wood Pavilion	Windows and external door replacement.	Not considered a priority asset by Sport Aberdeen. Project would have very limited impact in terms of improving service delivery. To be considered for inclusion in a future programme.	
Tullos Playing Fields Pavilion	Refurbishment and access improvements.	Primarily used by Torry Academy prior to completion of Lochside Academy. Tullos Primary have no requirement to use the facility and no lets are currently in place. The future of the asset will be considered within the School Estate Plan. Work can be considered for inclusion in a future programme subject to these considerations.	
Harlaw Academy	Create sealed vent pipe system with the installation of expansion tanks and a pressurisation unit.	Will be funded through Health & Safety budget instead.	
Ashley Road School	Reconfiguration of Reception to improve security at front entrance. Improvements to external lighting.	Will be funded through Health & Safety budget instead.	

Appendix E - Future Projects

Property Address	Property Type	Proposed Work
1 Dominies Road	Group Home	Provide staff welfare facilities by converting the garage.
116 Westburn Road	Family Centre	Reconfiguration of space to support additional teams.
26A Rowan Road	Group Home	Kitchen refurbishment.
Abbotswell Primary School	School-Primary	Window replacement phase 2. Windows are in C:Poor condition.
Abbotswell Primary School	School-Primary	Toilet refurbishment.
Adventure Aberdeen	Outdoor Centre	Replacement Building Management System.
Alex Collie Sports Centre	Sports Centre	Renovation and refurbishment of the roof and glazing
Alex Collie Sports Centre	Sports Centre	Replacement of the ventilation, hot water system, BMS controls and improvement of the heating system including the replacement of pumps and pressurisation unit.
Allenvale Cemetery Depot	Depot	Refurbishment and rationalisation of
Ashgrove Nursery	School-Nursery	Electrical improvements.
Ashley Road School	School-Primary	Suitability improvements. Rated as C-
Aulton Pavilion	Sports Pavilion	Replacement of building management system & controls.
Balnagask House	Home For the Elderly	Catering kitchen replacement.
Bridge Of Don Academy	School-Secondary	Toilet refurbishment Phase 2.
Bridge Of Don Library	Library	Refurbishment internally including electrical improvements and desk reconfiguration.
Broomhill Primary School	School-Primary	Catering kitchen replacement (servery).
Central Library	Library	Refurbishment of main basement & basement mezzanine storage.
Central Library	Library	Replace rolling shelving units. Sections closed off and very dated.
Central Library	Library	Interior refurbishment of Children's Library.
Central Library	Library	Childrens lift replacement.
Charleston Primary School	School-Primary	Suitability improvements. Rated as C-Poor.
Cornhill Learning Centre	Community Learning Centre	Window replacements. Windows are in C:Poor condition.
Cornhill Primary School	School-Primary	Suitability improvements. Rated as C-
Cornhill Primary School	School-Primary	Toilet refurbishments.
Cornhill Primary School	School-Primary	Replacement of obsolete light fittings.
Craigton Road Day Care Centre	Day Centre- Elderly	Kitchen refurb to bring up to modern standards.
Cromdale Outdoor Centre	Outdoor Centre	Replacement LPG boiler, controls and essential improvements to the hot water system and installation of a new Building Management System.
Culter Library	Library	Refurbishment of staff areas.
Culter School	School-Primary	Suitability improvements. Rated as C-
Culter School	School-Primary	Replacement of obsolete light fittings.
Culter School	School-Primary	Window replacements. Windows are in C:Poor condition.
Culter School	School-Primary	Catering kitchen replacement.

