

Public Document Pack



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

Town House,
ABERDEEN 27 January 2022

CITY GROWTH AND RESOURCES COMMITTEE

The Members of the **CITY GROWTH AND RESOURCES COMMITTEE** are requested to meet in **Council Chamber - Town House** on **THURSDAY, 3 FEBRUARY 2022 at 2.00pm**. 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

NOTIFICATION OF URGENT BUSINESS

1.1. Notification of Urgent Business

DETERMINATION OF EXEMPT BUSINESS

2.1. Determination of Exempt Business

DECLARATIONS OF INTEREST

3.1. Declarations of Interest

DEPUTATIONS

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- 5.1. Minutes of Previous Meetings of 10 and 12 November 2021 - For Approval (Pages 5 - 46)

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- 6.1. Committee Planner (Pages 47 - 58)

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- 7.1. Notices of Motion

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- 8.1. Referrals from Council, Committees or Sub Committees

BUDGETS

- 9.1. Council Financial Performance - Quarter 3, 2021/22 - RES/22/037 (Pages 59 - 110)
- 9.2. Credit Rating Annual Review - RES/22/043 (to follow)

SERVICE DELIVERY

- 10.1. Chanonry Grounds Plaque - COM/22/012 (Pages 111 - 140)
- 10.2. Performance Management Framework Report - City Growth and Resources Functions - CUS/22/007 (Pages 141 - 172)

CITY GROWTH AND STRATEGIC PLACE PLANNING

- 11.1. Ellon Park & Ride to Garthdee Transport Corridor Study (Bus Partnership Fund) - COM/22/017 (Pages 173 - 420)
- 11.2. Bus Partnership Fund Update - COM/22/018 (Pages 421 - 428)

- 11.3. Aberdeen Hydrogen Hub Strategic Partnership - Contract Award/Approval of Joint Venture - COM/22/031 (Pages 429 - 440)

Exempt appendices are contained within the Exempt Appendices Section of this agenda below.

PROPERTY AND ESTATES

- 12.1. Community Asset Transfer Requests Received for the Tillydrone Community Centre - RES/22/027 (Pages 441 - 450)

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

- 12.2. Disposal of the Former Braeside School and Lodge Site - RES/22/014 (Pages 451 - 456)

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

- 12.3. Disposal of the Former Cordyce School Site - RES/22/013 (Pages 457 - 462)

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

EXEMPT / CONFIDENTIAL BUSINESS

- 13.1. No reports under this section

EXEMPT APPENDICES

- 14.1. Aberdeen Hydrogen Hub Strategic Partnership - Contract Award/Approval of Joint Venture - Exempt Appendices (Pages 463 - 604)

- 14.2. Community Asset Transfer Requests Received for the Tillydrone Community Centre - Exempt Appendix (Pages 605 - 614)

- 14.3. Disposal of the Former Braeside School and Lodge Site - Exempt Appendix (Pages 615 - 618)

- 14.4. Disposal of the Former Cordyce School Site - Exempt Appendix (Pages 619 - 628)

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

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

CITY GROWTH AND RESOURCES COMMITTEE

ABERDEEN, 10 November 2021. Minute of Meeting of the CITY GROWTH AND RESOURCES COMMITTEE. Present:- Councillor Houghton, Convener; Councillor; and Councillors Grant, Boulton, Cameron (as substitute for Councillor McLellan), Cooke, Councillor Crockett, the Lord Provost (as substitute for Councillor Laing, the Vice Convener), MacKenzie (as substitute for Councillor John), 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.

DETERMINATION OF EXEMPT BUSINESS

1. The Convener proposed that the Committee consider items 13.1 (Dyce Community Library), 13.2 (Disposal of Rosehill House) and 14.1 (Condition and Suitability 3 Year Programme - Exempt Appendices) with the press and public excluded from the meeting.

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:- article 22 (paragraph 10), article 23 (paragraph 9) and article 24 (paragraph 8).

DECLARATIONS OF INTEREST

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

- (1) Councillor Cooke declared an interest in item 12.1 (Condition & Suitability 3 Year Programme) by virtue of him being an Aberdeen City Council appointed Director of Sport Aberdeen. He considered that the nature of his interest did not require him to leave the meeting, therefore he remained in the meeting throughout; and
- (2) Councillor Grant declared an interest in item 9.3 (Place Based Investment Programme) by virtue of him being an employee of Aberdeen Inspired. He considered that the nature of his interest required him to leave the meeting and he therefore took no part in the consideration of this item.

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MINUTE OF PREVIOUS MEETING OF 25 AUGUST 2021 - FOR APPROVAL

3. The Committee had before it the minute of its previous meeting of 25 August 2021, for approval.

The Committee resolved:-

to approve the minute as a correct record, subject to amending article 1 (Notification of Urgent Business) to read at (1) “that an Urgent Notice of Motion had been submitted and in terms of Standing Order 12.9, he would be accepting it onto the agenda, details of which would be circulated prior to it being moved.”

COMMITTEE PLANNER

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

The Committee resolved:-

- (i) to remove item 8 (Car Parking Framework) and item 14 (Procurement Workplan and Business Cases – Capital) from the planner for the reasons outlined therein;
- (ii) to note the reason for the reporting delay in relation to item 15 (UK Prosperity Fund) and item 17 (Freeport/Greenport Update); and
- (iii) to otherwise note the content of the Committee Planner.

NOTICE OF MOTION BY COUNCILLOR BOULTON - DEFIBRILLATORS IN ABERDEEN SCHOOLS

5. The Committee had before it a Notice of Motion by Councillor Boulton in the following terms:-

- (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; and
- (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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The Committee resolved:-

to approve the motion, subject to amending (3) above to read as follows:-

“instruct the Chief Officer - Corporate Landlord to prepare a business case to provide a defibrillator at every primary and secondary school and Council owned sheltered and very sheltered housing complex 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.

COUNCIL FINANCIAL PERFORMANCE, QUARTER 2, 2021/22 - RES/21/272

6. The Committee had before it a report by the Director of Resources which provided the financial position of the Council as at Quarter 2 (30 September 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.

The report recommended:-

that the Committee –

- (a) note the positive cash position that has been achieved for the General Fund and HRA to the end of Quarter 2 as detailed in Appendix 1;
- (b) note the Common Good financial performance to the end of Quarter 2 as detailed in Appendix 3;
- (c) 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;
- (d) 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;
- (e) 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; and
- (f) 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;

The Committee resolved:-

- (i) to approve the recommendations contained within the report;
- (ii) to note the current permission from Scottish Government to use capital receipts for voluntary severance/early retirement revenue costs ends on 31 March 2022;

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- (iii) to note that unless extended, alternative revenue funding would have to be found or changes made to the scheme; and
- (iv) to agree to instruct the Chief Executive to write to the Cabinet Secretary for Finance and the Economy requesting an extension to the current permission as noted at Section 6 (Financial Risks) engaging COSLA as appropriate and agree that the matter be referred to the budget process for consideration.

MEDIUM TERM FINANCIAL STRATEGY FOR THE COUNCIL'S GENERAL FUND, 2021 - RES/21/295

7. With reference to article 4 of the minute of meeting of Council on 10 March 2021, the Committee had before it a report by the Director of Resources which (1) outlined the purpose of a Medium-Term Financial Strategy (MTFS) to pull together in one place all known factors affecting the financial position and financial sustainability of an organisation over the medium term; and (2) drew out the scenarios that the Council faces; and (3) described the approach to addressing the conclusions.

The report recommended:-

that the Committee –

- (a) approve the Medium Term Financial Strategy for the General Fund 2021;
- (b) note that the 2022/23 Budget will be discussed and set by the Council on 7 March 2022;
- (c) 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
- (d) 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.

The Committee resolved:-

- (i) to approve the recommendations contained within the report; and
- (ii) to note that the Chief Officer – Finance would liaise with the Chief Officer – Data and Insights to investigate when updated population figures for the city would be made available and to circulate a response to the Committee by way of email in due course.

DECLARATION OF INTEREST

In accordance with article 2 of this minute, Councillor Grant withdrew from the meeting prior to consideration of the following item of business and was substituted by Councillor Lesley Dunbar.

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PLACE BASED INVESTMENT PROGRAMME - COM/21/259

8. With reference to article 7 of the minute of the previous meeting of 25 August 2021, the Committee had before it a report by the Director of Commissioning, which provided an update on the applications received and sought instruction on the allocation of the remaining £545,000 from the Place Based Investment Programme Fund.

The report recommended:-

that the Committee –

- (a) awards up to £44,014 to the Belmont Filmhouse for the Accessibility Programme of Works project;
- (b) awards up to £32,750 to Aberdeen Arts Centre for the Children’s Theatre project;
- (c) awards up to £164,680 to Aberdeen Performing Arts for the Repair, Rebuild, Revitalise project;
- (d) awards up to £40,000 to Aberdeen Inspired for the City Centre Parklets Phase 2 project;
- (e) awards up to £124,471 to Woodside Gateway for the Street Design project;
- (f) awards up to £50,000 to Greyhope Bay for the Greyhope Bay Centre project;
- (g) awards up to £41,460 to Donside Village for the Tillydrone Gateway Feature;
- (h) 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
- (i) 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.

The Committee resolved:-

- (i) to approve the recommendations contained within the report, subject to amending (i) to read “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 and if that were to be the case, a Service Update would be circulated to members of the Committee”; and
- (ii) that in future reports, the Chief Officer – City Growth include a short explanation outlining why applications were successful.

UNRECOVERABLE DEBT - CUS/21/248

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

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The report recommended:-

that the Committee 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.

The Committee resolved:-

- (i) to approve the recommendation contained within the report; and
- (ii) to instruct the Chief Officer – Customer Experience to circulate details to all members of the Committee in relation to the process of writing off untraceable debts for Parking Charge Notices and Bus Lane Enforcement fines.

DEVELOPER OBLIGATIONS UPDATE - COM/21/246

10. With reference to article 4 of the minute of meeting of Council on 10 March 2021, the Committee had before it a report by the Director of Commissioning which (1) summarised the status of the developer obligations fund at 30th September 2021; (2) provided an overall summary of the extant developer obligations which the Council had entered into with developers; and (3) provided an update on the receipt and spend of developer obligations during the first nine months of the 2021 calendar year.

The report recommended:-

that the Committee –

- (a) note the contents of this report;
- (b) 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; and
- (c) instruct the Chief Officer - Strategic Place Planning, to monitor risks associated with the Developer Obligations process and to 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 and budget reports.

The Committee resolved:-

to approve the recommendations.

ABERDEEN CITY'S STRATEGIC HOUSING INVESTMENT PLAN 2022/23 – 2026/2027 - COM/21/245

11. The Committee had before it a report by the Director of Commissioning, which sought approval of the Strategic Housing Investment Plan (SHIP) for the period 2022/23 – 2026/27 which was due to be submitted to the Scottish Government by 29 October 2021.

The report recommended:-

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

The Committee resolved:-

- (i) to note the Council and its RSL Partners have delivered 1,703 Affordable homes for social rent between 2017 and 2021;
- (ii) to note the Council is progressing the delivery of a number of contracts both Council and Developer Led which will deliver 2,000 council houses;
- (iii) to note that the phased delivery of completed units (across the new housing programme) is now evident and that this steady delivery of completed units will continue in coming years;
- (iv) to note that between 2017 and 2021 the Council is close to fulfilling its commitment from its August 2017 meeting, adopting the Administration's policy document, to start to build 2,000 council houses and 1,500 Affordable homes for social rent;
- (v) to approve the SHIP and its submission to the Scottish Government confirming (i) to (iv) above; and
- (vi) that the Director of Resources arrange to circulate to members of the Committee, details in relation to the current development position of the new council houses.

BUS LANE ENFORCEMENT FUND REFRESH - COM/21/253

12. The Committee had before it a report by the Director of Commissioning which provided an update on the status of the current Bus Lane Enforcement programme and sought approval for the programme to be refreshed with a new application process that better meets current Council priorities.

The report recommended:-

that the Committee –

- (a) note the progress on the projects funded from the Bus Lane Enforcement programme up to 2021/22, as detailed in Appendix 1;
- (b) note that Council priorities have evolved since the Bus Lane Enforcement programme was last open to funding bids in 2018/19;
- (c) 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 (of the report), and report this to a future meeting of this Committee;
- (d) agree that the current programme of legacy projects, as detailed in Appendix 2, should be completed before any new projects are progressed;
- (e) agree to continue to fund the transport officer post as described in paragraph 3.8 (of the report) to ensure continued management and compliance;
- (f) agree to the use of the application form, as detailed in Appendix 3, for all new Bus Lane Enforcement projects; and
- (g) note the Governance process for Bus Lane Enforcement projects, as detailed in Appendix 4.

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The Committee resolved:-

to approve the recommendations.

FLEET REPLACEMENT PROGRAMME - OPE/21/242

13. With reference to article 6 of the minute of meeting of 11 May 2021, the Committee had before it a report by the Chief Operating Officer, which (1) provided details in relation to the refreshed Fleet Asset Management Plan (Appendix A); and (2) identified 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.

The report recommended:-

that the Committee –

- (a) note the refreshed Fleet Asset Management Plan and supports use of the Plan to identify future replacement requests;
- (b) note 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;
- (c) approve 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
- (d) delegate 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.

The Committee resolved:-

to approve the recommendations contained within the report.

CITY GROWTH AND RESOURCES COMMITTEE ANNUAL EFFECTIVENESS REPORT - COM/21/255

14. The Committee had before it a report by the Director of Commissioning which presented the annual report of the City Growth and Resources Committee to enable Members to provide comment on the data contained within.

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The report recommended:-

that the Committee note the annual report of the City Growth and Resources Committee.

The Committee resolved:-

to approve the recommendation.

PERFORMANCE MANAGEMENT FRAMEWORK REPORT – CITY GROWTH AND RESOURCES - CUS/21/251

15. The Committee had before it a report by the Director of Customer Service which presented the status of key performance measures relating to City Growth and Resources cluster activities.

The report recommended:-

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

The Committee resolved:-

- (i) to approve the recommendation; and
- (ii) to instruct the Chief Officer – Data and Insights to provide a definition of ‘virtual visits’ including how they are counted, and that details be circulated to the members of the Committee by way of an email.

HISTORY AND LEGACY OF ENSLAVEMENT - COM/21/250

16. With reference to article 6 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 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.

The report recommended:-

that the Committee –

- (a) does not pursue the erection of information plaques relating to enslavement or products of enslavement at this time;
- (b) instruct 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
- (c) instructs the Chief Officer – City Growth to explore external funding opportunities for wider work exploring the history and legacy of enslavement.

The Committee resolved:-

- (i) to approve recommendations (a) and (b);

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- (ii) to instruct the Chief Officer – City Growth to explore external funding opportunities which would allow for additional capacity in the Museums and Gallery Team or working with an external partner to consolidate existing information and research on the history and legacy of enslavement in Aberdeen and give consideration how to best make findings available to the public; and
- (iii) to refer the matter to the budget setting process.

CLIMATE CHANGE REPORT 2020-21 - COM/21/252

17. The Committee had before it a report by the Director of Commissioning which sought approval of the statutory Climate Change Report (CCR) covering the period 2020/2021 and indicated that it required to be submitted to the Scottish Government, to ensure compliance with the requirements of Part 4 of the Climate Change (Scotland) Act 2009.

The report recommended:-

that the Committee –

- (a) 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
- (b) instruct the Chief Officer - Strategic Place Planning to publish the Climate Change Report on the Council's website, as per reporting requirements.

The Convener, seconded by Councillor Boulton moved:-

that the Committee:-

- (1) approve the recommendations contained within the report;
- (2) note that the Scottish Government have once again missed their targets for Climate Change;
- (3) note that in May 2020, Aberdeen City Council introduced our Net Zero Vision and Infrastructure Plan and in June 2020 set about introducing a governance model that engaged with the private sector to ensure that the Council meets its targets for Net Zero; and
- (4) agree that Councils right across Scotland are being let down by the SNP/Green Scottish Government who introduce Net Zero legislation then cut Council funding thereby ensuring that the targets they introduced are almost impossible to deliver upon.

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

that the Committee approve the recommendations contained within the report.

On a division, there voted:- for the motion (6) – the Convener, the Vice Convener and Councillors Boulton, Grant, Mackenzie and Yuill; for the amendment (3) – Councillors Cameron, Cooke and Nicoll.

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The Committee resolved:-

to adopt the motion.

BUS PARTNERSHIP FUND UPDATE - COM/21/254

18. With reference to article 11 of the minute of meeting of 25 August 2021, the Committee had before it a report by the Director of Commissioning which provided an update on the progress of the delivery of the Bus Partnership Fund grant projects.

The report recommended:-

that the Committee –

- (a) note the progress of the delivery of this grant;
- (b) 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
- (c) instruct the Chief Officer – Strategic Place Planning to prepare quarterly reports on the progress of the delivery of this grant.

The Committee resolved:-

to approve the recommendations, subject to amending (c) above, to read “instruct the Chief Officer – Strategic Place Planning to prepare reports on the progress of the delivery of this grant and that they be submitted to the Committee for consideration.”

WELLINGTON ROAD MULTIMODAL CORRIDOR STUDY STAG PART 2 - COM/21/257

19. 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 provided information on the outcomes of the Wellington Road Multimodal Corridor Study Scottish Transport Appraisal Guidance (STAG) Part 2 Appraisal.

The report recommended:-

that the Committee –

- (a) note the outcomes of the Wellington Road STAG Part 2 Appraisal; and
- (b) approve the progression of the recommended hybrid package as detailed in section 3.10 of the report; and
- (c) subject to agreement on recommendation (b), 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.

The Committee resolved:-

- (i) to approve recommendations (a) and (b); and
- (ii) to agree to refer recommendation (c) to the budget setting process.

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SOCIO-ECONOMIC RESCUE PLAN UPDATE - COM/21/279

20. With reference to article 12 of the minute of meeting of 11 May 2021, the Committee had before it a report by the Director of Commissioning which provided an update on the delivery of the 2020 Socio-Economic Rescue Plan.

The report recommended:-

that the Committee –

- (a) note the current status of the Socio-Economic Rescue Plan;
- (b) note the ongoing implementation and proposed development of the Aberdeen City Council Business Charter; and
- (c) instruct 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.

The Committee resolved:-

to approve the recommendations.

CONDITION AND SUITABILITY 3 YEAR PROGRAMME - RES/21/243

21. With references to article 29 of the minute of meeting of 28 October 2020, the Committee had before it a report by the Director of Resources, which sought approval of an updated 3-year Condition and Suitability (C&S) Programme.

The report recommended:-

that the Committee –

- (a) note the projects completed or legally committed to date in 2021/22 as shown in Appendix A;
- (b) note the currently approved projects and approves the amended estimated budgets for each project as shown in Appendix B;
- (c) approve 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;
- (d) approve the removal of the projects listed in Appendix D; and
- (e) delegate authority to the Chief Officer - Corporate Landlord, following consultation with the Capital Board and the Convener and Vice-Convener of this Committee, to amend the C&S Programme should priorities change due to unforeseen

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circumstances during the year, with such changes to be reported retrospectively to the Committee.

The Committee resolved:-

to approve the recommendations.

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

DYCE COMMUNITY LIBRARY - CUS/21/249

22. The Committee had before it a report by the Director of Customer Services, which sought approval to send out invitations to tender for the relocation of Dyce Library to a new library within Dyce Community Learning Centre.

The report recommended:-

that the Committee approve the Dyce Community Library Procurement Business Case shown in Appendix 1 for the purposes of Procurement Regulation 4.1.1 and delegates authority to the Chief Officer – Capital, following consultation with the Head of Commercial and Procurement Services, to procure appropriate works and services, and enter any contracts necessary for this project without the need for further approval from any other Committee of the Council.

The Committee resolved:-

to approve the recommendation.

DISPOSAL OF ROSEHILL HOUSE - RES/21/244

23. The Committee had before it a report by the Director of Resources, which advised members of the outcome of the recent marketing exercise of the property known as Rosehill House, Ashgrove Road West, Aberdeen.

The report recommended:-

that the Committee –

- (a) approve the recommendation as detailed in paragraph 3.7 of the report; 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 of the property.

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The Committee resolved:-

to approve the recommendations.

CONDITION AND SUITABILITY 3 YEAR PROGRAMME - EXEMPT APPENDICES

24. The Committee had before it exempt appendices relating to the Condition and Suitability 3 Year Programme report. Article 21 of this minute refers.

The Committee resolved:-

to note the information provided within the exempt appendices.

- **COUNCILLOR RYAN HOUGHTON, Convener**

CITY GROWTH AND RESOURCES COMMITTEE

ABERDEEN, 12 November 2021. Minute of Meeting of the CITY GROWTH AND RESOURCES COMMITTEE. Present:- Councillor Houghton, Convener; Councillor Laing, Vice-Convener; and Councillors Boulton, Cameron (as substitute for Councillor McLellan), Cooke, Councillor Crockett, the Lord Provost (as substitute for Councillor Grant), Alex Nicoll, Wheeler (as substitute for Councillor John) 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.

DETERMINATION OF EXEMPT BUSINESS

1. The Convener proposed that the Committee consider item 8.1 (Combined City and Beach - Exempt Appendices) with the press and public excluded from the meeting.

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 item so as to avoid disclosure of information of the classes described in paragraph 8 of Schedule 7(A) to the Act. (Article 5 of this minute refers).

DECLARATIONS OF INTEREST

2. Members were requested to intimate any declarations of interest in respect of the items on today's agenda, thereafter the following were intimated:-
 - (1) Councillor Cooke declared an interest in item 7.1 (Combined City and Beach Covering Report) by virtue of him being an Aberdeen City Council appointed Director of Sport Aberdeen and indicated that a specific exclusion applied in terms of section 5.18.2 (i) of the Councillors Code of Conduct; and also as the owner of a vehicle which did not comply with the emission standards of the Low Emission Zone. He considered that the nature of his interest did not require him to leave the meeting, therefore he remained in the meeting throughout;
 - (2) the Vice Convener considered her interest in item 7.1 (Combined City and Beach Covering Report) by virtue of her being an Aberdeen City Council appointed Director of Aberdeen Inspired. She considered that the nature of her interest did not require her to leave the meeting, therefore she remained in the meeting throughout; and
 - (3) Councillor Yuill declared an interest in item 7.1 (Combined City and Beach Covering Report) by virtue of him being an Aberdeen City Council member of Robert Gordon's College Board of Governors and as an owner of a vehicle which

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did not comply with the emission standards of the Low Emission Zone. He considered that the nature of his interest did not require him to leave the meeting, therefore he remained in the meeting throughout.

DEPUTATIONS

3. The Committee had before it a deputation from (1) Mr Hussein Patwa, on behalf of the Chair and Vice Chair of the Aberdeen City Disability Equity Partnership; and (2) Mr Frank Whitaker, Chair of Aberdeen City and Shire Hotel Association in relation to item 7.1 (Combined City and Beach Covering Report).

Deputation by Mr Patwa

The Committee firstly heard Mr Patwa advise that the Chair and Vice Chair had grave concerns over one (amongst many) of the key principles within the proposed Aberdeen City Centre Masterplan namely, the recommended pedestrianisation of Union Street.

He intimated that parties were broadly in favour of the Masterplan and indeed supported many of its intended outcomes, for example improved footpaths, the wider pavements, the Market, Union Terrace Gardens (the improvements will enable people with mobility difficulties to enjoy the space and participate in events taking place there), improved surfaces and connectivity from Union Street to the Beach via the Castlegate.

He intimated that they also had serious concerns, shared by many sectors of our society, which had not been addressed through the preparatory scoping and initial designs, justifications and recommendations laid before members for today's critical considerations, namely the pedestrianisation of Union Street.

He explained that the proposal as stated would have a devastating effect on people with disabilities, the elderly, young families, those who rely on public transport and people experiencing mobility difficulties because of life limiting conditions, menopause, illness, accident, or injury by effectively engineering them out of the heart of the city.

Mr Patwa referred to section 2.1.4 of the report dealing with accessible parking and advised that it failed to provide any detail on the location, number, or scope of these spaces. In addition, it failed to recognise the qualifying principle of Blue Badge spaces or the impact of extended walking distances on people experiencing mobility challenges, or hurdles posed by rolling surfaces, gradients, kerb heights, prevailing winds, or weather.

He explained that at present, Union Street facilitated near door-to-door connectivity with all premises on or near it, offering a lifeline to many who wish to use these resources and it should be understood that for many people, both with visible and hidden disabilities, who are unable to use public transport, to cycle, walk or drive conventional vehicles, their only option to access these venues was a direct drop off or to use adapted vehicles with

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appropriate parking provision. For some, any walking distance at all was an impossibility and direct access to a location was a requirement, not a consideration.

He referred to the proposed taxi and drop-off facilities on Union Terrace, but intimated that it failed to provide detail to allow scrutiny and for interested parties and stakeholders to offer meaningful comment or counterproposals to ensure they were fit for purpose. Further, should pedestrianisation occur, he indicated that the report failed to identify any other locations for similar facilities within practical distance of other points of Union Street and the surrounding area.

Mr Patwa referred to the proposed relocation of bus stops presently on the section of Union Street recommended for pedestrianisation. He indicated that the number and proximity of bus stops to each other and the number of unique bus routes calling at each stop already presented a daunting environment for many passengers, heightened by mismatches between stop labels and associated codes used on different journey planning systems. He advised that the report regrettably failed to identify how these challenges would be mitigated given the spatial constraints of the proposed relocation zones, how pedestrian and cyclist safety would be assured given the prioritisation of bus and other vehicular traffic within the same, and by extension, how marginalised sectors of society would be incentivised to continue using public transport, supporting the green economy and the heart of our city.

He referred to section 5.3 of the report which related to engagement activities undertaken and advised that the stated number of responses equated to less than 4% of the city's population, and 1.63% of potential respondents if Aberdeenshire was included, as in the online simulator invitation. He indicated that it was unsurprising therefore that the needs of those most at risk of exclusion had not been noted in the papers before Committee.

He intimated that the parties accepted that the report explained that there would be further engagement activity prior to implementation however, respectfully given the absence of cogent detail within the reports seen to date and the fact that the Committee were being asked to recommend this decision today, without prior benefit of further engagement, and review, assimilation and modelling of the mitigations within the pedestrianised zone that would undoubtedly result, the proposal as stated would, by default, exclude many individuals and exacerbate marginalisation's within our society.

Mr Patwa intimated that the parties have had woefully insufficient time to constructively challenge these proposals with the benefit of and based on granular detail and made reference to the circulation timings of the agendas.

He advised that the parties requested that the Committee pause contemplation of any decision relating to these proposals to allow for the engagement activities stipulated in Appendix F of the report to be undertaken first, for meaningful consultation and dialogue with the parties and other interested representatives of society who would be most impacted by these changes, including those such as the disabled, elderly or digitally

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insecure who had hitherto been unable to interact with these proposals, and for mitigations proposed by the public (experts through their own lived experience of using, and barriers to using the city) to be rationally considered, modelled and deliberated.

He explained that even at this stage, there would still be a narrowing window of opportunity to ensure these proposals result in a city that was materially inclusive, fit for all and which all who used it can truly be proud.

Mr Patwa responded to questions from members of the Committee.

Deputation by Mr Whitaker

The Committee then heard from Mr Whitaker who advised that he had interactions with the Planning, Resources and City Growth teams to discuss how the hotel community could support projects such as the wonderful Art Gallery, Provost Skene House and Cycling events, to name a few key projects that influence tourism. He indicated that these conversations had referred to how the city could evolve to support a thriving and sustainable hotel.

He intimated that the Committee's decision should not be about politics, but about the future of the city centre in the decades to come and questioned whether returning Union Street to what it was created a different environment to the one that saw empty retail units and also whether a busy, noisy and heavily polluted route through the city would inspire a change to deliver a vibrant heartbeat of thriving retail and hospitality that helped attract visitors.

He indicated that the hotel sector needed reasons for people to visit, offices to be full to generate corporate travel, healthy retail outlets to attract consumers into town for some retail therapy and overnight stays and meals and an attractive environment to increase the desire to linger longer.

Mr Whitaker explained that during the months of August to October, STR Global data showed that weekend Revenue per Available Room (RevPAR) in city centre hotels grew by approximately 19% compared to the same point in 2019 and that this single statistic was heavily influenced by transient leisure demand as pandemic restrictions eased, but traveling abroad remained a challenge.

He intimated that this demonstrated, with the right conditions, the potential of Aberdeen as a strong destination and hopefully we would not see the conditions that drove this particular demand again, therefore a repeat of these exceptional numbers was unlikely without the right interventions to create the right environment.

He referred to his sons having lived for some time in London, and that he enjoyed the public realm space of the Gas Works at Kings Cross. vibrant, strong footfall, boutique

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hospitality and retail, leading to an overall great experience, even in the midst of December when indoor hospitality was not allowed.

He concluded by advising that the hotel sector was desperate to see political parties work together on delivering that right environment, as our City Parents have done for decades before us. He urged the Committee to support the proposals.

Mr Whitaker responded to questions from members of the Committee.

The Committee resolved:-

to note the deputations received from Mr Hussein Patwa and Mr Frank Whitaker and to thank them for their contribution.

COMBINED CITY AND BEACH COVERING REPORT - RES/21/297

4. With reference to articles 14, 15 and 19 of the minute of meeting of 25 August 2021, the Committee had before it a report by the Director of Resources which presented new reports in relation to the following:-

- City Centre Masterplan Update;
- Aberdeen Market;
- Queen Street;
- Beach;
- Combined City and Beach Covering Report (this report); and
- Financial Appendix (Exempt).

The report (1) progressed the above strategic work streams setting out the suite of recommendations and programme of works going forward recognising the interdependencies and phasing required and (2) provided a strong programme approach which allowed officers to maximise current and future external funding opportunities for projects.

The report recommended:-

that the Committee –

- (A) Transport and Connectivity

City Centre, Castlegate, Beach Boulevard and Beach

- (a) note the City Growth & Resources Committee on 24 June 2021 approved the Low Emission Zone within the City Centre;
- (b) note the Council were formally notified of the success of the Partnership bid in the latter half of June 2021, confirming that up to £12,030,000 had been awarded, the full amount that the Partnership had bid for;
- (c) note the outcomes of Phase 1 of the Traffic Management Plan in respect of Union Street Central (CCMP report Appendices A, B and C) and agree:-

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- (1) the option to fully pedestrianise Union Street Central, except for cyclists and time limited servicing; and
 - (2) that in order to do so, bus, taxi (and private hire) and cycle priority, will require to be implemented on Bridge Street, Market Street and Guild Street, Schoolhill/Upperkirkgate will require to be pedestrianised between Harriet Street and Flourmill Lane, and right turns prohibited except for buses, taxis (and private hire) and cycles from Union Terrace into Rosemount Viaduct, all as identified in Appendices A and B; and, pending Committee approval of (c)(1) and (c)(2) above;
 - (3) instruct the Chief Officer – Operations and Protective Services to progress with the necessary Traffic Regulation Orders; and
 - (4) approve the detailed design principles for Union Street Central (Appendix D) and instruct the Director of Resources to proceed to the next stage of works including detailed design, stakeholder engagement, contractor engagement and applications for statutory consents;
- (d) note the outcomes of stakeholder engagement to date with regards accessible parking, cycle facilities, bus stops and routing, taxi ranks and servicing arrangements, and traffic management in the City Centre and Beach areas and instruct the Chief Officer Strategic Place Planning to continue to engage with stakeholders to finalise Phase 2 of the Traffic Management Plan in tandem with the evolving streetscape design for the priority intervention areas, connectivity to the Beach and Beach Boulevard and report progress back to this Committee in June 2022; and
- (e) instruct the Director of Resources to progress design works for public realm improvements from Aberdeen Market to Guild Street in association with ongoing design work for Aberdeen Market (recommendations (E) below) and report progress to this Committee in February 2022.
- (B) Spaces for People
- (f) subject to approval of the various design work packages identified within the report, instruct the Chief Officer – Operations and Protective Services to remove all Spaces for People measures in the city centre with the exception of Union Street Central, the Belmont Street Back Wynd area and Schoolhill/Upperkirkgate by the end November 2021;
 - (g) instruct the Chief Officer – Capital, following consultation with the Chief Officer – Strategic Place Planning and the Convener of the City Growth and Resources Committee, to:-
 - (1) arrange for the temporary removal of the Spaces for People interventions at Schoolhill/Upperkirkgate in order to facilitate the Winter Events Programme; and
 - (2) reinstate the interventions at Schoolhill/Upperkirkgate once the Winter Events Programme has concluded in January 2022; and
 - (h) instruct the Chief Officer – Strategic Place Planning as part of the ongoing design work for the Beach Masterplan to maintain the beach Spaces for People

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intervention as consideration of any permanent scheme proposed for inclusion is subject to outcomes of recommendation (d).

(C) Engagement and Consultation

- (i) note the outcomes of stakeholder engagement to date with regards accessible parking, cycle facilities, bus stops and routing, taxi ranks and servicing arrangements, and traffic management in the Belmont Street/ Back Wynd and Hadden Street/ Carmelite Street areas;
- (j) note that a series of stakeholder engagements have taken place with those stakeholders associated with the beachfront including the Beach Ballroom, Beach Leisure facilities, Sports Users and beachfront resources (beach and water);
- (k) note an extensive engagement exercise was undertaken with children and young people on the beach and city centre, including workshops with P6 Primary School children followed by a presentation of their ideas to the design teams, a creative postcard exercise with secondary school students and young people outwith education, as well as a consultation through a QR code and online survey (Appendix Section Stakeholder Engagement of Beach Masterplan Report and Appendix E of the City Centre Update); and
- (l) instruct the Director of Resources to continue to engage with stakeholders across the city, including children and young people and the Disability Equity Partnership, in relation to the work packages contained herein.

(D) Aberdeen Market, Central Union Street and Surrounding Public Realm

- (m) funding: note the successful application for £20 million of funding towards the project from the Levelling-Up Fund for the Market, links to Guild Street and Union Street Central pedestrianisation and agree that the projects are interdependent and can only be progressed on a joint basis. As noted in the award letter from UK Government we “submitted a strong application, which performed well against our assessment criteria”.

FURTHER RECOMMENDATIONS

(E) Aberdeen Market

- (n) note the progress that has been made in soft strip demolition and design development works including the submission of a planning application for the redevelopment of the site in October 2021, the purchase of the site including all copyrights, reports, development proposals and the entering into a demolition contract for the site.;
- (o) approve the updated Outline Business Case and instruct the Chief Officer – Corporate Landlord to progress with design development to include early contractor engagement to allow the project to be progressed to cost certainty and report progress to this Committee in February 2022.

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(F) City Centre Masterplan

- (p) agree the indicative programme and proposed sequence of delivery as identified in para 5.6 in the City Centre Update report and Appendix F;
- (q) agree the design development undertaken for the Belmont Street and Back Wynd area and instruct the Director of Resources to procure the development of a full business case and operational model in consultation with local traders and report back to this Committee in February 2022;
- (r) note the progress made on design development for the intervention areas: Schoolhill and Upperkirkgate, Union Street East and Castlegate, Union Street West and the West End, and instruct the Director of Resources to report back with full business cases to this Committee by the end 2022, pending the outcomes of (C) above;
- (s) note the current position regarding George Street and continued uncertainty surrounding the future of the former John Lewis building and undertake public and stakeholder engagement in early 2022 and report back to this committee in June 2022;
- (t) note that a visual building condition survey has been completed for Union Street Central, that work continues on the preparation of a visual building condition survey for all other properties on Union Street, and that the full survey will be reported to the February 2022 meeting of this Committee;
- (u) note that the Union Street Conservation Area Regeneration Scheme, a combined fund of £2.4 million, funded on a fifty/fifty basis by Aberdeen City Council and Historic Environment Scotland for the improvement of buildings on Union Street, is now oversubscribed and strong interest remains from other building owners;
- (v) instruct the Director of Resources and the Chief Officer of Strategic Place Planning to commit £721,673.64 from the City Centre Master Plan budget to support three additional projects within the CARS Priority Zone, but note that funding will also be requested from Historic Environment Scotland which may result in the contribution from the City Council being reduced depending on the level of HES funding which is ultimately secured; and
- (w) instruct the Director of Resources to provisionally commit an additional £2 million to a second round of conservation-led regeneration funding from the City Centre Master Plan and instruct the Chief Officer of Strategic Place Planning to seek additional funding from Historic Environment Scotland and other sources such as National Lottery Heritage Fund, and report back to a future CG&R committee once funding arrangements have been identified on the structure of any such fund.

(G) Queen Street Redevelopment

- (x) instruct the Director of Resources to procure necessary services to manage demolition and site clearance of the former Police Scotland Headquarters, 6-12 Shoe Lane and 5 West North Street (former Creche facilities), subject to obtaining necessary statutory consents;

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- (y) instruct the Director of Resources to procure Market Analysis, and the preparation of a Development Appraisal and Development Brief, for the Queen Street area;
 - (z) note the extent of Aberdeen City Council site ownership (existing and pending) and that, with the exception of the two church buildings, the Scottish Court and Tribunal Service Civil Annexe will be the only remaining element that is no within Council ownership in the Queen Street development area and, in response to this issue, instruct the Director of Resources to:-
 - (1) procure and/or instruct a refreshed feasibility study of any mutually preferred location in light of post-Covid operations and report the results to this committee in June 2022;
 - (2) instruct Chief Officer - Corporate Landlord to undertake negotiations with the Scottish Courts Tribunal Service to establish an alternative venue for civil court matters and to develop an outline business case for any such proposal.
- (H) Beach Masterplan
- (aa) consider the 3 Masterplan Options and agree which to proceed with, noting that the evaluation conducted weights the Ropes option the highest;
 - (bb) subject to the decision at (aa), instruct the Director of Resources to proceed with all relevant technical and professional studies associated with the Beach Masterplan in order to inform the Outline Business Cases;
 - (cc) with reference to the Diagram in the Appendix Section 10.0, agree that the following Short-Term items from the Masterplan are progressed to Outline Business Case, and report back progress on design and programming to the February 2022 meeting of this Committee:-
 - (1) New Amphitheatre;
 - (2) New Events Field;
 - (3) New Urban Park areas;
 - (4) New Sports Areas;
 - (5) Pump Track;
 - (6) Landscaped Mounding Features;
 - (7) Reconfiguration works/Beach landscaping;
 - (8) Interventions /Upgrades Along Beach;
 - (9) Broadhill (Public Realm/Landscape);
 - (dd) with reference to the Diagram in the Appendix Section 10.0, agree that the following Medium-Term items are progressed towards Detailed Design/Planning Consent stages, and report back progress on design and programming to the February 2022 meeting of this Committee:-
 - (10) Beach Ballroom;
 - (11) Gateway Building;
 - (12) Hub Building;
 - (13) Beach Pavilion Building;
 - (14) New Canopy Features;
 - (15) New Amphitheatre (Canopy Structure);
 - (16) Beach Ballroom Plaza;

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- (17) Secret Garden;
- (18) Broadhill (Structures);
- (ee) with reference to the Diagram in the Appendix Section 10.0, agree that the following Long-Term items are progressed to Detailed Design/Public Consultation/Planning Consent stages, and report back progress on design and programming to the February 2022 meeting of this Committee:-
 - (19) New Stadium;
 - (20) New Leisure Facility;
 - (21) Boardwalk; and
 - (22) New Slipway.
- (ff) subject to the decisions above, the Masterplan and associated developments are to be further progressed as a Council-approved Development Framework, including ongoing engagement with key stakeholders (which would sit as a sister document to the City Centre Masterplan 2015) and report back to this Committee in June 2022;
- (l) Funding
- (gg) approve the budgets for all projects within the above recommendations, as detailed in the exempt Financial Appendix and funded from the City Centre and Beach Masterplans Capital Budget; and
- (hh) delegate authority to the Director of Resources, in consultation with the Convenor of City Growth and Resources, to prepare and submit future grant applications for any appropriate funding streams that may arise.