Appendix E - Future Projects

Property Address	Property Type	Proposed Work
Cults Library	Library	Refurbishment of the interior, re-site desk and refurbish staff area.
Cults Primary School	School-Primary	Full kitchen refurbishment and dining area.
Danestone Primary School	School-Primary	Toilet refurbishments. Toilets are in C:Poor condition.
Duthie Park Workshops	Depot	Toilet and changing refurbishment - Sanitary is C condition.
Dyce Academy	School-Secondary	Sports hall flooring replacement.
Dyce Academy	School-Secondary	Improvements to front entrance (accessibility works).
Dyce Academy	School-Secondary	Catering kitchen replacement.
Dyce Primary School	School-Primary	Toilet refurbishment phase 2 - Green Unit.
Dyce Primary School	School-Primary	Replacement of obsolete light fittings.
Dyce Primary School	School-Primary	Catering kitchen replacement.
Fernielea Primary School	School-Primary	Catering kitchen replacement.
Ferryhill Library	Library	Redecorate/repair interior walls. Replace internal door.
Ferryhill Primary School	School-Primary	Catering kitchen replacement.
Ferryhill Primary School	School-Primary	Structural repairs to East Elevation walls.
Ferryhill Primary School	School-Primary	Improvements required to dining facilities.
Forehill School	School-Primary	Toilet refurbishments
Gilcomstoun School	School-Primary	Kitchen refurbishment.
Glashieburn School	School-Primary	Toilet refurbishments.
Hanover Community Centre	Community Centre (Leased)	Replacement flooring in main and side halls. Flooring in C-Poor condition.
Harlaw Academy	School-Secondary	Suitability improvements. Rated as C-
Harlaw Academy	School-Secondary	Relocation of catering kitchen and dining facilities, and associated works
Harlaw Academy	School-Secondary	Catering kitchen replacement
Hazlehead Academy	School-Secondary	Replacement heaters and pipework.
Hazlehead Academy	School-Secondary	Catering kitchen replacement.
Hazlehead Golf Course	Golf Course	Improvements to the drainage on the Mackenzie Championship Course.
Hazlehead Park	Park	Refurbishment of play area
Holy Family R.C. Primary School	School-Primary	Toilet refurbishment.
Holy Family R.C. Primary School	School-Primary	Replacement of obsolete light fittings.
Holy Family R.C. Primary School	School-Primary	Catering kitchen replacement (servery).
Inchgarth Community Centre	Community Centre (Leased)	Car park resurfacing and access road reconfiguration.
Jack Wood Pavilion	Sports Pavilion	Changing/toilet refurbishment. In C-Poor condition.
Jack Wood Pavilion	Sports Pavilion	Windows and external door replacement. Are rated C:Poor.
Kingsford Primary School	School-Primary	Suitability improvements. Rated as C-
Kingswells Care Home	Home For the Elderly	Replacement nurse call system.
Kingswells Care Home	Home For the Elderly	New lift installation to increase capacity.
Kingswells Care Home	Home For the Elderly	Car park resurfacing. Car park is in C-Poor condition.
Kingswells Primary School	School-Primary	Suitability improvements. Rated as C-
Kingswells Primary School	School-Primary	Boys toilet refurbishment.
Kirkhill Primary School	School-Primary	Suitability improvements. Rated as C-
Kirkhill Primary School	School-Primary	Catering kitchen replacement (servery).

Appendix E - Future Projects

Property Address	Property Type	Proposed Work
Kittybrewster School	School-Primary	Suitability improvements. Rated as C-
Loirston Annexe Community Centre	Community Centre (Leased)	Final phase of roof replacements and refurbishment. Roofs are in C:Poor condition.
Loirston Primary School	School-Primary	Toilet refurbishment.
Maritime Museum	Museum	Replacement building management system.
Mastrick Community Centre	Community Centre (Leased)	Toilet refurbishment.
Mastrick Library	Library	Flat roof replacement. Roof is in C-Poor condition.
Middleton Park Primary School	School-Primary	Toilet refurbishments.
Middleton Park Primary School	School-Primary	Window replacements. Windows are in C:Poor condition.
Muirfield School	School-Primary	Playground resurfacing.
Muirfield School	School-Primary	Catering kitchen replacement (servery).
Muirfield School	School-Primary	Gym hall toilet and changing refurbishments.
Northfield Academy	School-Secondary	Kitchen refurbishment.
Northfield Community Centre	Community Centre (Leased)	Toilet refurbishment and installation of showers (beside gymnasium). Sanitary is in C-Poor condition.
Oldmachar Academy	School-Secondary	Suitability improvements. Rated as C-Poor.
Oldmachar Academy	School-Secondary	Catering kitchen replacement.
Quarryhill Primary School	School-Primary	Catering kitchen replacement.
Ruthrieston Community Centre	Community Centre (Leased)	Male and female toilet refurb (C-Poor grade).
Seaton Park	Park	Water infrastructure improvements.
Scotstown School	School-Primary	Kitchen refurbishment.
Sheddocksley Sports Centre	Sports Centre	Replacement of the heating and hot water system that supplies the pavilion.
Sheddocksley Playing Fields	Playing Field	Drainage improvements to tree belt adjacent to Sheddocksley Drive.
Skene Square Primary School	School-Primary	Toilets refurbishment in annexe.
Skene Square Primary School	School-Primary	Classrooms in poor state of decoration, repainting of walls and replacement of some fixtures and fittings required.
Skene Square Primary School	School-Primary	Catering kitchen replacement (servery).
St Josephs R. C. School	School-Primary	Refurbishment of green houses.
St Josephs R. C. School	School-Primary	Catering kitchen replacement.
St Josephs R. C. School	School-Primary	Window replacement phase 2. Windows are in C:Poor condition.
St Machar Academy	School-Secondary	Home Economics classrooms to be refurbished.
Sunnybank School	School-Primary	Suitability improvements. Rated as C-Poor.
Sunnybank School	School-Primary	Senior boys toilet refurbishment.
Sunnybank School	School-Primary	Catering kitchen replacement.
The Jesmond Centre	Sports Centre	Bird proofing to roof.
Tolbooth Museum	Museum	Structural repairs to arch.
Tullos Depot	Depot	Toilet and changing area refurbishment.
Tullos Depot	Depot	Roller shutter door replacements. Eight in total.