The Convener seconded by Councillor Crockett, The Lord Provost, moved:-
that the Committee –

- (1) having due regard to all of the information contained within the report and the deputations, approve the recommendations within the report;
- (2) agree, that in relation to providing this committee with an Outline Business Case (OBC) for a potential new joint facility with Aberdeen Football Club, that the OBC considers a funding model that requires both the Council and Aberdeen Football Club to fund their share with no cross subsidy;
- (3) agree to include the next phase of development at Mither Kirk, up to £358,000, and a project to upgrade hospitality and reception facilities at His Majesty's Theatre (HMT), up to £225,000, in the City Centre and Beach Master Plan (CCBMP) budget, and for the Chief Officers Corporate Landlord and Finance, to engage with the Openspace Trust and Aberdeen Performing Arts respectively in securing the appropriate documentation and business plans to support grant funding being paid in the current financial year; and
- (4) instruct the Chief Officer – Corporate Landlord to evaluate options and prepare a costed business case for improvements to lighting in the graveyard at Kirk of St Nicholas and report back as a part of the 2022/23 Budget report in March 2022, with any feasibility costs in to be met from the CCBMP budget.

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Councillor Alex Nicoll, seconded by Councillor Cameron, moved as an amendment:-
that the Committee –
(A) Transport and Connectivity

City Centre, Castlegate, Beach Boulevard and Beach

- (1) note that the Aberdeen City Centre Masterplan was agreed unanimously by Council in 2015. The Masterplan is a 25 year project which seeks to address the challenges facing the City Centre of Aberdeen;
- (2) note that Aberdeen City Council comprises 45 Councillors representing 5 political groups. Note that the current administration of Aberdeen City Council is a minority administration of 22 elected members that has a political majority on all the Committees of the Council including the City Growth and Resources Committee. The City Growth and Resources Committee comprises 5 elected members from the administration and 4 from the opposition parties;
- (3) note that the proposals contained within the Committee Papers encompass 4 major projects namely; The City Centre Masterplan, The Beach Masterplan, Aberdeen International Market and the Queen Street Redevelopment, which envisage capital investment of several hundreds of millions of pounds. The legacy of these projects will shape the future of our City for decades to come;
- (4) note the City Growth & Resources Committee on 24 June 2021 approved the Low Emission Zone within the City Centre, and agreed it should progress to the consultation process subject to minor amendments under delegated powers;
- (5) note the Council were formally notified of the success of the Bus Partnership Fund bid by Transport Scotland in the latter half of June 2021, confirming that up to £12,030,000 had been awarded, the full amount that the Partnership had bid for;
- (6) note the outcomes of Phase 1 of the Traffic Management Plan in respect of Union Street Central (CCMP report Appendices A, B and C) and agree:-
 - (a) Instruct Chief Officer Operations and Protective Services to remove the Spaces for People interventions in Union Street at the earliest opportunity and re-open Union Street Central to buses and taxis with timed access to service businesses as well as re-instate the taxi rank on Back Wynd until such a time where the above can be progressed in Q3 2022;
 - (b) Engage with the UK Government on what the conditions of the £20m funding from the Levelling Up Fund, to establish the options available to Aberdeen City Council and report back to full council in February 2022; In the interim, consult with the public, businesses and stakeholders around the option to pedestrianise Union Street Central, or include public transport options from Q4 2022 following the completion of the South College Street improvements; and
 - (c) note the recommendation that in order to do so, bus, taxi (and private hire) and cycle priority, will require to be implemented on Bridge Street,

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Market Street and Guild Street, Schoolhill/Upperkirkgate will require to be pedestrianised between Harriet Street and Flourmill Lane, and right turns prohibited except for buses, taxis (and private hire) and cycles from Union Terrace into Rosemount Viaduct, all as identified in Appendices A and B. In the interim instruct Chief Officer Strategic Place Planning to consult with the public, businesses and stakeholders around these proposals and to report back to Full Council in due course;

and, pending Committee approval of 6(a), 6(b) and 6(c) above,

- (d) instruct the Chief Officer – Operations and Protective Services to progress with the necessary Traffic Regulation Orders, or Experimental Traffic Regulation Orders to give effect to the above;
- (7) note the outcomes of stakeholder engagement to date with regards accessible parking, cycle facilities, bus stops and routing, taxi ranks and servicing arrangements, and traffic management in the City Centre and Beach areas and instruct the Chief Officer Strategic Place Planning to continue to engage with stakeholders to finalise Phase 2 of the Traffic Management Plan in tandem with the evolving streetscape design for the priority intervention areas, connectivity to the Beach and Beach Boulevard and report progress back to Council in June 2022;
- (8) instruct the Director of Resources to progress design works for public realm improvements from Aberdeen Market to Guild Street in association with ongoing design work for Aberdeen Market (recommendations (E) below) and report progress to this Council in February 2022.

(B) Spaces for People

- (9) subject to approval of the various design work packages identified within the report, instruct the Chief Officer – Operations and Protective Services to remove all Spaces for People measures with the exception of the Belmont Street area by the end November 2021; and
- (10) instruct the Chief Officer – Strategic Place Planning as part of the ongoing design work for the Beach Masterplan to maintain the beach Spaces for People intervention as consideration of any permanent scheme proposed for inclusion is subject to outcomes of recommendation 7 above.

(C) Engagement and Consultation

- (11) note the outcomes of stakeholder engagement to date with regards accessible parking, cycle facilities, bus stops and routing, taxi ranks and servicing arrangements, and traffic management in the Belmont Street/ Back Wynd and Hadden Street/ Carmelite Street areas;
- (12) note that a series of stakeholder engagements have taken place with those stakeholders associated with the beachfront including the Beach Ballroom, Beach Leisure facilities, Sports Users and beachfront resources (beach and water);

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- (13) note an extensive engagement exercise was undertaken with children and young people on the beach and city centre, including workshops with P6 Primary School children followed by a presentation of their ideas to the design teams, a creative postcard exercise with secondary school students and young people outwith education, as well as a consultation through a QR code and online survey (Appendix Section Stakeholder Engagement of Beach Masterplan Report and Appendix E of the City Centre Update);
- (14) instruct the Director of Resources to continue to engage with stakeholders across the city, including children and young people and the Disability Equity Partnership, in relation to the work packages contained herein.

(D) Aberdeen Market, Central Union Street and Surrounding Public Realm

- (15) funding: note the successful application for £20 million of funding towards the project from the Levelling-Up Fund for the Market, links to Guild Street and Union Street Central. As noted in the award letter from UK Government we “submitted a strong application, which performed well against our assessment criteria”.

FURTHER RECOMMENDATIONS

(E) Aberdeen Market

- (16) note the progress that has been made in soft strip demolition and design development works including the submission of a planning application for the redevelopment of the site in October 2021, the purchase of the site including all copyrights, reports, development proposals and the entering into a demolition contract for the site;
- (17) approve the updated Outline Business Case and instruct the Chief Officer – Corporate Landlord to progress with design development to include early contractor engagement to allow the project to be progressed to cost certainty and report progress to Full Council in February 2022.

(F) City Centre Masterplan

- (18) agree the indicative programme and proposed sequence of delivery as identified in para 5.6 in the City Centre Update report and Appendix F;
- (19) agree the design development undertaken for the Belmont Street and Back Wynd area and instruct the Director of Resources to procure the development of a full business case and operational model in consultation with local traders and report back to this Committee in February 2022;
- (20) note the progress made on design development for the intervention areas: Schoolhill and Upperkirkgate, Union Street East and Castlegate, Union Street West and the West End, and instruct the Director of Resources to report back

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with full business cases to this Committee by the end 2022, pending the outcomes of (C) above;

- (21) note the current position regarding George Street and continued uncertainty surrounding the future of the former John Lewis building and undertake public and stakeholder engagement in early 2022 and report back to Full Council in June 2022;
- (22) note that a visual building condition survey has been completed for Union Street Central, that work continues on the preparation of a visual building condition survey for all other properties on Union Street, and that the full survey will be reported to the February 2022 meeting of Full Council;
- (23) note that the Union Street Conservation Area Regeneration Scheme, a combined fund of £2.4 million, funded on a fifty/fifty basis by Aberdeen City Council and Historic Environment Scotland for the improvement of buildings on Union Street, is now oversubscribed and strong interest remains from other building owners;
- (24) instruct the Director of Resources and the Chief Officer of Strategic Place Planning to commit £721,673.64 from the City Centre Master Plan budget to support three additional projects within the CARS Priority Zone, but note that funding will also be requested from Historic Environment Scotland which may result in the contribution from the City Council being reduced depending on the level of HES funding which is ultimately secured; and
- (25) instruct the Director of Resources to provisionally commit an additional £2 million to a second round of conservation-led regeneration funding from the City Centre Master Plan and instruct the Chief Officer of Strategic Place Planning to seek additional funding from Historic Environment Scotland and other sources such as National Lottery Heritage Fund, and report back to a future CG&R committee once funding arrangements have been identified on the structure of any such fund.

(G) Queen Street Redevelopment

- (26) instruct the Director of Resources to procure necessary services to manage demolition and site clearance of the former Police Scotland Headquarters, 6-12 Shoe Lane and 5 West North Street (former Creche facilities), subject to obtaining necessary statutory consents;
- (27) instruct the Director of Resources to procure Market Analysis, and the preparation of a Development Appraisal and Development Brief, for the Queen Street area;
- (28) note the extent of Aberdeen City Council site ownership (existing and pending) and that, with the exception of the two church buildings, the Scottish Court and Tribunal Service Civil Annexe will be the only remaining element that is not within Council ownership in the Queen Street development area and, in response to this issue, instruct the Director of Resources to:-

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- (a) procure and/or instruct a refreshed feasibility study of any mutually preferred location in light of post-Covid operations and report the results to Full Council in June 2022; and
 - (b) instruct Chief Officer - Corporate Landlord to undertake negotiations with the Scottish Courts Tribunal Service to establish an alternative venue for civil court matters and to develop an outline business case for any such proposal.
- (H) Beach Masterplan
- (29) consider the 3 Masterplan Options and agree which to proceed with, noting that the evaluation conducted weights the Ropes option the highest;
 - (30) subject to the decision at (29), instruct the Director of Resources to proceed with all relevant technical and professional studies associated with the Beach Masterplan in order to inform the Outline Business Cases;
 - (31) with reference to the Diagram in the Appendix Section 10.0, agree that the following Short-Term items from the Masterplan are progressed to Outline Business Case, and report back progress on design and programming to the February 2022 meeting of Full Council:-
 - (a) New Amphitheatre;
 - (b) New Events Field;
 - (c) New Urban Park areas;
 - (d) New Sports Areas;
 - (e) Pump Track;
 - (f) Landscaped Mounding Features;
 - (g) Reconfiguration works/Beach landscaping;
 - (h) Interventions /Upgrades Along Beach;
 - (i) Broadhill (Public Realm/Landscape);
 - (32) with reference to the Diagram in the Appendix Section 10.0, agree that the following Medium-Term items are progressed towards Detailed Design/Planning Consent stages, and report back progress on design and programming to the February 2022 meeting of this Full Council:-
 - (j) Beach Ballroom;
 - (k) Gateway Building;
 - (l) Hub Building;
 - (m) Beach Pavilion Building;
 - (n) New Canopy Features;
 - (o) New Amphitheatre (Canopy Structure);
 - (p) Beach Ballroom Plaza;
 - (q) Secret Garden;
 - (r) Broadhill (Structures);
 - (33) with reference to the Diagram in the Appendix Section 10.0, agree that the following Long-Term items are progressed to Detailed Design/Public Consultation/Planning Consent stages, and report back progress on design and programming to the February 2022 meeting of Full Council; noting that it

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is the preferred position of Aberdeen City Council that public funds will not be used to fund the new stadium:

- (s) New Stadium;
 - (t) New Leisure Facility;
 - (u) Boardwalk; and
 - (v) New Slipway.
- (34) subject to the decisions above, the Masterplan and associated developments are to be further progressed as a Council-approved Development Framework, including ongoing engagement with key stakeholders (which would sit as a sister document to the City Centre Masterplan 2015) and report back to Full Council in June 2022.

(l) Funding

- (35) approve the budgets for all projects within the above recommendations, as detailed in the exempt Financial Appendix and funded from the City Centre and Beach Masterplans Capital Budget; and
- (36) delegate authority to the Director of Resources, in consultation with the Convenor of City Growth and Resources, to prepare and submit future grant applications for any appropriate funding streams that may arise.

Councillor Yuill, moved as a further amendment:-

that the Committee –

(A) Transport and Connectivity

City Centre, Castlegate, Beach Boulevard and Beach

- (1) note that the Aberdeen City Centre Masterplan was agreed unanimously by Council in 2015. The Masterplan is a 25 year project which seeks to address the challenges facing the City Centre of Aberdeen;
- (2) note that Aberdeen City Council comprises 45 Councillors representing 5 political groups. Note that the current administration of Aberdeen City Council is a minority administration of 22 elected members that has a political majority on all the Committees of the Council including the City Growth and Resources Committee. The City Growth and Resources Committee comprises 5 elected members from the administration and 4 from the opposition parties;
- (3) note that the proposals contained within the Committee Papers encompass 4 major projects namely; The City Centre Masterplan, The Beach Masterplan, Aberdeen International Market and the Queen Street Redevelopment, which envisage capital investment of several hundreds of millions of pounds. The legacy of these projects will shape the future of our City for decades to come;
- (4) note the City Growth & Resources Committee on 24 June 2021 approved the Low Emission Zone within the City Centre, and agreed it should progress to the consultation process subject to minor amendments under delegated powers;

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- (5) note the Council were formally notified of the success of the Bus Partnership Fund bid by Transport Scotland in the latter half of June 2021, confirming that up to £12,030,000 had been awarded, the full amount that the Partnership had bid for;
- (6) note the outcomes of Phase 1 of the Traffic Management Plan in respect of Union Street Central (CCMP report Appendices A, B and C) and agree:-
- (a) Instruct Chief Officer Operations and Protective Services to remove the Spaces for People interventions in Union Street at the earliest opportunity and re-open Union Street Central to **all vehicles** with timed access to service businesses as well as re-instate the taxi rank on Back Wynd until such a time where the above can be progressed in Q3 2022;
 - (b) Engage with the UK Government on what the conditions of the £20m funding from the Levelling Up Fund, to establish the options available to Aberdeen City Council and report back to full council in February 2022; In the interim, consult with the public, businesses and stakeholders around the option to pedestrianise Union Street Central, or include public transport options from Q4 2022 following the completion of the South College Street improvements; and
 - (c) note the recommendation that in order to do so, bus, taxi (and private hire) and cycle priority, will require to be implemented on Bridge Street, Market Street and Guild Street, Schoolhill/Upperkirkgate will require to be pedestrianised between Harriet Street and Flourmill Lane, and right turns prohibited except for buses, taxis (and private hire) and cycles from Union Terrace into Rosemount Viaduct, all as identified in Appendices A and B. In the interim instruct Chief Officer Strategic Place Planning to consult with the public, businesses and stakeholders around these proposals and to report back to Full Council in due course; and, pending Committee approval of 6(a), 6(b) and 6(c) above,
 - (d) instruct the Chief Officer – Operations and Protective Services to progress with the necessary Traffic Regulation Orders, or Experimental Traffic Regulation Orders to give effect to the above;
- (7) note the outcomes of stakeholder engagement to date with regards accessible parking, cycle facilities, bus stops and routing, taxi ranks and servicing arrangements, and traffic management in the City Centre and Beach areas and instruct the Chief Officer Strategic Place Planning to continue to engage with stakeholders to finalise Phase 2 of the Traffic Management Plan in tandem with the evolving streetscape design for the priority intervention areas, connectivity to the Beach and Beach Boulevard and report progress back to Council in June 2022; and
- (8) instruct the Director of Resources to progress design works for public realm improvements from Aberdeen Market to Guild Street in association with ongoing design work for Aberdeen Market (recommendations (E) below) and report progress to this Council in February 2022.
- (B) Spaces for People

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- (9) subject to approval of the various design work packages identified within the report, instruct the Chief Officer – Operations and Protective Services to remove all Spaces for People measures with the exception of the Belmont Street area by the end November 2021; and
- (10) instruct the Chief Officer – Strategic Place Planning as part of the ongoing design work for the Beach Masterplan to maintain the beach Spaces for People intervention as consideration of any permanent scheme proposed for inclusion is subject to outcomes of recommendation 7 above.

(C) Engagement and Consultation

- (11) note the outcomes of stakeholder engagement to date with regards accessible parking, cycle facilities, bus stops and routing, taxi ranks and servicing arrangements, and traffic management in the Belmont Street/ Back Wynd and Hadden Street/ Carmelite Street areas;
- (12) note that a series of stakeholder engagements have taken place with those stakeholders associated with the beachfront including the Beach Ballroom, Beach Leisure facilities, Sports Users and beachfront resources (beach and water);
- (13) note an extensive engagement exercise was undertaken with children and young people on the beach and city centre, including workshops with P6 Primary School children followed by a presentation of their ideas to the design teams, a creative postcard exercise with secondary school students and young people outwith education, as well as a consultation through a QR code and online survey (Appendix Section Stakeholder Engagement of Beach Masterplan Report and Appendix E of the City Centre Update);
- (14) instruct the Director of Resources to continue to engage with stakeholders across the city, including children and young people and the Disability Equity Partnership, in relation to the work packages contained herein.

(D) Aberdeen Market, Central Union Street and Surrounding Public Realm

- (15) funding: note the successful application for £20 million of funding towards the project from the Levelling-Up Fund for the Market, links to Guild Street and Union Street Central. As noted in the award letter from UK Government we “submitted a strong application, which performed well against our assessment criteria”.

FURTHER RECOMMENDATIONS

(E) Aberdeen Market

- (16) note the progress that has been made in soft strip demolition and design development works including the submission of a planning application for the

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redevelopment of the site in October 2021, the purchase of the site including all copyrights, reports, development proposals and the entering into a demolition contract for the site; and

- (17) approve the updated Outline Business Case and instruct the Chief Officer – Corporate Landlord to progress with design development to include early contractor engagement to allow the project to be progressed to cost certainty and report progress to Full Council in February 2022.

(F) City Centre Masterplan

- (18) agree the indicative programme and proposed sequence of delivery as identified in para 5.6 in the City Centre Update report and Appendix F;
- (19) agree the design development undertaken for the Belmont Street and Back Wynd area and instruct the Director of Resources to procure the development of a full business case and operational model in consultation with local traders and report back to this Committee in February 2022;
- (20) note the progress made on design development for the intervention areas: Schoolhill and Upperkirkgate, Union Street East and Castlegate, Union Street West and the West End, and instruct the Director of Resources to report back with full business cases to this Committee by the end 2022, pending the outcomes of (C) above;
- (21) note the current position regarding George Street and continued uncertainty surrounding the future of the former John Lewis building and undertake public and stakeholder engagement in early 2022 and report back to Full Council in June 2022;
- (22) note that a visual building condition survey has been completed for Union Street Central, that work continues on the preparation of a visual building condition survey for all other properties on Union Street, and that the full survey will be reported to the February 2022 meeting of Full Council;
- (23) note that the Union Street Conservation Area Regeneration Scheme, a combined fund of £2.4 million, funded on a fifty/fifty basis by Aberdeen City Council and Historic Environment Scotland for the improvement of buildings on Union Street, is now oversubscribed and strong interest remains from other building owners;
- (24) instruct the Director of Resources and the Chief Officer of Strategic Place Planning to commit £721,673.64 from the City Centre Master Plan budget to support three additional projects within the CARS Priority Zone, but note that funding will also be requested from Historic Environment Scotland which may result in the contribution from the City Council being reduced depending on the level of HES funding which is ultimately secured; and
- (25) instruct the Director of Resources to provisionally commit an additional £2 million to a second round of conservation-led regeneration funding from the City Centre Master Plan and instruct the Chief Officer of Strategic Place Planning to seek additional funding from Historic Environment Scotland and other sources such as National Lottery Heritage Fund, and report back to a

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future CG&R committee once funding arrangements have been identified on the structure of any such fund.

(G) Queen Street Redevelopment

- (26) instruct the Director of Resources to procure necessary services to manage demolition and site clearance of the former Police Scotland Headquarters, 6-12 Shoe Lane and 5 West North Street (former Creche facilities), subject to obtaining necessary statutory consents;
- (27) instruct the Director of Resources to procure Market Analysis, and the preparation of a Development Appraisal and Development Brief, for the Queen Street area;
- (28) note the extent of Aberdeen City Council site ownership (existing and pending) and that, with the exception of the two church buildings, the Scottish Court and Tribunal Service Civil Annexe will be the only remaining element that is not within Council ownership in the Queen Street development area and, in response to this issue, instruct the Director of Resources to:-
 - (a) procure and/or instruct a refreshed feasibility study of any mutually preferred location in light of post-Covid operations and report the results to Full Council in June 2022; and
 - (b) instruct Chief Officer - Corporate Landlord to undertake negotiations with the Scottish Courts Tribunal Service to establish an alternative venue for civil court matters and to develop an outline business case for any such proposal.

(H) Beach Masterplan

- (29) consider the 3 Masterplan Options and agree which to proceed with, noting that the evaluation conducted weights the Ropes option the highest;
- (30) subject to the decision at (29), instruct the Director of Resources to proceed with all relevant technical and professional studies associated with the Beach Masterplan in order to inform the Outline Business Cases;
- (31) with reference to the Diagram in the Appendix Section 10.0, agree that the following Short-Term items from the Masterplan are progressed to Outline Business Case, and report back progress on design and programming to the February 2022 meeting of Full Council:-
 - (a) New Amphitheatre;
 - (b) New Events Field;
 - (c) New Urban Park areas;
 - (d) New Sports Areas;
 - (e) Pump Track;
 - (f) Landscaped Mounding Features;
 - (g) Reconfiguration works/Beach landscaping;
 - (h) Interventions /Upgrades Along Beach;
 - (i) Broadhill (Public Realm/Landscape);

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- (32) with reference to the Diagram in the Appendix Section 10.0, agree that the following Medium-Term items are progressed towards Detailed Design/Planning Consent stages, and report back progress on design and programming to the February 2022 meeting of this Full Council:-
- (j) Beach Ballroom;
 - (k) Gateway Building;
 - (l) Hub Building;
 - (m) Beach Pavilion Building;
 - (n) New Canopy Features;
 - (o) New Amphitheatre (Canopy Structure);
 - (p) Beach Ballroom Plaza;
 - (q) Secret Garden;
 - (r) Broadhill (Structures);
- (33) with reference to the Diagram in the Appendix Section 10.0, agree that the following Long-Term items are progressed to Detailed Design/Public Consultation/Planning Consent stages, and report back progress on design and programming to the February 2022 meeting of Full Council; noting that it is the preferred position of Aberdeen City Council that public funds will not be used to fund the new stadium:
- (s) New Stadium;
 - (t) New Leisure Facility;
 - (u) Boardwalk; and
 - (v) New Slipway.
- (34) subject to the decisions above, the Masterplan and associated developments are to be further progressed as a Council-approved Development Framework, including ongoing engagement with key stakeholders (which would sit as a sister document to the City Centre Masterplan 2015) and report back to Full Council in June 2022.
- (l) Funding
- (35) approve the budgets for all projects within the above recommendations, as detailed in the exempt Financial Appendix and funded from the City Centre and Beach Masterplans Capital Budget; and
- (36) delegate authority to the Director of Resources, in consultation with the Convenor of City Growth and Resources, to prepare and submit future grant applications for any appropriate funding streams that may arise.

Councillor Boulton moved as a further amendment:-

that the Committee –

- (A) Transport and Connectivity

City Centre, Castlegate, Beach Boulevard and Beach

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- (1) note the City Growth & Resources Committee on 24 June 2021 approved the Low Emission Zone within the City Centre;
 - (2) note the Council were formally notified of the success of the Bus Partnership Fund bid in the latter half of June 2021, confirming that up to £12,030,000 had been awarded, the full amount that the Partnership had bid for;
 - (3) note the outcomes of Phase 1 of the Traffic Management Plan in respect of Union Street Central (CCMP report Appendices A, B and C) and agree:-
 - (a) re-introduce buses to Union Street Central, allowing for buses to stop for passengers to get on and off. Allow for cyclists and time limited servicing;
 - (b) continue to explore all options for the movement of people and traffic on Union Street and onwards connections to the Beach. Giving consideration to the improvements at South College Street and the LEZ zones;
 - (c) continue to engage with all stakeholders on possible options for changes to Union Street and connections to the Beach;
 - (d) instruct Director of Resources with the options and evolving streetscape design for the priority intervention areas, connectivity to the Beach and Beach Boulevard and report progress back to this Committee in June 2022;
 - (4) note the outcomes of stakeholder engagement to date with regards accessible parking, cycle facilities, bus stops and routing, taxi ranks and servicing arrangements, and traffic management in the City Centre and Beach areas and instruct the Chief Officer Strategic Place Planning to continue to engage with stakeholders and to report progress back to this Committee in June 2022; and
 - (5) instruct the Director of Resources to progress design works for public realm improvements from Aberdeen Market to Guild Street in association with ongoing design work for Aberdeen Market (recommendations (E) below) and report progress to this Committee in February 2022.
- (B) Spaces for People
- (6) subject to approval of the various design work packages identified within the report, instruct the Chief Officer – Operations and Protective Services to remove all Spaces for People measures in the city centre with the exception of the Belmont Street Back Wynd area and Schoolhill/Upperkirkgate by the end November 2021;
 - (7) instruct the Chief Officer – Capital, following consultation with the Chief Officer – Strategic Place Planning and the Convener of the City Growth and Resources Committee, to:-
 - (a) arrange for the temporary removal of the Spaces for People interventions at Schoolhill/Upperkirkgate in order to facilitate the Winter Events Programme; and
 - (b) reinstate the interventions at Schoolhill/Upperkirkgate once the Winter Events Programme has concluded in January 2022.

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(C) Engagement and Consultation

- (8) note the outcomes of stakeholder engagement to date with regards accessible parking, cycle facilities, bus stops and routing, taxi ranks and servicing arrangements, and traffic management in the Belmont Street/ Back Wynd and Hadden Street/ Carmelite Street areas;
- (9) note that a series of stakeholder engagements have taken place with those stakeholders associated with the beachfront including the Beach Ballroom, Beach Leisure facilities, Sports Users and beachfront resources (beach and water);
- (10) note an extensive engagement exercise was undertaken with children and young people on the beach and city centre, including workshops with P6 Primary School children followed by a presentation of their ideas to the design teams, a creative postcard exercise with secondary school students and young people outwith education, as well as a consultation through a QR code and online survey (Appendix Section Stakeholder Engagement of Beach Masterplan Report and Appendix E of the City Centre Update);
- (11) instruct the Director of Resources to continue to engage with stakeholders across the city, including children and young people and the Disability Equity Partnership, in relation to the work packages contained herein.

(D) Aberdeen Market, Central Union Street and Surrounding Public Realm

- (12) Funding: Note the successful application for £20 million of funding towards the project from the Levelling-Up Fund for the Market, links to Guild Street and Union Street Central pedestrianisation and agree to write to the UK Government advising of the modification and the ongoing option appraisals.

FURTHER RECOMMENDATIONS

(E) Aberdeen Market

- (13) note the progress that has been made in soft strip demolition and design development works including the submission of a planning application for the redevelopment of the site in October 2021, the purchase of the site including all copyrights, reports, development proposals and the entering into a demolition contract for the site; and
- (14) approve the updated Outline Business Case and instruct the Chief Officer – Corporate Landlord to progress with design development to include early contractor engagement to allow the project to be progressed to cost certainty and report progress to this Committee in February 2022.

(F) City Centre Masterplan

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- (15) agree the adjusted indicative programme;
- (16) agree the design development undertaken for the Belmont Street and Back Wynd area and instruct the Director of Resources to procure the development of a full business case and operational model in consultation with local traders and report back to this Committee in February 2022;
- (17) note the progress made on design development for the intervention areas: Schoolhill and Upperkirkgate, and instruct the Director of Resources to report back with full business cases to this Committee in February 2022;
- (18) note the current position regarding George Street and continued uncertainty surrounding the future of the former John Lewis building and undertake public and stakeholder engagement in early 2022 and report back to this committee in June 2022;
- (19) welcome that a visual building condition survey has been completed for Union Street Central, that work continues on the preparation of a visual building condition survey for all other properties on Union Street, and that the full survey will be reported to the February 2022 meeting of this Committee;
- (20) note that the Union Street Conservation Area Regeneration Scheme, a combined fund of £2.4 million, funded on a fifty/fifty basis by Aberdeen City Council and Historic Environment Scotland for the improvement of buildings on Union Street, is now oversubscribed and strong interest remains from other building owners;
- (21) instruct the Director of Resources and the Chief Officer of Strategic Place Planning to commit £721,673.64 from the City Centre Master Plan budget to support three additional projects within the CARS Priority Zone, but note that funding will also be requested from Historic Environment Scotland which may result in the contribution from the City Council being reduced depending on the level of HES funding which is ultimately secured; and
- (22) instruct the Director of Resources to provisionally commit an additional £2 million to a second round of conservation-led regeneration funding from the City Centre Master Plan and instruct the Chief Officer of Strategic Place Planning to seek additional funding from Historic Environment Scotland and other sources such as National Lottery Heritage Fund, and report back to a future CG&R Committee once funding arrangements have been identified on the structure of any such fund.

Additional City Centre Masterplan Interventions

- (23) agree to include the next phase of development at Mither Kirk, up to £358,000, and a project to upgrade hospitality and reception facilities at His Majesty's Theatre (HMT), up to £225,000, in the City Centre and Beach Master Plan (CCBMP) budget, and for the Chief Officers Corporate Landlord and Finance to engage with the Openspace Trust and Aberdeen Performing Arts respectively in securing the appropriate documentation and business plans to support grant funding being paid in the current financial year;

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- (24) instruct the Chief Officer – Corporate Landlord to engage with Bon Accord Heritage to obtain information on required interventions in the plant room and report back as a part of the 2022/23 Budget process;
- (25) instruct the Chief Officer – Corporate Landlord to evaluate options and prepare a costed business case for improvements to lighting in the graveyard at Kirk of St Nicholas (KSN) and report back as a part of the 2022/23 Budget report in March 2022, with any feasibility costs in to be met from the CCBMP budget; and
- (26) instruct the Chief Officer – Corporate Landlord to undertake survey work and investigations to enable a business case for repair and maintenance works to the Carillon in the KSN, to be reported back as a part of the 2022/23 Budget report in March 2022, with any feasibility costs in to be met from the CCBMP budget.

(G) Queen Street Redevelopment

- (27) instruct the Director of Resources to procure necessary services to manage demolition and site clearance of the former Police Scotland Headquarters, 6-12 Shoe Lane and 5 West North Street (former Creche facilities), subject to obtaining necessary statutory consents;
- (28) instruct the Director of Resources to procure Market Analysis, and the preparation of a Development Appraisal and Development Brief, for the Queen Street area;
- (29) note the extent of Aberdeen City Council site ownership (existing and pending) and that, with the exception of the two church buildings, the Scottish Court and Tribunal Service Civil Annexe will be the only remaining element that is not within Council ownership in the Queen Street development area and, in response to this issue, instruct the Director of Resources to:-
 - (c) procure and/or instruct a refreshed feasibility study of any mutually preferred location in light of post-Covid operations and report the results to this committee in June 2022;
 - (d) instruct Chief Officer - Corporate Landlord to undertake negotiations with the Scottish Courts Tribunal Service to establish an alternative venue for civil court matters and to develop an outline business case for any such proposal; and
 - (c) Continue to involve and update partners, The University of Aberdeen (rear of Marischal College/Anatomy Rooms), APA (Lemon Tree), Castlegate Arts (Art Centre) in the redevelopment options for Queen Street.

(H) Beach Masterplan

- (30) consider the 3 Masterplan Options and agree which to proceed with, noting that the evaluation conducted weights the Ropes option the highest;

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- (31) subject to the decision at (27), instruct the Director of Resources to proceed with all relevant technical and professional studies associated with the Beach Masterplan in order to inform the Outline Business Cases;
- (32) With reference to the Diagram in the Appendix Section 10.0, agree that the following Short-Term items from the Masterplan are progressed to Outline Business Case, and report back progress on design and programming to the February 2022 meeting of this Committee:-
- (w) New Amphitheatre;
 - (x) New Events Field;
 - (y) New Urban Park areas;
 - (z) New Sports Areas;
 - (aa) Pump Track;
 - (bb) Landscaped Mounding Features;
 - (cc) Reconfiguration works/Beach landscaping;
 - (dd) Interventions /Upgrades Along Beach;
 - (ee) Broadhill (Public Realm/Landscape);
- (33) with reference to the Diagram in the Appendix Section 10.0, agree that the following Medium-Term items are progressed towards Detailed Design/Planning Consent stages, and report back progress on design and programming to the February 2022 meeting of this Committee:
- (ff) Beach Ballroom;
 - (gg) Gateway Building;
 - (hh) Hub Building;
 - (ii) Beach Pavilion Building;
 - (jj) New Canopy Features;
 - (kk) New Amphitheatre (Canopy Structure);
 - (ll) Beach Ballroom Plaza;
 - (mm) Secret Garden;
 - (nn) Broadhill (Structures);
- (34) with reference to the Diagram in the Appendix Section 10.0, agree that the following Long-Term items are progressed to Detailed Design/Public Consultation/Planning Consent stages, and report back progress on design and programming to the February 2022 meeting of this Committee:
- (oo) New Stadium;
 - (pp) New Leisure Facility;
 - (qq) Boardwalk;
 - (rr) New Slipway.
- (35) agree that in relation to a new stadium, the Committee requires to see proof of funding in writing from Aberdeen Football Club before the February meeting agreeing that this proof would be private and confidential; and
- (36) subject to the decisions above, the Masterplan and associated developments are to be further progressed as a Council-approved Development Framework, including ongoing engagement with key stakeholders (which would sit as a sister document to the City Centre Masterplan 2015) and report back to this Committee in June 2022.

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(l) Funding

- (37) approve the budgets for all projects within the above recommendations, as detailed in the exempt Financial Appendix and funded from the City Centre and Beach Masterplans Capital Budget; and
- (38) delegate authority to the Director of Resources, in consultation with the Convenor of City Growth and Resources, to prepare and submit future grant applications for any appropriate funding streams that may arise.

In terms of Standing Order 29.12, as they had no seconders, the amendments by Councillor Yuill and Councillor Boulton fell.

On a division, there voted:- for the motion (4) – the Convener, the Vice Convener and Councillors Crockett, the Lord Provost, and Wheeler; for the amendment by Councillor Alex Nicoll (4) – Councillors Cameron, Cooke, Alex Nicoll and Yuill; declined to vote (1) – Councillor Boulton.

The Committee resolved:-

to approve the motion.

In terms of Standing Order 34.1, Councillors Cameron, Cooke, Alex Nicoll and Yuill requested that the matter be referred to Full Council for a decision, however the Convener determined otherwise.

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

COMBINED CITY AND BEACH - EXEMPT APPENDICES

5. The Committee had before it exempt appendices relating to item 7.1 (Combined City and Beach Covering Report). Article 4 of this minute refers.

The Committee resolved:-

to note the information provided within the exempt appendices.

- **COUNCILLOR RYAN HOUGHTON, Convener**

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	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			03 February 2022						
4	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>		Steve Whyte/ Chris Cormack		Resources	1.1.8 & 3.2	D	The provision for Local Transport Authority Bus Services under the Transport (Scotland) Act 2019 have not yet come into force. The Scottish Government undertook consultation on guidance to Local Transport Authorities in relation to providing bus services which closed on 6 October 2021. We are still awaiting the outcome from this consultation and a timescale for implementation of the provision under the 2019 Act. It is therefore anticipated that once this guidance is available, a report can be provided to committee providing a clearer position as to what would be required in setting up a municipal bus company along with associated financial, legal and risk considerations and a report will be brought forward to Committee at that time.
5	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 are no business cases to be reported this cycle.
6	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	have	Ian Perry/Bill Watson	Corporate Landlord	Resources	4.1	D	The report has been withdrawn at this time whilst further consideration of the outcome of the Council's appeal regarding the listing of these blocks is undertaken. The report will be submitted (likely June 2022) once a way forward has been established.

A Report Title	B Minute Reference/Committee Decision or Purpose of Report	C Update	D Report Author	E Chief Officer	F Directorate	G Terms of Reference	H Delayed or Recommended for removal or transfer, enter either D, R, or T	I Explanation if delayed, removed or transferred
2 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>Council on 10/03/21 agreed 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</p> <p>The CG&R Committee on 11/05/2021 agreed that a Service Update be circulated.</p>	<p>Originally due on 11/5/21, however, due to instruction from Council on 10/03/21 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.</p>	David Dunne/David Berry	Strategic Place Planning	Commissioning	3.2	D	<p>The recent publication of the Draft National Planning Framework 4 (NPF4) and draft Development Plan Regulations, building on the provisions of the Planning (Scotland) Act 2019, and associated proposed infrastructure levy, may now have superseded the proposals to develop asset plans. In the absence of a clear route forward it is recommended to provide a service update when more information is known on the Scottish Governments position on the current consultations and the possible introduction of an infrastructure levy.</p>
7 Performance Management Framework Report – City Growth and Resources Functions	<p>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.</p>		Alex Paterson	Chief Officer – Data and Insights	Customer	2.1.3		
8 Sustainable Drainage System (SUDS) Section 7	<p>Maintenance of SuDS within the boundaries or curtilage of a private property, such as a residential driveway or a supermarket car park, is the responsibility of the land owner or occupier. The Scottish Environment Protection Agency’s (SEPA’s) preference is for SuDS constructed outside the boundaries or curtilage of a private property to be adopted by Scottish Water, the local authority or a public body, and as such SEPA seeks a guarantee for the long term maintenance and sustainability of any SuDS implemented.</p>	<p>This was originally due to be reported to the June 2019 meeting. Officers had consulted other LAs to determine how they came to the decision as to whether to sign up to the MOU with Scottish Water and have found that the interpretation of what Scottish Water consider to be below ground, and therefore their responsibility for maintenance, is key. We have asked for clarification from Scottish Water and are awaiting a response. Without this clarification we are not in a position to make a recommendation as to whether the MOU should be signed. A Service Update will be circulated. A Service Update was circulated on 21 January 2021.</p>	Claire Royce	Operations and Protective Services	Operations	3.2 and 3.3	D	<p>Officers continue to liaise with Scottish Water, latest request for update was week commencing 10/1/22, however at this time officers are still in the same position as per the update in Column C</p>
9								

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2									
10	Aberdeen International Market Progress	<p>The CG&R Committee on 25/8/21 agreed to 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</p> <p>The Committee on 12/11/21 agreed to approve the updated Outline Business Case and instruct the Chief Officer – Corporate Landlord to progress with design development to include early contractor engagement to allow the project to be progressed to cost certainty and report progress to this Committee in February 2022</p>		Stephen Booth	Corporate Landlord	Resources	2.1.5, 3.2 & 3.3	T	Full Council on 13/12/21 agreed that this item be transferred to the Council Business Planner
11	Ellon Park & Ride to Garthdee Transport Corridor Study (Bus Partnership Fund)	To advise Members of the outcomes of the study and to seek approval to further progress works to develop an outline business case.		Kevin Pert	Strategic Place Planning	Commissioning	3.2 & 3.3		
12	Prosperity Fund	Council on 10/03/21 agreed to note the UK shared Prosperity Fund set up by the UK Government, noting that the funding will be available to local authorities. Instruct the Chief Executive to bring forward a report to the next City Growth and Resources Committee on how best the Council should work with the UK Government to ensure the Council receives its fair share of funding.		Stuart Bews	City Growth	Commissioning		D	Officers are still waiting for further details on the aims and priorities for the Shared Prosperity Fund to be published by the UK Government.
13	Bus Partnership Fund Update	The CG&R Committee on 10 November 2021 agreed to instruct the Chief Officer – Strategic Place Planning to prepare reports on the progress of the delivery of this grant and that they be submitted to the Committee for consideration.		Nicky Laird	Strategic Place Planning	Commissioning	3.2		
14	Freeport/Greenport update	The CG&R on 11/5/21 agreed to instruct the Chief Officer - City Growth to report back to this Committee on the development and outcome of any proposals if they progress.		Jamie Coventry	City Growth	Commissioning		D	Work on a potential bid for a Freeport continues and officers are waiting for details on how the UK Government may proceed in bids for a Freeport area. At the same time the Scottish Government is developing guidance on how areas could develop a Greenport area.