Appendix E - Future Projects

Property Address	Property Type	Proposed Work
Tullos Depot	Depot	Fire alarm system upgrade.
Tullos Playing Fields Pavilion	Sports Pavilion	Refurbishment and access improvements.
Tullos Primary School	School-Primary	Suitability improvements. Rated as C-Poor.
Walker Road School	School-Primary	Suitability improvements. Rated as C-
Walker Road School	School-Primary	Toilet refurbishment.
Walker Road School	School-Primary	Catering kitchen replacement (servery).
Westburn Tennis Centre	Indoor Sports Facility	Replacement of sports hall lighting.
Westpark School	School-Primary	Toilet refurbishment phase 2.
Woodlands Road Nursery - Links Hub	School-Nursery	Reconfiguration of space to support flexible service delivery.
Woodside School	School-Primary	Catering kitchen replacement (servery).

Condition

- A: Good - performing well and operating efficiently
- B: Satisfactory - performing adequately but showing minor deterioration
- C: Poor - showing major problems and/or not operating adequately
- D: Bad - life expired and/or serious risk of imminent failure

Suitability

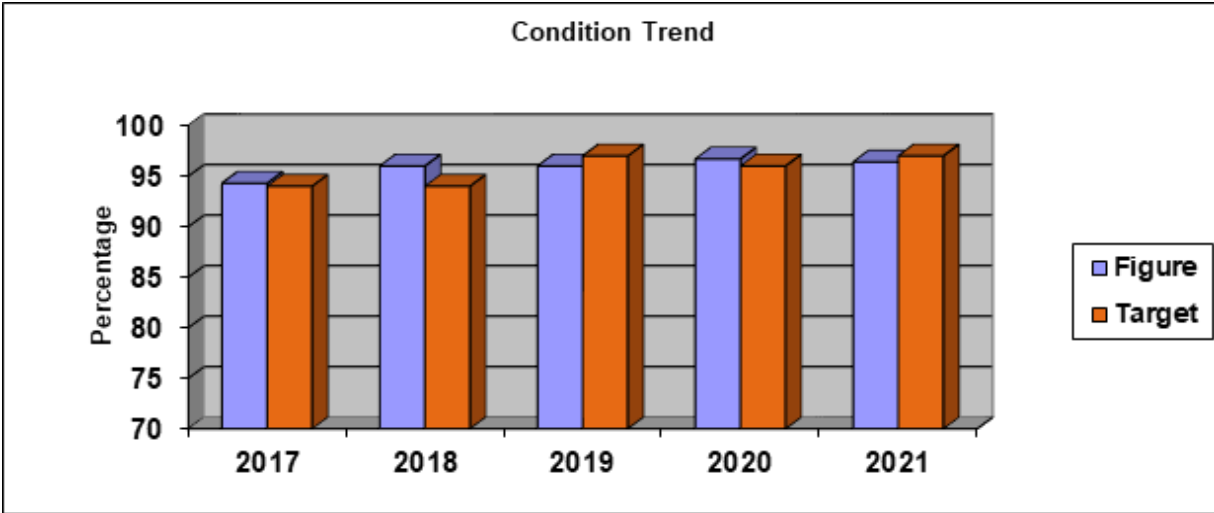
- A: Good - performing well and operating efficiently. The buildings support the delivery of the service and are considered suitable for use now and in the future.
- B: Satisfactory - performing well but with minor issues. The buildings generally support the delivery of services and would be considered suitable. There is room for improvement in certain areas but the property is fundamentally okay.
- C: Poor - showing major problems and/or not operating optimally. The buildings impede the delivery of services and would not be considered suitable.
- D: Bad - does not support the delivery of services at all. The buildings seriously impede the delivery of services and would definitely not be considered suitable.