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2									
15	Aberdeen Community Wealth Building	The Committee on 10/11/21 agreed to instruct 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		Jim Johnstone	City Growth	Commissioning	2.1.1 & 3.3	D	At the city region level, stakeholders are discussing a refresh of the 2015 Regional Economic Strategy. In light of this work, and its focus on inclusive economic growth, officers will bring a corresponding plan on the approach to Community Wealth Building and local economic development to the June 2022 Committee.
16	Public Realm Improvements - Progress	<p>The Committee on 12/11/21 agreed to instruct the Director of Resources to progress design works for public realm improvements from Aberdeen Market to Guild Street in association with ongoing design work for Aberdeen Market (recommendation 2.5) and report progress to this Committee in February 2022.</p> <p>The Committee on 12/11/21 agreed the design development undertaken for the Belmont Street and Back Wynd area and instruct the Director of Resources to procure the development of a full business case and operational model in consultation with local traders and report back to this Committee in February 2022</p> <p>The Committee on 12/11/21 agreed to note that a visual building condition survey has been completed for Union Street Central, that work continues on the preparation of a visual building condition survey for all other properties on Union Street, and that the full survey will be reported to the February 2022 meeting of this Committee</p>		Sandy Beattie		Resources	2.1.5, 3.2 & 3.3	T	Full Council on 13/12/21 agreed that this item be transferred to the Council Business Planner
17	Beachfront Projects	The Committee on 12/11/21 agreed that the Medium-Term items are progressed towards Detailed Design/Planning Consent stages, and report back progress on design and programming to the February 2022 meeting of this Committee		Craig Innes		Resources	2.1.5, 3.2 & 3.3	T	Full Council on 13/12/21 agreed that this item be transferred to the Council Business Planner

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26			21 June 2022						
27	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	2.1.4		
28	Performance Management Framework Report – City Growth and Resources Functions	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	2.1.3		
29	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	3.2 & 3.3		
30	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		
31	Bus Partnership Fund Grants	The CG&R Committee on 10 November 2021 agreed to instruct the Chief Officer – Strategic Place Planning to prepare reports on the progress of the delivery of this grant and that they be submitted to the Committee for consideration.		Nicky Laird	Strategic Place Planning	Commissioning			
32	City Centre and Beach Transport Management Plan Progress	The Committee on 12/11/21 agreed to note the outcomes of stakeholder engagement to date with regards accessible parking, cycle facilities, bus stops and routing, taxi ranks and servicing arrangements, and traffic management in the City Centre and Beach areas and instruct the Chief Officer Strategic Place Planning to continue to engage with stakeholders to finalise Phase 2 of the Traffic Management Plan in tandem with the evolving streetscape design for the priority intervention areas, connectivity to the Beach and Beach Boulevard and report progress back to this Committee in June 2022			Strategic Place Planning	Commissioning		T	Full Council on 13/12/21 agreed that this item be transferred to the Council Business Planner

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2									
33	George Street and Former John Lewis Building.	The Committee on 12/11/21 agreed to note the current position regarding George Street and continued uncertainty surrounding the future of the former John Lewis building and undertake public and stakeholder engagement in early 2022 and report back to this committee in June 2022				Resources		T	Full Council on 13/12/21 agreed that this item be transferred to the Council Business Planner
34	Queen Street Development	The Committee on 12/11/21 agreed to note the extent of Aberdeen City Council site ownership (existing and pending) and that, with the exception of the two church buildings, the Scottish Court and Tribunal Service Civil Annexe will be the only remaining element that is not within Council ownership in the Queen Street development area and, in response to this issue, instruct the Director of Resources to procure and/or instruct a refreshed feasibility study of any mutually preferred location in light of post-Covid operations and report the results to this committee in June 2022		Sandy Beattie		Resources		T	Full Council on 13/12/21 agreed that this item be transferred to the Council Business Planner
35	Beachfront Projects	The Committee on 12/11/21 agreed that the Masterplan and associated developments are to be further progressed as a Council-approved Development Framework, including ongoing engagement with key stakeholders (which would sit as a sister document to the City Centre Masterplan 2015) and report back to this Committee in June 2022		Craig Innes		Resources		T	Full Council on 13/12/21 agreed that this item be transferred to the Council Business Planner
36	Bus Lane Enforcement Programme	The Committee on 10/11/21 agreed to 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 (of the report), and report this to a future meeting of this Committee.		Nicola Laird	Strategic Place Planning	Commissioning	2.1.2		
37	Cluster Risk Register and Assurance Map 2021/22	To present the Cluster Risk Register and assurance map to the Committee for consideration		Ronnie McKean	Governance/ Strategic Place Planning/City Growth/Finance	Resources/ Commissioning			
38	Council Financial Performance 2021/22 Q4 Report	To present the Council's financial position for the quarter.		Lesley Fullerton	Finance	Resources	1.1		
39			4 August 2022 (Special)						

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2									
40	Council Financial Performance, Quarter 1 2022/23	To present the Council's financial position for the quarter.		Lesley Fullerton	Finance	Resources	1.1		
41			21 September 2022						
42	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	Stephen Booth / Andrew Jones	Corporate Landlord	Resources	4.1		
43	Performance Management Framework Report – City Growth and Resources Functions	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	2.1.3		
44	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		
45	Bus Partnership Fund Grants	The CG&R Committee on 10 November 2021 agreed to instruct the Chief Officer – Strategic Place Planning to prepare reports on the progress of the delivery of this grant and that they be submitted to the Committee for consideration.		Nicky Laird	Strategic Place Planning	Commissioning	3.2		
46			2 November 2022 (Special)						
47	Council Financial Performance, Quarter 2 2022/23	To present the Council's financial position for the quarter.		Lesley Fullerton	Finance	Resources	1.1		

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2									
48			07 December 2022						
49	Proposals for Investment for Works at Riverbank School to Accommodate the Relocation of St. Peter's School	<p>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.</p> <p>Council on 10 March 2021 agreed to note that also included within the General Fund Capital Programme is £500,000 for the relocation of St Peters RC School to the current Riverbank School site is added to the Capital Plan and instruct the Chief Officer - Corporate Landlord to take forward design development to allow the full business case and construction costs to be reported to the City Growth and Resources Committee in advance of the 2023 budget process.</p>	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		
50	Performance Management Framework Report – City Growth and Resources Functions	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	2.1.3		
51	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		
52	Bus Partnership Fund Grants	The CG&R Committee on 10 November 2021 agreed to instruct the Chief Officer – Strategic Place Planning to prepare reports on the progress of the delivery of this grant and that they be submitted to the Committee for consideration.		Nicky Laird	Strategic Place Planning	Commissioning	3.2		
53	City Centre Design Development - Business Case	The Committee on 12/11/21 agreed to note the progress made on design development for the intervention areas: Schoolhill and Upperkirkgate, Union Street East and Castlegate, Union Street West and the West End, and instruct the Director of Resources to report back with full business cases to this Committee by the end 2022				Resources		T	Full Council on 13/12/21 agreed that this item be transferred to the Council Business Planner

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2									
54			TBC						
55	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		
56	Marywell to A956 Wellington Road – Cycle Path (RCD5394) 19/20	The CG&R Committee on 6 June 2019 agreed to instruct the Chief Officer – Capital and Chief Officer – Strategic Place Planning to undertake detailed design and cost estimates of the Preferred Route and connections, and to report back to this Committee for approval to construct in due course.	As of 01/09/21 - Sustrans Places for Everyone fund is currently closed to new applications until spring 2022 at the earliest, with funding for 20/21 and 21/22 having been diverted to support Spaces for People initiatives to aid physical distancing, encourage walking and cycling and support Covid recovery. Officers will engage with Sustrans as soon as funding streams open again for new bids.	Alan McKay	Capital	Resources	3.2		
57	Transport Delivery Programme	The CG&R Committee on 5 December 2019 agreed to instruct the Chief Officer – Strategic Place Planning and Chief Officer – Capital, to develop a prioritised delivery programme of transport interventions (to encompass larger-scale interventions recommended in the SUMP and the City Centre Masterplan, as well projects arising from the recent Roads Hierarchy review and the ongoing Low Emission Zone development process) to inform the Capital budget process and report this programme back to Committee in due course.		Will Hekelaar/ Joanna Murray	Strategic Place Planning	Commissioning	3.2 & 3.3		
58	Living Wall	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. The CG&R Committee on 11/5/2021 agreed to retain this item on the planner for the timebeing.	A report will be brought back to Committee by officers if and when funding streams become available	Stuart Bews	City Growth	Commissioning			

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2									
59	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			
60	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.		John Wilson	Capital	Resources			
61	Memorial for JJR Macleod	The Council on 13/12/21 agreed to instruct officers to report to a future meeting of the City Growth & Resources Committee for approval of a preferred location and to report on any potential costs to Council.		Mark Reilly	Operations and Protective Services	Operations			
62	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		

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ABERDEEN CITY COUNCIL

COMMITTEE	City Growth and Resources
DATE	3 February 2022
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Council Financial Performance – Quarter 3, 2021/22
REPORT NUMBER	RES/22/037
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 3 (31 December 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 3 as detailed in Appendix 1;
- 2.2 Note the Common Good financial performance to the end of Quarter 3 as detailed in Appendix 3;
- 2.3 Note that the General Fund full year forecast position, as detailed in Appendix 2, has improved compared to the forecast at Quarter 2 and it is still expected to show a balanced position overall for 2021/22 through the mitigations contained within the report;
- 2.4 Instruct the Chief Officer – Finance, where possible, to include in the Annual Accounts and Quarter 4 report a suitable sum from any unused contingency budget to fund additional works in 2022/23 that are still required following Storm Arwen;
- 2.5 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;

- 2.6 Note that the forecast for General Fund capital expenditure is that there will be lower spend than has been profiled for 2021/22, and for Housing capital expenditure this will be on budget, as described in Appendix 2; and
- 2.7 Note that the council and the IJB continues to rely on Ministerial commitment to fund all of the identified mobilisation costs.

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 31 December 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 3 position and forecasts.
- 3.4 The appendices show that the IJB is forecasting a balanced position as at Quarter 3. 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 to affect the Council, and where these are known have been taken into account in the financial forecasts. Storm Arwen demonstrated that other events can cause a material impact on the Council, with trees and property damaged.
- 3.6 The Council retains a contingency budget to address such unexpected and unplanned expenditure, as well as costs that 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, and these are included in Appendix 1.
- 3.7 The damage caused by Storm Arwen to a large number of trees and open spaces is referred to in Appendix 2. This will result in an ongoing work programme to deal with each incident. As the costs of this work are estimated to be lower than the threshold for assistance from the Belwin Scheme the Council may have to consider the use of its contingency budget.

- 3.8 As referenced above, an operational deficit of £7.351m is currently forecast based on this latest data, and this will be met from earmarked reserves held on the Council Balance Sheet.
- 3.9 While the earmarked reserves provide the solution at this time, these are finite and if the situation changes then further consideration would have to be made.
- 3.10 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 Public & private Partnership 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.
- 3.11 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.
- 3.12 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.
- 3.13 The Housing Revenue Account is forecasting to be on budget and the associated Housing Capital Programme is currently expected to be lower than budget for 2021/22, as based on year-to-date expenditure there is a strong possibility of a level of slippage by the end of the financial year.
- 3.14 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, and significant income has been returned to the Common Good in the subsequent months. A full update on the investment performance will be provided in the Quarter 4 report.
- 3.15 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 31 December 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 31 December 2021 is positive as the profile of income from Scottish Government support expenditure levels.

The Balance Sheet figures at 31 December 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 £7.351m 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 31 December 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)	(203)	297

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	253,713	151,672	(102,041)
HRA	147,884	138,314	(9,570)

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 31 December 2021 £'000	Movement £'000
General Fund	(71,603)	(223,223)	(151,621)
HRA	(14,715)	(24,811)	(10,095)
Statutory & Other	(13,082)	(13,454)	(371)
Total	(99,400)	(261,488)	(162,087)

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	The main financial risk the Council is managing is the increased demand on services and ongoing Covid-19 implications.	M	Reviewing all areas of expenditure with a view to only incurring essential expenditure. Regular reporting and action taken where appropriate.
	In relation to capital projects there is a risk that following the procurement process tendered costs will vary from that assumed at the time of project approval.	M	Quantification and review of indicative projects costs by suitable qualified staff or external body, where appropriate.
	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).	H	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.
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 31 December 2021

Appendix 2 – Forecast Financial Position for the year 2021/22

Appendix 3 – Common Good Financial Statement for the period ending 31 December 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
31 DECEMBER 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 9-month period to 31 December 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 took place in Quarter 3 and we are awaiting the results of this assessment.

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 2021 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. As the Council budget anticipated that the level of uncertainty of a prolonged negotiation would potentially result in higher costs for 2021/22 it therefore set aside a further £1.5m in its budget.

Proposals to make use of Scottish Government approved fiscal flexibilities to manage the cost of capital financing costs were 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 9 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 and primary five from January, it is anticipated further changes in 2022 will be delayed; and music education tuition charges were 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 3

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 31 December 2021 presented in the format of our Annual Accounts on pages 6 to 13.

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 70% against the full year budget, the function's 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. While encouragingly the majority of services are under budget there are a number of significant areas that are over budget, such as Out of Authority Placements, which is being offset in part by lower spend on Fostering, and Fleet Management.

2. Customer

At 71% against the full year budget, the function's net expenditure for the year to date is under budget. Funding has been allocated for various hardship funds from the new funding provided by Scottish Government and payments to clients and external providers are in the process of being made, if any of this funding is not spent in 2021/22 it will be carried forward into 2022/23. The main overspend is within Housing Access which reflects the under achievement of income from the homeless flats.

3. Commissioning

At 85% against the full year budget, the function's net expenditure for the year is above 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 are usually undertaken later in the year.

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

The function's net expenditure is 66% against the full year budget. This relates to the carry forward of Covid -19 grant income and the transfer of the budgets to reflect the new funding that has been allocated by Scottish Government during the year for the Living Wage, Care at home and Interim care planning.

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. Confirmation of the 2021/22 funding redeterminations, as part of the 2022/23 financial settlement, have provided certainty to the value of funding the Council will receive and any unallocated funds have been included as part of the corporate budgets.

Contingencies are critical to the effective and resilient operation of the Council, with a pay deal for 2021/22 being reached during the quarter for the majority of the workforce (at time of writing 2021/22 agreement has still to be reached for teachers who are a large percentage of the Council workforce) and this national negotiation is estimated to cost the Council more than it had initially set aside, despite confirmation of additional funding from Scottish Government of £30m, which amounts to c.£1m for the Council. Contingencies will be called on to fund the final costs.

Additionally during Quarter 3 Storm Arwen severely affected the country, from property damage to significant and substantial tree damage and road disruption, that has required emergency and prompt action to protect health and safety of staff and the public. Immediate response costs have been captured in this report, but final costs of clearing up and repairs are not fully quantified contingencies will be required to support these additional costs.

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 69% 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 3 income from Council Tax continues to forecast to be £5m under budget for the full year, collection levels are currently lower than aimed at, 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 2 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 cash payment for the redetermination adjustments to the General Revenue Grant will be made in the final two weeks of March 2022 although budgets have been updated during the year, reflected 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 3 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 3

8. Housing Revenue Account (HRA) is responsible for the provision of council housing to over 20,000 households with the most significant areas of expenditure being on repairs and maintenance and the servicing of debt incurred to fund capital investment in the housing stock. This is a ring-fenced account such that its costs must be met by rental income which at this stage in the year exceeds expenditure incurred. Rental income remains a regular source of funding. The HRA is ahead of budget at Quarter 3 because the capital financing charges have yet to be charged through the account and low spend on Repairs and Maintenance. The loss of income arising from voids continue to be a pressure in the third quarter, principally due to the competitive private rental market and current tenant arrears have increased by £1.2m in the first three 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 third 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 three quarters 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 those self-isolating 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 4, which will be prepared for Committee on 21 June 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	(185,286)	(32,125)	0	0	(217,411)	0	(217,411)
Adjustments between accounting basis & funding basis under regulations	33,294	22,029	0	0	55,324	(55,324)	0
Net (Increase)/Decrease before Transfers to Reserves	(151,992)	(10,095)	0	0	(162,087)	(55,324)	(217,411)
Transfers to/from Reserves	371	0	(371)	0	0	(0)	(0)
(Increase)/Decrease in Year	(151,621)	(10,095)	(371)	0	(162,087)	(55,324)	(217,411)
Balance at 31 December 2021	(223,223)	(24,811)	(12,272)	(1,182)	(261,488)	(1,369,090)	(1,630,578)

Expenditure and Funding Analysis

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

Quarter 3 2021/22				
Services	Net Expenditure chargeable to General Fund & Housing Revenue Account	Adjustments between funding & Accounting basis	Net Expenditure in the CIES £'000	Notes
	£'000	£'000	£'000	
Operations	195,112	(13,327)	181,785	1
Customer	26,600	0	26,600	2
Commissioning	19,359	0	19,359	3
Resources	(4,784)	0	(4,784)	4
Integration Joint Board	67,967	0	67,967	5
Corporate	(28,446)	(1,750)	(30,196)	6
Net Cost of General Fund Services	275,809	(15,076)	260,733	
Housing Revenue Account	(10,095)	(21,182)	(31,277)	7
Net Cost of Services	265,714	(36,258)	229,455	
Other Income and Expenditure	(427,801)	(19,066)	(446,866)	8
(Surplus) or Deficit on Provision of Services	(162,087)	(55,324)	(217,411)	
Opening General Fund and HRA Balance at 31 March 2021	(86,318)			
(Surplus) or Deficit on General Fund and HRA Balance in Year	(162,087)			
To/From Other Statutory Reserves	371			
Closing General Fund and HRA Balance at 31 December 2021	(248,034)			

Notes

1. 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.
2. 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.
3. 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.
4. 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.
5. 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.
6. See page 3 for information relating to Net Expenditure chargeable to the General Fund. The £1.750m accounting adjustment relates to CFCR.
7. See page 3 for information relating to Net Expenditure chargeable to the Housing Revenue Account. The £21.182m accounting adjustment relates to CFCR.

8. See page 4 for information relating to Net Expenditure chargeable to the General Fund. The £19.066m adjustment comprises the following three elements, which realign costs from other parts of the budget:

£13.227m 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.