Accessibility

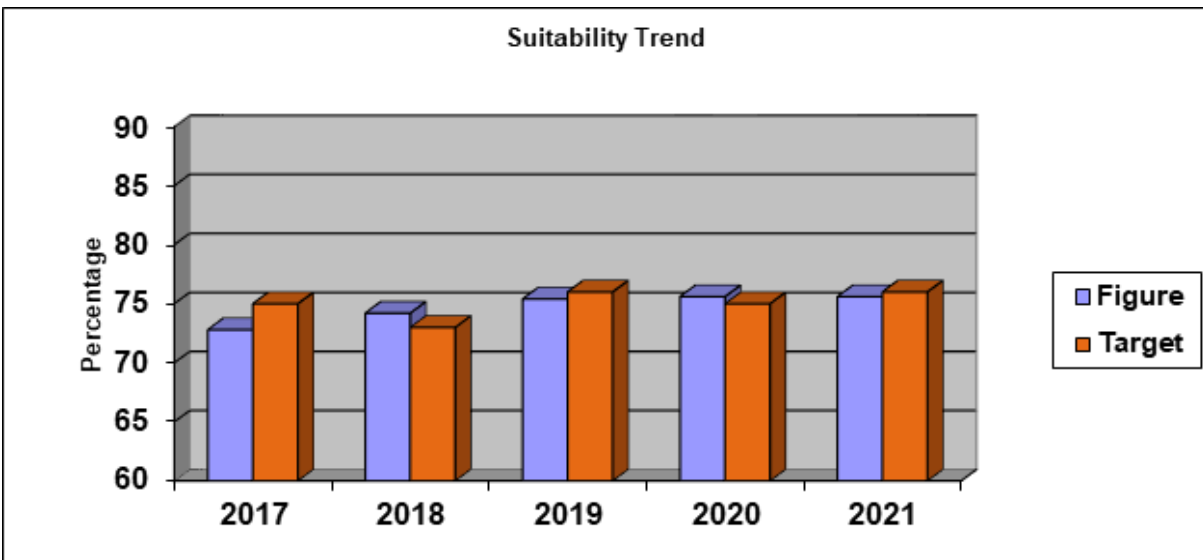
- A: Good - Accessible with little or no works required.
- B: Satisfactory - Accessible with only minor works required.
- C: Poor - Significant investment required to make accessible.
- D: Bad - Major Investment required or cannot be made accessible.

SPI Definition – Condition & Suitability

The SPI shows the overall position of operational buildings in terms of if they are both suitable and in satisfactory condition. In addition as the SPI has been in use for a number of years it is possible to see long term trends. The SPI figure shows if the investment being made is leading to improvements in condition and suitability grades. Improving figures would suggest investment levels are sufficient while declining figures would suggest that the investment is not sufficient.