(£5.000)m that is the allocation of the Marischal Square finance lease payment.

(£27.293)m that is the allocation of capital grant income which flows into the Taxation and Non Specific Grant Income line in the CIES below

Comprehensive Income and Expenditure Statement

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

Services	Quarter 3, 2021/22			Notes
	Gross Expenditure	Gross Income	Net Expenditure	
	£'000	£'000	£'000	
Operations	250,994	(69,209)	181,785	
Customer	69,099	(42,498)	26,600	
Commissioning	30,256	(10,896)	19,359	
Resources	69,731	(74,515)	(4,784)	
Integration Joint Board	115,686	(47,719)	67,967	
Corporate	(28,041)	(2,154)	(30,196)	
Cost of General Fund Services	507,725	(246,992)	260,733	
Housing Revenue Account	43,619	(74,896)	(31,277)	
Cost of Services	551,344	(321,888)	229,455	
Other Operating Expenditure	0	0	0	1
Financing and Investment Income and Expenditure	76,690	(43,107)	33,583	2
Taxation and Non Specific Grant Income	0	(480,449)	(480,449)	3
(Surplus) or Deficit on Provision of Services	628,034	(845,445)	(217,411)	
(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			(217,410)	

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		31 December 2021 £'000	Note
2,386,544	Property, Plant & Equipment	2,535,197	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	671	3
2,793,665	Long Term Assets	2,942,247	
119,699	Cash and Cash Equivalents	30,540	4
40,276	Short Term Investments	47,563	5
139,388	Short Term Debtors	147,031	6
2,071	Inventories	2,235	7
13,700	Assets Held for Sale	13,700	8
315,135	Current Assets	241,068	
(232,391)	Short Term Borrowing	(212,800)	9
(117,073)	Short Term Creditors	(13,460)	10
(549)	Short Term Provisions	(681)	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	(719)	14
(21,047)	Grants Receipts in Advance - Capital	(14,443)	14
(386,030)	Current Liabilities	(254,053)	
(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	1,630,578	
	Usable Reserves:		
(71,603)	General Fund Balance	(223,223)	19
(14,715)	Housing Revenue Account	(24,811)	19
(11,900)	Statutory and Other Reserves	(12,272)	19
(1,182)	Capital Grants and Receipts Unapplied	(1,182)	
(1,313,766)	Unusable Reserves	(1,369,090)	20
(1,413,167)	Total Reserves	(1,630,578)	

Balance Sheet Notes

1. Depreciation is calculated annually and therefore no depreciation has been applied in Quarter 3. Capital expenditure to the end of Quarter 3 totalling £148.652m has been applied to Property, Plant & Equipment (this includes £91.140m of general fund expenditure and £57.512m of HRA expenditure). Disposals, revaluations and transfers have not been accounted for in Quarter 3.
2. Long Term Investments comprises the council's interest in Aberdeen Sports Village.
3. Long term debtors reflects the movement based on transactions for the period.
4. Cash and cash equivalents include short term investments of £32.001m (because they can be called up at short notice i.e. 0 to 35 days) and developer's contributions of £29.130m. 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 3.
15. Long term borrowing reflects the current position based on transactions for the period.
16. Finance Lease reflects the closing position as at March 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 3 2021/22
	£'000
Net Surplus or (Deficit) on the provision of services	217,411
Adjust net surplus or deficit on the provision of services for non cash movements	(135,167)
Adjust for items included in the net surplus or deficit on the provision of services that are investing and financing activities	(27,293)
Net cash flows from Operating Activities	54,950
Net cash flows from Investing Activities	(114,073)
Net cash flows from Financing Activities	(30,037)
Net increase or decrease in cash and cash equivalents	(89,160)
Cash and cash equivalents at the beginning of the reporting period	119,699
Cash and cash equivalents at the end of the reporting period	30,540
Cash held by the Authority	41
Bank current accounts	30,499
	30,540

Contingent Liabilities

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

Structural Safety (RAAC)

As a result of the Standing Committee on Structural Safety (SCPSS) releasing an alert in connection with Reinforced Autoclaved Aerated Concrete (RAAC) Planks, which were commonly used in public buildings in the 1960's, 1970's and 1980's, the Council has put in place a programme of inspections to give some assurance over whether these materials are present within any of their properties. At this time, it is not known the extent of the issue (if any) or any remedial costs. This may create 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 third 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 had 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 31 December 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 has materialised into an uncertain year, with major variances in our income and expenditure levels, the Council has sums set aside to address Covid-19 implications and has been drawing on these during the year.

Quarter 3 saw Storm Arwen, the severity of the storm and the direction of the wind saw widespread damage to the Council's tree population and had a significant impact on Aberdeen's open spaces. All types of trees have been affected. A large number have been blown down, many uprooted, branches and limbs snapped off, and several trees were left in precarious and dangerous positions. Trees, in schools, parks, play areas, open spaces, streets, and woodlands have been equally badly affected. There were over 350 incidents. Each incident reflects an inspection or enquiry. One incident can include hundreds of trees i.e. Carnie Woods. Fifty-five of these incidents are now complete. It is estimated that based on current resources and capacity within the team, that it will take a minimum of 12 months to deal with the impact of Storm Arwen on Aberdeen's trees and open spaces at an estimated cost of £500,000, this will not include the cost of replanting the trees. The routine work programme by the arboriculture teams has stopped with the exception of the most dangerous trees.

The storm caused further impact for our properties, and the full extent of repairs has not yet been quantified, it is likely that funding will be required from contingencies to address the storm damage.

COVID-19 restrictions were again reintroduced at the end of December impacting mainly on large and hospitality venues, confirmation of support to be provided to businesses has now been confirmed for the Hospitality & Leisure Fund.

The financial settlement for 2022/23 brings information that brings certainty to the full extent of grant to be funded in 2021/22, with Scottish government redeterminations (in year funding announcements) being finalised. This has given certainty to the Council and has confirmed a level of funding that was higher than expected for the current year.

For this reason, the full year forecast for the General Fund at the end of quarter 3 is for a deficit of £7.351m, this being matched by £7.351m 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 deficit.

The forecasts for the year are built on information that was known at 31 December 2021. It has been anticipated that the council's income will drop further than those estimates used in

Quarter 1 and 2 as further restrictions and the impact of COVID have not led to the improvements hoped for when restrictions were relaxed earlier in the year in such areas as Car Parking.

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, lower crematorium income, and a lower level of music services income due the reduction in the first quarter when charges could be made.
 - 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 a further 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.
 - A virement of £230k has been completed between Waste Services (from additional income achieved in 21/22) and the Scientific Lab during quarter 3 to fund the cost of their move to James Hutton Institute.

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 a small overspend position however there are underspends within the services 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 3 the figures reflect reduced trading resulting from the COVID-19 restrictions.
 - Under recovery of Planning Application Fees due to the impact of COVID-19, continue to see a reduction in income and within the Transportation team from internal recharges.

- Unable to allocate out to the services the procurement budget savings as the savings have not been fully achieved due to the market position for the majority of goods and services.
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 2nd November 2021 for Quarter 2, 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. The Joint Boards budget and forecast outturn is based on the amount requisitioned by Grampian Valuation Joint Board and is slightly under budget because of a refund received from previous year.
7. 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.

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 Miscellaneous Services and is under regular review. The council reinstated income recovery processes in 2021 following deferral of action due to the pandemic

8. 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. In Quarter 3 this is showing an under spend of £9.1m reflecting a clearer understanding of the full extent of funding which will be available to support the General Fund, which has been validated by the publication of the Local Government Settlement in

December 2021. Specific Covid-19 funding that remains unspent at the end of the financial year will be carried forward to 2022/23.

9. Council Expenses includes the budgets for all councillors' costs, including salaries and expenses. These are forecast to be on 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 and additional funding to be passed onto the IJB for living wage, care at home and interim care planning. The additional funding for these areas has been incorporated into the budgets for the service areas that sit within Operations and the IJB where relevant.

Further funding for Covid-19 support has been announced through the redetermination in December 2021 this includes COVID consequentials, Education recovery, low-income pandemic payments, and financial insecurity funding.
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 this amount in full. This will result in a forecast deficit of £7.351m 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 31 December 2021 £0.528m 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. This scheme has been extended until 31 March 2023. 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 £7.351m 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 3

As at 31 December 2021	Budget 2021/2022	Outturn 2021/2022 Quarter 3	Variance from Budget		Notes
	£'000	£'000	£'000	%	
Operations	271,124	275,935	4,811	1.8	1
Customer	39,589	39,621	32	0.1	2
Commissioning	22,704	24,310	1,607	7.1	3
Resources	3,028	6,626	3,597	118.8	4
Integrated Joint Board	102,251	102,251	0	0.0	5
Total Functions Budget	438,697	448,744	10,047	2.3	
Joint Boards	1,845	1,729	(116)	(6.3)	6
Miscellaneous Services	57,521	59,116	1,595	2.8	7
Contingencies	10,501	1,306	(9,195)	(87.6)	8
Council Expenses	1,425	1,446	21	1.5	9
Total Corporate Budgets	71,292	63,597	(7,696)	(10.8)	
Non Domestic Rates	(202,923)	(202,923)	0	0.0	10
General Revenue Grant	(171,667)	(171,667)	0	0.0	11
Government Support	(374,590)	(374,590)	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)	7,351	7,351	0.0	

Housing Revenue Account Summary 2021/2022 - Quarter 3

Deficit/(Surplus)	(500)	(500)	0	(0)	14
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Note – the General Fund forecast deficit of £7.351m will be covered by a further contribution from earmarked reserves as described in Note 13 above

General Fund Capital Programme

The Capital programme continued to be updated during Quarter 3 due to further confirmation of funding awards for 2021/22, and now includes:

- £0.242 million for CO2 monitors in Schools;
- £0.305 million in additional Flooding Prevention monies;
- £2.908 million for the Early Learning and Childcare programme, as reported to Capital Programme Committee in December 2021

Officers have also been advised that the £20m Levelling Up Fund bid to the UK Treasury in support of the City Centre and Beach Masterplan programme has been successful and are in discussions on how these funds will be drawn down. The Programme will require to be updated again once these details are confirmed.

As at Period 9 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	3,115	3,400	(6,206)
Asset Management Programme Board	66,898	24,520	41,515	(25,383)
Asset Management Programme Board Rolling Programmes	33,671	19,299	24,012	(9,659)
City Centre Programme Board	38,793	22,691	33,528	(5,265)
Energy Programme Board	62,585	13,299	28,534	(34,051)
Housing and Communities Programme Board	1,933	26	509	(1,424)
Housing and Communities Programme Board Rolling Programme	913	477	750	(163)
Transportation Programme Board	24,121	2,326	8,648	(15,473)
Transportation Programme Board Rolling Programmes	4,622	1,044	3,000	(1,622)
Strategic Asset & Capital Plan Board	8,115	2,119	5,039	(3,076)
Strategic Asset & Capital Plan Board Rolling Programmes	2,456	2,440	2,456	0
Developer Obligation Projects & Asset Disposals	0	378	281	281
Total Expenditure	253,713	91,733	151,672	(102,041)
Capital Funding:				
Income for Specific Projects	(89,605)	(13,546)	(17,224)	72,381
Developer Contributions	0	(241)	(379)	(379)
Capital Grant	(19,375)	(14,747)	(19,375)	0
Other Income e.g. Borrowing	(144,733)	(63,199)	(114,694)	30,039
Total Income	(253,713)	(91,733)	(151,672)	102,041

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 3 2021/22 has again seen a marked increase across the rolling programmes (Property Condition & Suitability, Roads Infrastructure and Street Lighting, and Fleet Replacement) as officers and contractors managed to sustain the progress achieved during Quarter 2.

As reported to Capital Programme Committee, progress also continues on the New Schools programme (Replacement Milltimber Primary School, new Countesswells Primary and Replacement Riverbank Primary) 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. Advance works have also been carried out for the demolition of the existing structure at 91-93 Union Street in preparation for the redevelopment of the site.

Contracts have been signed for 10 additional hydrogen double decker buses since the Quarter 2 update, with delivery scheduled for the Spring of 2022. The main contractor for the Torry Heat Network has also been appointed.

Tenders which are currently expected to be awarded during Quarter 4 2021/22 include the main contractor for Torry Primary School and Community Hub. Officers also expect to conclude the acquisition of additional units on Union Street in support of the New Market project.

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 at quarter 3 is that budgeted expenditure will not be achieved in 2021/22, this is because of low spend on windows, roofs, the projects in 206 Union Street & Clinterty.

Payments for Cloverhill commenced in January therefore spend on the new build programme will increase in the remaining quarter of the financial year.

Housing Capital Programmes As at 31 December 2021	Approved Budget	Expenditure to date	Forecast Expenditure
	£'000	£'000	£'000
Compliant with the tolerable standard	2,400	1,780	2,400
Free from Serious Disrepair	11,029	1,489	6,029
Energy Efficient	10,674	8,057	12,674
Modern Facilities & Services	2,339	998	2,339
Healthy, Safe and Secure	7,866	3,800	7,866
<i>Non Scottish Housing Quality Standards</i>			
Community Plan and Local Outcome Improvement Plan	5,995	1,502	2,995
Service Expenditure	4,011	374	4,011
2000 New Homes Programme	109,215	38,921	100,000
	153,529	56,919	138,314
less 11% slippage	(5,645)		
Net Programme	147,884	56,919	138,314

Capital Funding			
Borrowing	(114,928)	(34,766)	(105,358)
Other Income - Grants Affordable Homes etc	(7,116)	(972)	(7,116)
Capital Funded from Current Revenue	(25,840)	(21,181)	(25,840)
Total	(147,884)	(56,919)	(138,314)

Common Good

As at 31 December 2021	Full Year Budget 2021/22 £'000	Forecast Expenditure 2021/22 £'000	Variance from Budget £'000
Recurring Expenditure	3,070	3,232	162
Recurring Income	(4,015)	(4,015)	0
Budget after Recurring Items	(945)	(783)	162
Non-Recurring Expenditure	445	580	139
Non-Recurring Income	0	0	0
Net (Income)/Expenditure	(500)	(203)	297
Cash balances as at 1 April 2021	(34,421)	(34,421)	
Net (Surplus)/Deficit for year to date*	(500)	(203)	
Net Capital Receipt	0	(1,000)	
Invested and Cash Balances forecast as at 31 March 2022	(34,921)	(35,624)	

* 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 - £15k
 - 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 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 value of the investment may fall as well as increase, this will be reported in Quarter 4, however we will still maintain a level of income.

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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	31.12.21	1,090	1,203	
Trust Funds	31.03.21	343	-	Full year forecast not yet internally reported as at Q3
Sport Aberdeen Limited	30.11.21	335		Forecast not available as at Q3
Bon Accord Care Limited and Bon Accord Support Services Ltd	31.12.21	295	0	Break even
Joint Ventures				
Aberdeen Sports Village Limited	30.11.21	(396)	-	Full year forecast not yet internally reported as at Q3
Aberdeen City Integration Joint Board	31.12.21	0	0	Break even
Associates				
Grampian Valuation Joint Board	31.12.21	232	-	Full year forecast not yet internally reported as at Q3

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 surplus of £1,203k for 2021/22.

This projected deficit is due to additional costs approved for the Denis Law Statue, the City Clean, the Denis Law Trail and additional costs of new Christmas lights.

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

The financial statements for the quarter are shown in Appendix 3.

Trust Funds

The Council is responsible for the administration of various trusts created by bequest or evolved through history or by public subscription which are utilised for a variety of benefits such as education and social work, charitable purposes, religious instruction, medical institutions, the upkeep of public works and 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 November 2021 show net income for the year of £335k.

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 £295k for the period ended 31st December 2021 which is a variance of £336k from the budgeted deficit of £42k in Q3.

This is due to budget allocated for transformation projects in 2021/22 not yet spent, 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 30th November 2021. This showed that ASV Ltd reported a deficit of £792k. The share of the deficit being attributed to the Council is £396k.

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.

During the period ended 31st December 2021, the IJB is forecasting a break-even position for financial year 2021/22. Noting the reliance being placed on Ministerial commitments to recover mobilisation costs in full.

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 £597k during the period ended 31st December 2021 which is £617k more than the budgeted deficit of £19k 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 implemented

The portion of the surplus attributable to ACC is £232k.

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ABERDEEN CITY COUNCIL

COMMITTEE	City Growth and Resources
DATE	03 February 2022
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Chanonry Grounds Plaque
REPORT NUMBER	COM/22/012
DIRECTOR	Gale Beattie
CHIEF OFFICER	Richard Sweetnam
REPORT AUTHOR	Ross MacLennan
TERMS OF REFERENCE	2.1.1

1. PURPOSE OF REPORT

- 1.1 To seek approval for the erection of a plaque commemorating Chanonry Grounds, home ground of the Aberdeen Association Football Club from 1888 to 1898.

2. RECOMMENDATION(S)

That the Committee:-

- 2.1 Approves the erection of a plaque commemorating Chanonry Grounds, home ground of the Aberdeen Association Football Club from 1888 to 1898, at its location within the current Cruikshank Botanic Garden, University of Aberdeen.

3. BACKGROUND

- 3.1 Aberdeen Football Club Heritage Trust has proposed to erect a commemorative plaque to the Chanonry Grounds, home ground of the Aberdeen Association Football Club (prior to the founding of the modern Aberdeen Football Club in 1903) from 1888 to 1898, at the Cruikshank Botanic Garden, University of Aberdeen.
- 3.2 The proposal is for a Place Plaque (see pp 13-14 Appendix 1 as an example) to be erected on the east wall of the Cruikshank Building in Cruikshank Botanic Garden at the south-east corner of the building (see Appendix 2).
- 3.3 The proposed location meets the requirement for Place Plaques as set out in the Plaques Policy (see Appendix 1 (5.3 Location)) as the site is focussed near or at the vicinity of the proposed plaque. The Aberdeen Football Club Heritage Trust as the promoters for the plaque will be responsible for obtaining all necessary statutory and other third party consents to allow the commemorative plaque to Chanonry Grounds to be erected at the Cruikshank Building, Cruikshank Botanic Garden. The wording proposed is:-

The Aberdeen Association Football Club first played at Chanonry Grounds on 25th February 1888 and last played here on 16th April 1898 before making way for the development of Cruickshank Botanic Garden.

- 3.4 Other notable fixtures include the inaugural Aberdeenshire Cup final in March 1888, the visit of a Scottish International XI to play an Aberdeen select in April 1888 and the visit of Notts County in January 1893, the first visit of an English League side to Aberdeen. (see Appendix 3 for a more detailed history)
- 3.5 This plaque application is the fourth application by the Aberdeen Football Club Heritage Trust, with three previous successful applications. The first commemorating the inaugural meeting of the Aberdeen Association Football Club in Correction Wynd, the second at Pittodrie and the third commemorating Donald Colman, former player and coach of Aberdeen Football Club, on King Street.
- 3.6 The Council's Planning Service and the building owners (the University of Aberdeen) have approved this location for the plaque.

4. FINANCIAL IMPLICATIONS

- 4.1 There are no direct financial implications arising from the recommendations of this report. All financial costs shall be covered by Aberdeen Football Club Heritage Trust.

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	N/A	N/A
Compliance	Installation does not comply with the Council's Plaque Policy.	L	AAGM Officers responsibility to confirm specific location on building in line with policy guidelines and get agreement from nominator and building owners. Then arrange installation with ACC Building Services and

			AAGM Officer to go and inspect once it is installed.
Operational	N/A	N/A	N/A
Financial	N/A	N/A	N/A
Reputational	Risk of not acknowledging the significance of the Aberdeen Association Football Club's heritage prior to the formation of the modern Aberdeen FC.	L	The erection of the plaque would continue to promote the important history of Aberdeen FC and its development, and its importance as a major institution of the city.
Environment / Climate	N/A	N/A	N/A

7. OUTCOMES

<u>COUNCIL DELIVERY PLAN</u>	
Impact of Report	
Aberdeen City Local Outcome Improvement Plan	
Prosperous Economy Stretch Outcomes	The proposals within this report support the delivery of LOIP Stretch Outcome 1.1 - Diversification of the economy into other growth sectors including wider energy related sectors; tourism; food and drink; life sciences; health and social care and construction. The advancement of the Commemorative Plaques Scheme may encourage tourism in highlighting and promoting important heritage sites within the city.
Prosperous Place Stretch Outcomes	The proposals within this report support the delivery of LOIP Stretch Outcome 15 - 38% of people walking and 5% of people cycling as main mode of travel by 2026. The inclusion of commemorative plaques in Heritage Trails, whether published by ACC or organisations such as Aberdeen Football Club Heritage Trust, help to encourage people to walk.
Regional and City Strategies	The proposals within this report support the Tourism and Strategy Action Plan in encouraging tourists to engage with an aspect of Aberdeen's heritage.

8. IMPACT ASSESSMENTS

Assessment	Outcome
Impact Assessment	Full impact assessment not required.

Data Protection Impact Assessment	Not required
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9. BACKGROUND PAPERS

9.1 Plaque Application for the Chanonry Grounds from the Aberdeen Football Club Heritage Trust.

10. APPENDICES

Appendix 1 – Plaques Policy

Appendix 2 – Photograph of proposed location on Cruikshank Building

Appendix 3 – Chanonry Grounds Notes by Chris Gavin and Stewart Eaton, Aberdeen Football Club Heritage Trust

11. REPORT AUTHOR CONTACT DETAILS

Name	Ross MacLennan
Title	Curator (History)
Email Address	rmaclennan@aberdeencity.gov.uk
Tel	01224 337706

Plaques Policy

Approved by Committee on
25 August 2021 with an implementation date of 25 August 2021

Document Control

Approval Date	25 August 2021
Implementation Date	25 August 2021
Policy Number	POL-CG-0001
Policy Author(s) and Owner	Author: Katy Kavanagh Owner: Richard Sweetnam, Chief Officer – City Growth
Approval Authority	City Growth and Resources Committee
Scheduled Review	August 2022
Changes	
May 2021	Policy replaces 2002 Guidance documentation for the Erection of Commemorative Plaques and reflects requirements of Corporate Policy Template.

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1 Purpose Statement

- 1.1 From the 19th century, plaques have been erected in Aberdeen commemorating people and places which have shaped the city, Scotland or beyond – people who have made outstanding achievements in their field, or buildings or events of historic significance. The City Council have overseen the erection of these plaques since 1978 when it first developed a scheme.
- 1.2 This policy sets out the criteria Aberdeen City Council will apply to applications from citizens, officers and elected members nominating an individual, building or event for commemoration on a plaque within Aberdeen under the Council's Plaques scheme. It will guide the decisions of Council officers and Committees on whether a person, event or building should be recognised with a plaque.
- 1.3 This policy will mitigate the reputational risk of unfair and inconsistent decision making about who or what should be recognised with a plaque. In addition it will mitigate the reputational risk of unsuitable plaques (such as those connected with discriminatory activity) being erected and associated with the interests of Aberdeen City Council.
- 1.4 This policy is in line with national guidance from [Historic Environment Scotland](#) and the Council's [Listed Building consent procedures](#).

2 Application and Scope Statement

- 2.1 This policy will guide the decisions of Council officers and Committees on whether a person, event or building should be recognised with a plaque.
- 2.2 The scheme encompasses yellow circular plaques commemorating individuals (which we will refer to as People Plaques) and their connection to a particular building; and black rectangular plaques (which we will refer to as Place Plaques) that mark historical sites and events.
- 2.3 Other commemorative plaque schemes exist at a local and national level. These include the University of Aberdeen's maroon plaques, Historic Environment Scotland and UK wide organisations such as the Institute of Physics. These plaques are not covered by this policy but we encourage information sharing and collaboration for the public benefit.

3 Responsibilities

- 3.1 The Chief Officer - City Growth is the owner of this policy and accountable for overseeing its application by Aberdeen Archives, Galleries and Museums (AAGM) staff.
- 3.2 The scheme is administered by officers in AAGM. They review nominations and make recommendations to the Chief Officer and relevant Committee (currently City Growth and Resources).

3.3 Decisions on whether to accept a nomination are subject to the approval of the relevant Committee.

3.4 Under delegated powers, the Chief Officer - City Growth can, following consultation with the Convener of the City Growth and Resources Committee, decline applications that do not meet the criteria set out in sections 5.1-5.2 of this policy.

3.5 Responsibilities of the Nominator

The nominating person or body is responsible for:

- Submitting a clear argument for recognising an individual, place or event.
- Proposing a location for the plaque to ACC to obtain confirmation that site is appropriate prior to approaching building's owner.
- Seeking written consent from the building owner to allow ACC to erect the plaque (this can be via email). The building owner is responsible for informing the residents of any planned installation of plaques in line with their tenancy agreements.
- If appropriate, gaining listed building consent for the plaque.
- Making payment to ACC for full cost of production and installation of the plaque (invoices can be provided).
- On approval of the proposal, the Nominator will re-confirm in writing, agreement with the building owner (and tenants if applicable) and pass confirmation to AAGM.

NOTE: the Council will determine the final location of the plaque, following consultation with building owners and following the completion of a Health & Safety risk assessment.

Joint nominations by several organisations working in collaboration are welcomed.

3.6 Responsibilities of Aberdeen City Council

- Submitted nominations will be reviewed by relevant AAGM Officers. Equality considerations will be taken into consideration during this review, and an Integrated Impact Assessment completed for each nomination.
- Recommendations to Committee will be based on assessment of relevance to Aberdeen, uniqueness and importance of the achievement and suitability of the proposed location for the proposed plaque.
- Decisions will be taken based on these recommendations and are subject to final approval by the appropriate Council Committee (at present City Growth and Resources).
- The Chief Officer – City Growth will refuse, following consultation with the Convener of the City Growth and Resources Committee, applications for plaques if they do not meet the Council's criteria and these will not ordinarily be presented to the City Growth and Resources Committee for determination.

On approval of the plaque application the AAGM officers will:

- work with the Nominator to agree final wording of the plaque.
- arrange for the production of the plaque.

- inform the Nominator when the plaque is ready to be installed, and indicate clearly where the plaque is to be sited on the proposed building.
- write to the owner of the building to confirm a date for installing the plaque.
- install the plaque.
- ensure that any opportunities for promotion and publicity are managed appropriately with the Nominator.
- update the online catalogue of Commemorative Plaques and send specific link to Nominator.
- Any damage to a plaque by ACC or by any other third party will be repaired by ACC as funds allow unless it is caused by the building's owner, in which case the building owner will be liable for any costs of replacement or repair, or if damage occurred due to criminal intent, in which case repair and replacements costs will be sought.

3.7 Feedback on this policy should be directed to plaques@aberdeencity.gov.uk.

3.8 A summary of this process is provided in appendix 1.

4 Supporting Procedures and Documentation

4.1 Documentation to support adherence to the policy and guide nominators is available on the City Council website at www.aberdeencity.gov.uk/aagm. This comprises:

- [Application Form and Guidance Notes for Applicants](#).
- [Examples of existing plaques](#) in eMuseum.

5 Policy Statements

5.1 People Plaques

Plaques commemorating an individual should meet the following criteria.

The person should have:

- died at least 20 years ago AND have been born more than 100 years ago. This is to ensure that the decision whether to erect a plaque is made with a sufficient degree of hindsight.
- contributed to the rich social, political and cultural heritage of Aberdeen or have been an Aberdonian who impacted the world through their achievements, words or deeds.
- made a major contribution to their field within a Scottish context as a minimum. (This could be as judged by their peers, such as an established award or prize; as judged by the public, where their achievements generate commercial success or popular acclaim; or based on informed assessment of the impact and legacy of their work to their field, by suitably qualified peers).

They should normally also have:

- lived or worked in Aberdeen for at least five years;
- or
- been born in Aberdeen;

or

- made their discovery or achieved their accomplishment in Aberdeen.

Collective applications for groups of individuals will be considered against the same criteria.

5.2 Place Plaques

Plaques commemorating an event, site or building should meet the following criteria.

The event should:

- have occurred at least 50 years ago. This is to ensure that the decision whether to erect a plaque is made with a sufficient degree of hindsight.
- have impacted on a significant number of Aberdeen residents.
- reflect the rich social, political or cultural heritage of Aberdeen.
- be specifically associated with the location at which the plaque is to be erected.

The building or site should either:

- be of particular architectural importance.
- be historically important as a survival of a particular period.
- have a connection with a series of historic events; or
- have a connection with a significant business or industry.

5.3 Location

For People Plaques the location of the proposed plaque should be such that:

- the person was born or lived within the same building upon which the plaque will be fixed, or they worked there for a significant period (at least 5 years).

Or

- an existing and appropriate building on site of the former building (in point above).

Where buildings have been radically altered or demolished, we consider the relationship between person and building to have been broken. However the policy would allow “on this site” to be used in such a situation, if appropriate wording could be agreed, otherwise no plaque will be erected.

For Place Plaques the location should be such that the event or site is focussed near or at the vicinity of the proposed plaque (for existing examples please see <http://emuseum.aberdeencity.gov.uk/sites>)

Technical specifications as to the siting and style of plaques are detailed in appendix 2.

5.4 Cost

The cost of any applications for permissions, production and installation will be met by the nominator. Aberdeen City Council does not hold a budget for the creation of new plaques within the city. Council officers can suggest possible sources of funding to

support applications for nominators who will struggle to meet these costs (for example the Council's Culture Grants Programme).

5.5 Reappraisal

There may be rare cases where a significant reappraisal of an individual's contribution occurs after a plaque has been erected (for example, where a connection to criminal or inappropriate activity comes to light). Where this is the case, applications to review and revise the wording of plaques by AAGM officers will be submitted to the relevant Committee following consultation with the original nominator/sponsor if known and the building's owner(s).

In some instances, plaques will be retained but all reasonable efforts will be made to highlight new assessments of an individual or event through the Council's plaques database and website. Other opportunities may be explored if planning permission and/or funding allows.

Periodic review of existing plaques will be carried out by ACC to ensure our plaques database and website contains up to date research or new information.

6 Definitions

6.1 Nominator: The individual or group nominating an individual, event or building for recognition with a plaque.

6.2 People Plaques: commemorating the lives of outstanding individuals who have contributed to the development of the city, the history of the region or who are of international standing. Previously referred to as a Commemorative Plaques. For a full description of the style and location restrictions, please see Appendix 3.

6.3 Place Plaques: commemorate a significant historic event that took place in that building or site; or to highlight the part played by such a building or site in the history of the city. Previously known as Court Plaques. For a full description of the style and location restrictions, please see Appendix 3.

7 Risk

7.1 This policy and its supporting documentation will mitigate the following reputational risks to the council:

- risk the Council's decisions on plaques are inconsistent;
- risk that the plaques are erected for unsuitable candidates, which could create negative publicity and complaints for the Council by association;
- risk of customers being disappointed at an unsuccessful application.

The policy mitigates these risks by establishing clear criteria and ensuring a sufficient degree of hindsight is applied to the assessment of whether an individual or event's achievements or significance makes them worthy of marking with a plaque.

7.2 This risk will be monitored through application success rates: if the policy is successful it should mean that no applications are rejected because they do not meet the specified criteria.

8 Policy Performance

8.1 By providing clear criteria for applicants to meet, this Policy should reduce the number of unsuccessful applications for plaques, saving the time of both Council staff and nominators. It should also reduce the number of complaints from citizens or organisations about plaques and unsuccessful applications.

8.2 Nomination, approval and rejection rates will be monitored, along with feedback from service users, to measure the effectiveness of the policy.

8.3 Existing plaques will be reviewed periodically to ensure the website and plaques database includes up to date research or new information.

9 Design and Delivery

9.1 Plaques contribute to the city centre as a visitor destination linked to heritage tourism, specifically supporting the following areas of the Local Outcome Improvement Plan 2016-26 (pg 13 and 14):

- “We will seek to develop a City of Learning approach that empowers people and communities to put lifelong learning at the heart of their civic and cultural identities.”
- “1.1 Diversification of the economy into other growth sectors including wider energy related sectors; tourism; food and drink; life sciences; health and social care and construction.”

9.2 This Policy should increase the diversity of people recognised as contributing to the heritage of the City, supporting the Council’s Equality Outcomes 2 and 3 (an increased sense of safety and belonging in their neighbourhood and City for diverse communities, and representation of people with protected characteristics in civic participation).

9.3 This policy fits with the aspirations of the Council’s Operating Model to improve processes to reduce inefficiency, guided by people at the front line.

10 Housekeeping and Maintenance

10.1 This policy will be reviewed on an annual basis by officers in City Growth.

10.2 This policy replaces the guidance for the erection of commemorative plaques adopted by the Education and Leisure Committee in November 2002.

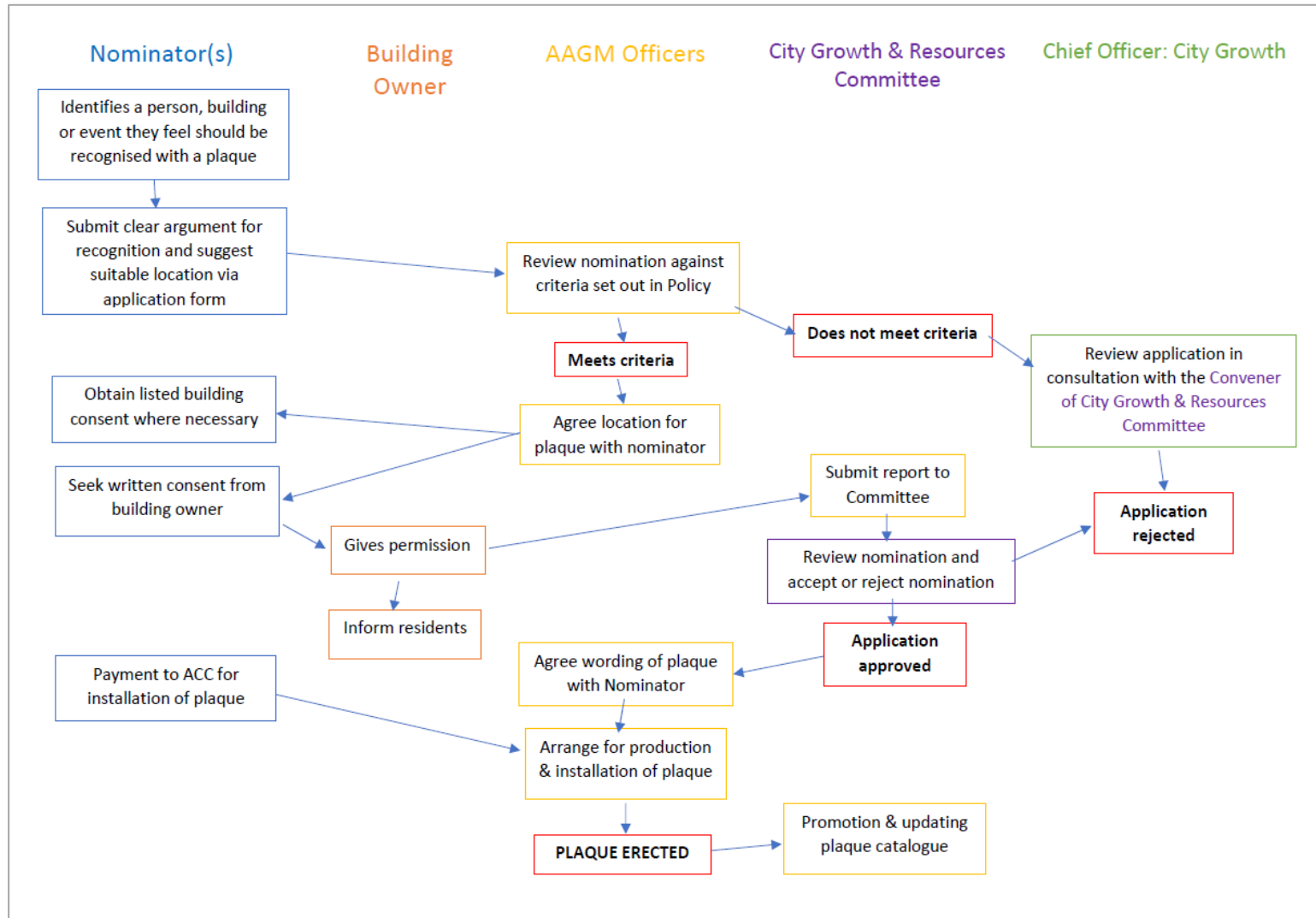
11 Communication and Distribution

- 11.1 The policy and supporting guidance will be made available on the Council's website and supplied to those interested in nominating an individual, building or event for a plaque.

12 Information Management

- 12.1 Information generated by the application of the policy will be managed in accordance with the Council's Corporate Information Policy and supporting Procedures.

Appendix 1: Process & Responsibilities



Appendix 2: Technical specifications for plaques

General specifications

The following specifications concerning location and style must be met for both People and Place Plaques.

Location

The location should be such that:

- members of the public will normally be able to view it from a public road or street without needing to enter upon private property.
- it is freely visible, in a distinct uncluttered location and is not in close proximity to obligatory Health and Safety notices and other signage.
- It is not always possible to place plaques at a height that is accessible to wheelchair users, but images and supplementary information will also be made available online to increase accessibility.

Where plaques are proposed to be attached to a listed building:

- It is the responsibility of the applicant to apply for Listed Building Consent.
- Listed building consent will be required unless all the following five criteria are met:
 1. It is only on a category B or category C listed building. Category A listed buildings will normally require consent;
 2. It does not exceed 500mm in diameter;
 3. It is located not below 1m from entrance level and not more than 3m above;
 4. It is the only plaque on the building;
 5. It is secured in place using non-ferrous fixings positioned into the mortar joints.
- To find out whether the building is listed or what category of listing it is, please see Historic Environment Scotland's website:
<https://hesportal.maps.arcgis.com/apps/Viewer/index.html?appid=18d2608ac1284066ba3927312710d16d>
- Please note that features such as boundary walls may be included in a listing, even if not explicitly mentioned in the list description – for clarification, please contact pi@aberdeencity.gov.uk.

Style

- The wording on the plaque should be in plain English (exceptions may include where book title is being indicated) and consider those with additional communication needs. Refer to existing examples for guidance. Content will be dependent on size and location of plaque.
- Plaques were formerly in block capitals but this is a barrier to those with visual impairments, so sentence case will now be used.
- The role or contribution should be kept brief to ensure the plaque is legible – AAGM officers will advise and help to reduce to a suitable length. Further detail can be added on the Plaques webpages.

- Content is subject to review by Aberdeen City Council (ACC).
- The plaque will conform to the normal dimensions of other plaques within Aberdeen City.
- No notice of sponsorship will occur on the plaque, nor will logos be included in the design (Notice of sponsorship can be included on the plaques webpages).

Applications that celebrate the contribution of Aberdeen's diverse communities to the City, particularly individuals with protected characteristics, will be welcomed.

People Plaques Specifications

Style

The Text should follow the convention of: Name, years of birth - death, significant role/contribution, was born here/lived here/worked here (with dates).

For consistency of style, the following guidance should be followed:

- Married status titles such as Mr/Ms/Miss/Mrs will not be used.
- Single given/earned titles such as Dr/Sir/Lady will be included.
- Honorifics and awards can be added at the end of names such as QC, OBE, VC – space allowing.
- Use first name and last name only; use familiar or abbreviated names or initials if that is how they were commonly known.