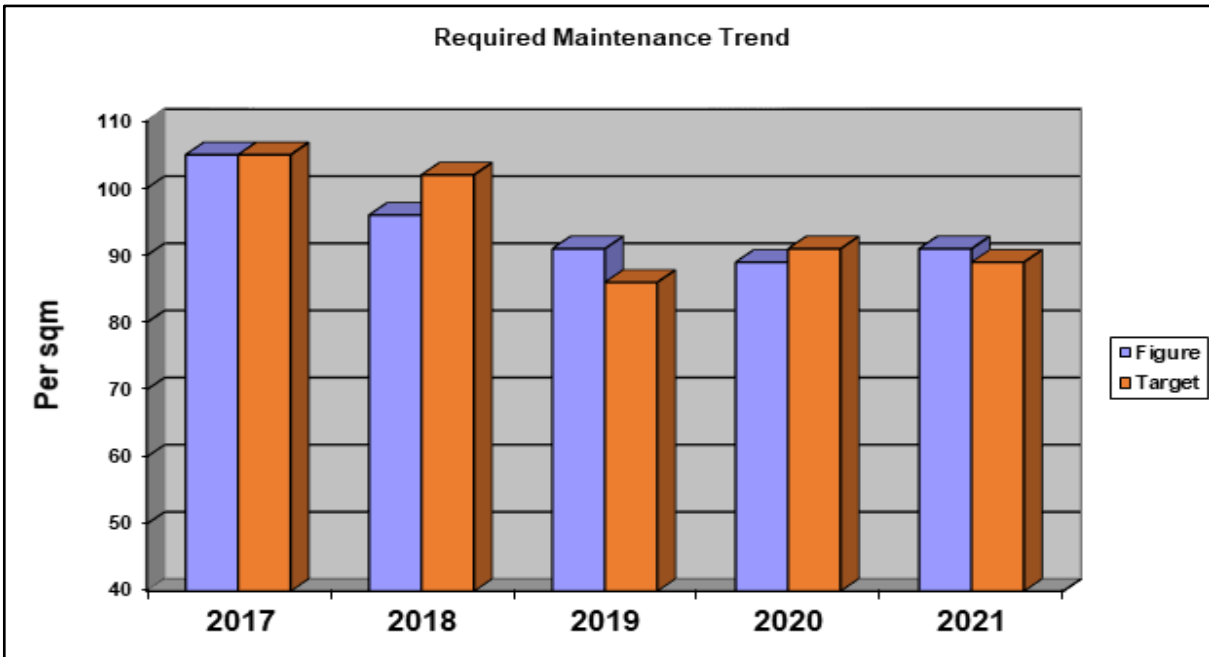
This year's figure of 96.4% is a slight decline on last year's figure and falls short of the target of 97%. The overall floor area has reduced by 1,331m2 with the overall number of assets reducing by 2. The addition of two small public conveniences and Kingsfield Children's home accounted for only 266m2 of additional floor area. All three of these properties are A or B condition rated. A significant proportion of the decline can be accounted for by the removal of 1,324m2 of assets. All of these were A or B rated for condition.



This year's figure of 75.6% is a slight decline on last year's figure and only slightly misses the target of 76%. All three assets added this year are either A or B for suitability. Whilst these have a positive impact, the improvement is offset by the removal of four suitable buildings. Only one removed asset, Clinterty Caravan Park was rated C for suitability.

SPI Definition – Required Maintenance

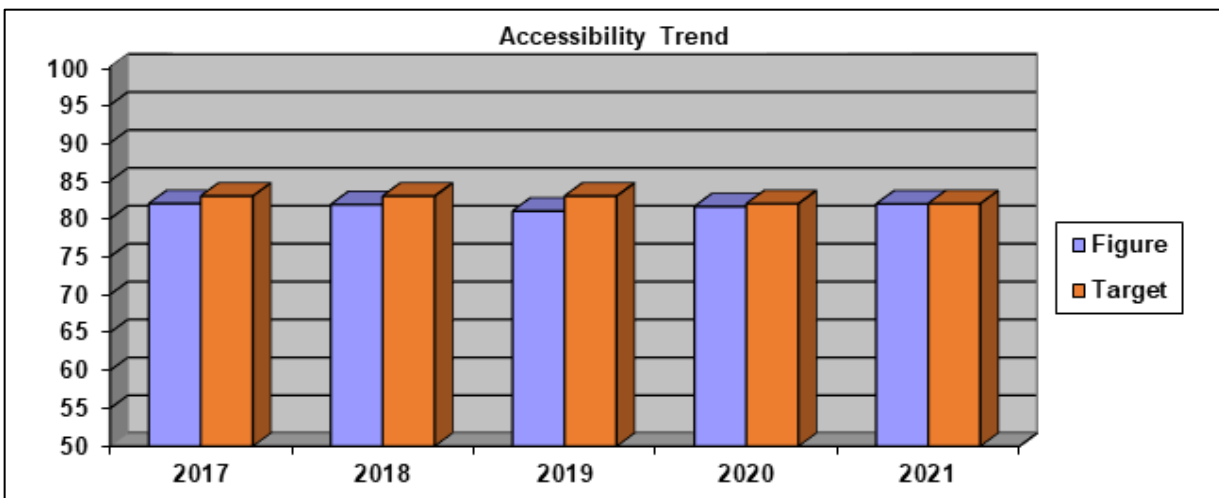
The required maintenance cost of operational assets per square metre is an assessment of the cost to bring the property from its present state up to the state reasonably required by the authority to deliver the service or to meet statutory or contract obligations and maintain it at that standard. Betterment should be specifically excluded from the calculations of cost.



The figure has increased with last year's figure of £89 per sqm rising to £91 per sqm, against a target of £89 per sqm. The overall cost has increased slightly by £0.6m with £48.9m becoming £49.5m. The overall floor area has decreased slightly due to the closure or transfer to HRA of a number of smaller properties.

SPI Definition - Accessibility

The number of council buildings from which the council delivers services to the public and percentage of these in which all public areas are suitable for and accessible to disabled people.



This year's figure has improved slightly from 81.62% to 81.96%, which is in line with the target of 82%. The figure has remained static over the last 5 years. The remaining buildings that are not accessible are generally inherently difficult to improve so unless they are replaced/closed then they will continue to negatively affect the figure. Looking ahead across the next 12 months a target of 82% has been set, which is essentially a standstill position.

Appendix H - Emissions Reduction and Climate Resilience Benefits

Location	Property Type	Project	Emissions Reduction	Climate Resilience
116 Westburn Road	Day Centre	Window and external door replacements throughout.	Thermal fabric improved by replacing 66 single glazed	Reduced risk of water penetration during weather events.
Abbotswell Primary School	School Primary	External door replacement.	Thermal fabric improved by replacing 5 poor condition doors.	Reduced risk of water penetration during weather events.
Abbotswell Primary School	School Primary	Window replacement.	Thermal fabric improved by replacing 80 single/old double glazed windows.	Reduced risk of water penetration during weather events.
Aberdeen Grammar School	School Secondary	Toilet refurbishments.		Water saving measures reduces demand on water supplies.
Bridge Of Don Academy	School Secondary	Window replacements. Phase 1.	Thermal fabric improved by replacing 170 old double glazed windows and 7 poor condition	Reduced risk of water penetration during weather events.
Catherine Street Community Centre	Community Centre	Window replacements.	Thermal fabric improved by replacing 22 single/old double glazed windows.	Reduced risk of water penetration during weather events.
Duthie Park Workshops	Depot	Replacement windows to welfare block.	Thermal fabric improved by replacing 13 single glazed windows and 1 poor condition door.	Reduced risk of water penetration during weather events.
Dyce Primary School	School Primary	Toilet refurbishment.		Water saving measures reduces demand on water supplies.
Gilcomstoun Primary	School Primary	Staff and pupil toilet refurbishment (excluding disabled and blue boys toilet).		Water saving measures reduces demand on water supplies.
Kirkhill Primary School	School Primary	Toilet refurbishment.		Water saving measures reduces demand on water supplies.
Linx Ice Arena	Sports Centre	Building management system & controls replacement.	Improved environmental controls could potentially lead to reduced energy consumption.	
Loirston Community Centre	Community Centre	Flat roof replacement in addition to pitched roof refurb.	Thermal fabric improved by replacing 16 sqm of poor condition and poorly insulated roof.	Reduced risk of water penetration during weather events.
Mastrick Ind Est - OT Store	Depot	Windows replacement.	Thermal fabric improved by replacing 15 single glazed	Reduced risk of water penetration during weather events.

Appendix H - Emissions Reduction and Climate Resilience Benefits

Location	Property Type	Project	Emissions Reduction	Climate Resilience
Northfield Academy	School Secondary	Replacement of remaining felt flat roofs.	Thermal fabric improved by replacing 2590 sqm of poor condition and poorly insulated roofs. U-Value* significantly improved from 0.47 to 0.15.	Reduced risk of water penetration during weather events.
St Josephs R. C. School	School Primary	Toilet refurbishments.		Water saving measures reduces demand on water supplies.
St Josephs R. C. School	School Primary	Windows replacement.	Thermal fabric improved by replacing 60 single/old double glazed windows. Plus installation of 21 secondary glazing units.	Reduced risk of water penetration during weather events.
Sunnybank School	School Primary	Flat roof replacement to East block.	Thermal fabric improved by replacing 385 sqm of poor condition and poorly insulated roofs. U-Value* significantly improved from 0.45 to 0.15.	Reduced risk of water penetration during weather events.
Woodside School	School Primary	Toilet refurbishments (Two Large Blocks).		Water saving measures reduces demand on water supplies.
Woodside School	School Primary	Phase 2 of toilet refurbishment.		Water saving measures reduces demand on water supplies.

*U-Value - A measure of the heat transmission through a building part (such as a wall or window) or a given thickness of a material (such as insulation) with lower numbers indicating better insulating properties.

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