Appendix 3: People and Place Plaques

People Plaques

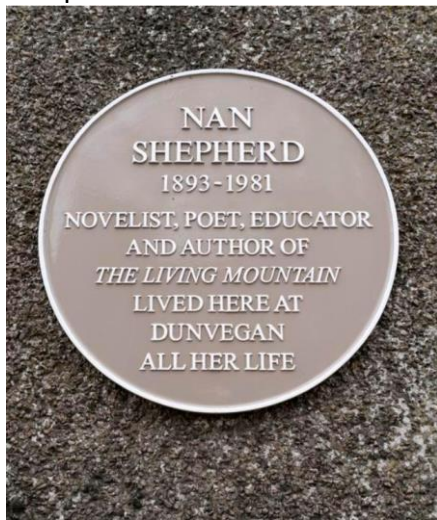
Size & shape: Circular; 20 inches or 500mm in diameter.

Material: Metal plaque; cast with raised lettering and detail.

Colour: Usually coloured in yellow/fawn tone, colour previously approved by the planning department to better reflect the city's granite backdrop.

Purpose: To commemorate the lives of outstanding individuals who have contributed to the development of the city, the history of the region or who are of international standing.

Location restrictions: Affixed to a building within the public realm (visible without entering private property); the building should be closely associated with the life of the individual, specifically that they were born there, or worked or lived there for a significant or important period of their life.



1 Close up of the Nan Shepherd People Plaque at Dunvegan, 503 Deeside Road, Cults



2 Wider view of Nan Shepherd plaque on wall of 503 Deeside Road, Cults

Place Plaques

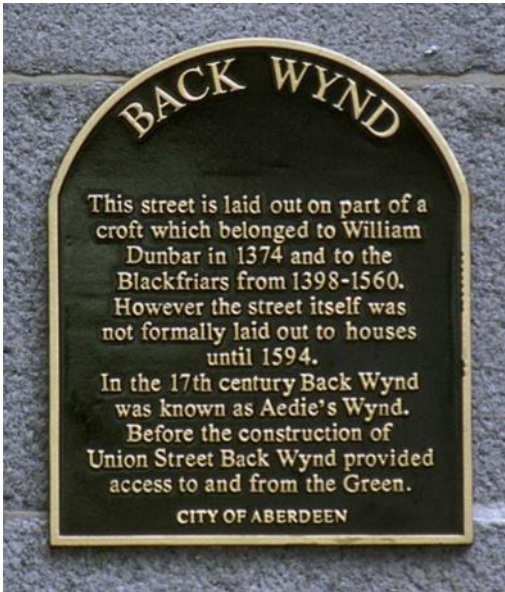
Size & shape: Rectangular or arched; varying sizes.

Material: Metal plaque; cast with raised lettering and detail.

Colour: Usually coloured in black, colour previously approved by the planning department to better reflect the city's granite backdrop.

Purpose: To commemorate a significant historic event that took place in that building or site; or to highlight the part played by such a building or site in the history of the city.

Location restrictions: Affixed to a building within the public realm (visible without entering private property); the building should be closely associated with the events commemorated.



3 Close up of Back Wynd Place Plaque, explaining the history of the street



4 Wide view showing position of Back Wynd plaque on granite wall of St Nicholas Kirkyard, at the corner of Back Wynd and Union Street

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Appendix 2: Photograph of Proposed Location on Cruikshank Building.



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Part 1 – Chris Gavin

Chanonry and Sport

The Chanonry Grounds began sporting life as the playing field of the Chanonry House School – popularly known as the Gymnasium or Gym. The ground was known to the boys of the school as “The Back” and had enough space for two cricket pitches, one under grass and the other gravel¹. Winter games played there were Shinty and a form of Rugby akin to Australian Rules football. The school had been founded in 1847 but by the summer of 1887 it closed down and this gave the Aberdeen Football Club the opportunity it had been searching for.



Cricket at Chanonry School about 1882

After playing a few more games at Holburn Cricket Ground, the Aberdeen Club kicked off their residency in Old Aberdeen, as tenants of the “beautiful and classic grounds at Chanonry”², with a match against Our Boys of Aberdeen, part way through the 1887-88 season. That match, which was a very easy one for the home players, was a semi-final of the Aberdeenshire Cup with the result being 10 goals to 2 for the Chanonry side.

“This important match, which was postponed on account of the snowstorm, was played on the Chanonry grounds, under more favourable circumstances as regards weather. The ground, however, was still in a very heavy condition, the snow lying to a depth of between two and three inches. There was a fair attendance of spectators. Aberdeen, losing the toss, kicked off, but the Boys' forwards collared the ball and brought it to close quarters, when Key relieved by a long kick. Aberdeen now had a turn, and after hovering about the goal for some time, Clark drew first blood. Other two goals fell in quick succession to Aberdeen, The Boys getting nettled at these early reverses broke away, and by some splendid passing managed to score their first goal off the foot of McKay, amidst loud cheering. Give-and-take play followed, till Aberdeen again scored. After the kick-off a foul fell against the Boys, but was well cleared by Still. T. Wood, getting on the ball, had a nice dribbling run up the right, and sent in a sharp shot to his namesake,

¹ The Record of the Gym (Chanonry House School) Old Aberdeen by Alexander Shewan

² Aberdeen Football Club Souvenir, February 1898

which be managed to clear at the expense of a corner. Nothing was made of the corner however, it being headed over the bar. The goal kick was well followed up, and brought close to the Boys' quarters. Here the goalkeeper managed to clear his lines, and the forwards, collaring the ball, had a splendid passing run the whole length of the field which ended in Mitchell putting on the second goal for the Boys. From this period until half-time the Boys pressed very hard, but failed to score. At the start of the second period Aberdeen, having now the wind in their favour, began to press very hard, but Still and Wood at the back managed to keep the goal clear for a short time. Out of a scrimmage the Aberdeen scored their fifth point. After this, except an occasional run by the Boys, the Aberdeen had it all their own way, another five goals being put on before time was called. The contest ended: Aberdeen, 10 goals; Our Boys, 2 goals. The Aberdeen all through played a splendid game. They were, however, by far too heavy a team for the Boys, who played pluckily.³

The crowning glory of that opening season was when the Chanonry Grounds hosted the inaugural final of the Aberdeenshire Cup and the new tenants won the trophy in some style by inflicting a 7-1 defeat on the City Rangers on the 24th of March 1888.

The First Aberdeenshire Cup Final

At Chanonry Grounds, Old Aberdeen, on Saturday, the final round of the Aberdeenshire Cup ties took place. The opposing teams were the Aberdeen and Rangers. Much interest has of late been centred in the match from the fact that although the Aberdeen has always been considered the premier club in the Association, the Rangers team, good as it was at the commencement of the season, has by steady, consistent play, and strict attention to training, improved so much as to become a dangerous eleven to tackle. Both clubs have good records for the season, the Aberdeen having a clear card, while the Rangers have only been beaten three times (twice by their present opponents and once by the Orion). In the former rounds for the Cup the teams have been very successful. In the first round the Aberdeen beat the Albert by 11 to 0, the Rangers defeating the Granite City by 3 to 2. The second round resulted in the premier team lowering the Orion's colours by 6 to 1, the Rangers getting the better of the Britannia by 3 to 0. In the semi-finals the Aberdeen and Our Boys played a game of 10 to 2 in favour of the former; while the Rangers successfully engaged the Rovers, whom they beat by 4 to 1. These figures as showing the superiority of the two teams engaged on Saturday, gave every indication of a stiff tussle, though the weight of opinion was in favour of Aberdeen gaining the cup, which, as will be remembered, is presented by Dr Maitland Moir. There was considerable doubt expressed during the week as to whether the clubs' regular teams would play as illness and other reasons had prevented several members of both elevens from appearing in recent matches. On Friday, however it was definitely settled that the usual teams should play.

The referee appointed by the Association was Fettes of the Orion, Messrs Melville and Collie acting as umpires. The colours were white for the Aberdeen and black and gold for the Rangers.

THE GAME

The weather unfortunately was very unfavourable to good football, a soft drizzling rain, which at times fell heavily, making matters very uncomfortable for the players. The ground, too, was extremely spongy. The attendance of spectators fully testified to the interest which has been taken in the fixture, as sometime before the start the enclosure was circled by a large crowd, and at 3:30 o'clock there could not

³ Aberdeen Journal, 28th February 1888

have been much less than 1000 present. Punctually at the advertised hour the teams entered the field, the Rangers gracing the occasion by a fine display of new jerseys. The Rangers winning the toss, Ketchen kicked off from the east end. After slight give-and-take play at the centre Ferry passed to Clark, and almost cleared the backs, Downie and Anderson subsequently bringing the ball down to the Aberdeen end. After some struggling here by the forwards of both sides the leather went behind. A foul was granted to the strangers in the centre of the field, which Aitchison kicked and Thomson saved. A beautiful dribble down the field by Haselwood ended in the ball going behind. A foul to the Aberdeen at the Rangers' "25" was taken by Key, and the leather, rebounding on the head of Ketchen, went between, Aberdeen thus securing the first goal amid cheers after five minutes' play. Immediately after the kick-off Macpherson had to fist out. Another foul to the Aberdeen at midfield was taken by Lothian, but came to nothing. A very good dribble by the Aberdeen forwards, in which Glennie backed up well, was spoilt by Lumsden sending the ball over the posts. Afterwards Downie tried a long shot, the leather, however, going over the top bar. Through a miss of Aitchison's, Ketchen got the ball, and McPherson going out to meet him, enabled the former to score the second point for Aberdeen. Play for the next ten minutes was confined exclusively to the Aberdeen end. Key at one period made a bad miss, but Wood saved capitally. The ball went behind the Aberdeen posts twice, and shortly afterwards Clark had a splendid dribble right up to the goal mouth. The goalkeeper, however, was alive to business, and kept the ball clear. It may be said here that the contest was carried on amidst the alternate shouts, hootings, and jeerings of the crowd, the Rangers evidently having a large number of sympathisers among the more youthful of the spectators. After half-an-hour's play Clark, getting a chance, centred, but Ketchen's shot rebounded off the cross bar. Another good shot by Ketchen was fisted out and a splendid run down the field by the Rangers was spoilt by McKay. From a throw in Macpherson had to save a shot by one of his own team. Ketchen placed to "Dodger," who, by a beautiful display of dribbling, landed a splendid goal, his achievement being received with hearty cheering. Aberdeen soon thereafter got a couple of corners. In the course of the subsequent play Key made another miss, which gave Irvine an opportunity, but his long shot at goal just grazed the post. A minute later Wood in saving had to concede a corner. When the whistle blew the score, which had been increased with the assistance of Thomson and Ketchen stood: Aberdeen, 4 goals; Rangers, 0 goals.

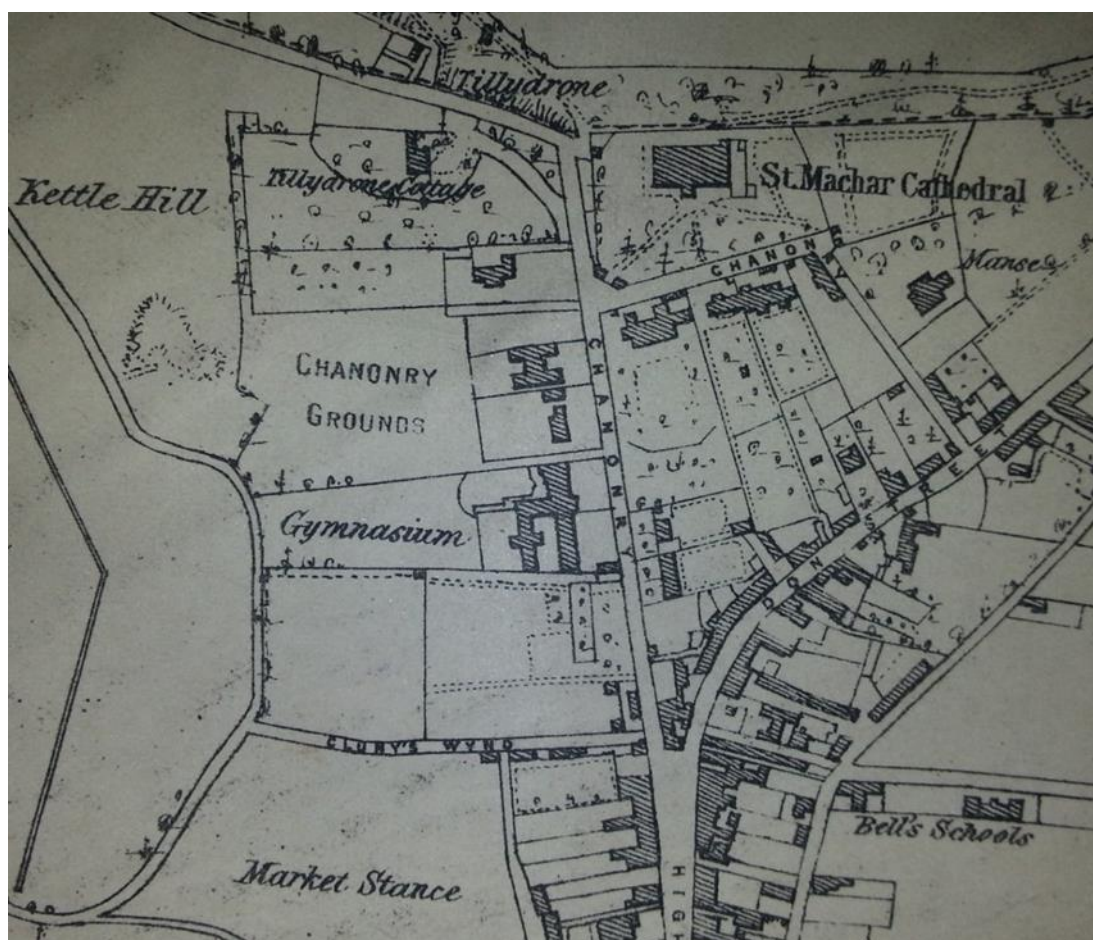
ON the Resumption of play McKay made a good attempt to score, and after some very exciting work at the Rangers' goal, a fruitless corner was secured by Aberdeen. Ketchen, a short time afterwards, scored a beautiful goal and a few minutes thereafter a sixth was just missed, the ball running along the top bar and falling outside. A capital dribble to the Rangers' goal was "mulled" by a misdirected kick by Ferry, and a shot by Downie, on operations being taken up the field, struck the top bar. Twenty minutes to time Aberdeen registered their sixth goal, "Dodger" doing the needful; and almost immediately thereafter Sutherland scored the first, and as it turned out the only, point for the Rangers, a result which was greeted with quite an excess of enthusiasm. Five minutes more play culminated in a seventh goal, kicked by Lumsden. The rest of the play was unimportant, and the game ended: Aberdeen, 7 goals; Rangers, 1 goal.

We understand that a protest is to be lodged against the result on the ground that the goal posts were six inches too high, and a special meeting of the association committee will be called to consider the point. Dr Maitland Moir, it may be mentioned, visited the ground in the course of the game, and remained till the finish.

Umpires: Melville & Collie. Colours: Aberdeen – White. Rangers - Black and Gold.⁴”

That final combined with the fact of Aberdeen Football Club being the most senior Association club in the city saw the Chanonry Ground quickly established as the top football venue in Aberdeen. This was further reinforced when a Scottish International XI came to the Granite City to take on an Aberdeen select in April that year. The crowd that was attracted was regarded as the largest yet for any “similar sporting event in the City” the estimated attendance being anything up to 4000. The outcome of the match was a 6-1 victory for the Scotland XI, but that hardly mattered alongside the significance of the game having taken place so far away from the central belt which, even then, was dominating the Scottish game.

Despite facing competition from the Victoria Bridge Grounds and to a lesser extent Central Park, Chanonry also provided a home venue for many representative inter-county matches as well as hosting Aberdeenshire and Charity Cup finals. The ground was located on what is currently the area occupied by the Cruickshank Botanic Gardens. Buildings to the eastern end of the ground can still be seen and easily recognised from the few surviving photographs from that period. There was a “reserved entrance” off Cluny’s Lane which no longer appears on modern maps of the area, although it can still be found running from Chanonry along the side of the garden of Number 8. As well as having a grand stand, the Chanonry Grounds also sported a pavilion which was used for social as well as sporting purposes.



⁴ Aberdeen Journal, 27th March 1888

When the football ground was laid out, there were a couple of omnibus routes that travelled there from the centre of the city, but no tramway. The nearest a tram could get was to the top end of Bedford Road in Kittybrewster, but football enthusiasts of those times would hardly have been put off a bit of a walk. However, there was some campaigning for the tram routes to be extended along King Street as far as Old Aberdeen. A letter in the Aberdeen Journal in November 1888 argued: "The proposal [for an extension of tramway to Merkland Road] is good so far as it goes; but were the company to extend the line as far as University Road it would greatly benefit the inhabitants in the vicinity... The opening of the new grounds at Chanonry has given an impetus to traffic the present mode of journeying to town can hardly cope with."⁵ Meanwhile, for the better off supporters, fields nearby Chanonry were offered for the parking of horsedrawn carriages and carts.



Aberdeen v Dumbarton in January 1898 – The building with the tower was the Chanonry House School and still stands today as part of the Botanical Gardens complex.

Over the ten years at Chanonry, the grounds were also used for the club's Annual Sports, an event which proved a popular summertime diversion spread over a couple of weeks and which included a five-a-side football tournament as well as more traditional sporting and athletic contests. In the 1898 Souvenir booklet, "An Old Official" wrote that "In all, during the last ten years something like £5000 has passed through the hands of successive Treasurers of the Club and during that time fully 200,000 persons have visited Chanonry Grounds." However, ground attendances were rarely published, or else the takings were given rather than the size of the crowd. From the sparse figures available, the biggest attendance at Chanonry was probably at the Aberdeenshire Cup final in February 1892 when the estimate was 7000.

In the winter of 1897, the ground suffered structural damage in a gale. The Bon-Accord columnist wrote: "Aberdeen's grand stand roof has taken its departure and now occupies a lowly position on the Aulton

⁵ Aberdeen Journal, 27th November 1888

market stance. We felt decidedly cold without a roof over our heads and the seat of our quarters as wet as could be. Erect a brow new press box when you are making alterations, gentlemen, and let's have it heated by steam, if possible. We are nothing if not modest in our requests.”⁶ It appears that the journalist's appeal fell on deaf ears, for when the club moved up the road to Central Park the following season, they took the stand with them, still sans roof.

When it became known in 1898 that the Aberdeen would have to move away from the Chanonry Grounds and take up temporary residence at Central Park, it was not all doom and gloom. The Bon-Accord argued that: “their new ground at Central Park will be much easier got at than Chanonry, and increased attendances at the various matches should in a way smooth over the regrets at leaving Chanonry, a place associated with the name of the club for so long.”⁷

The last ever football match on the much-loved old ground was a friendly, played against Peterhead on the 16th of April 1898. The attendance at the match was small and Peterhead put up a miserable resistance to Aberdeen who trounced them 9-2. In the coverage of the match, the press didn't even mention that it was the final game at Chanonry. Nor did they list all of the goalscorers. However, the final eleven to take the field at the venue for the whites was: Ritchie; John Davidson, McConnachie; James Mackie, Henderson, Thomson; Livingstone, Cameron, Clark, Gray and Shiach.

No sooner had Aberdeen moved away from Chanonry but the laying out of the University's Botanical Gardens began. These occupy not just the old playing fields but a sizeable chunk of land south to what is now St Machar Drive. The Gardens can tell their own story but are well worthy of a visit.

Part 2 – Stewart Eaton

Proposed Commemorative Plaque for Chanonry

Aberdeen FC Heritage Trust (AFCHT) has created the AFC Heritage Trail, which documents important locations in Aberdeen where Aberdeen FC played. The AFC Heritage Trail is available on the AFC Heritage Trust web site. Please see the following link: <http://www.afcheritage.org/heritagetrail/>

AFCHT has also worked with the Aberdeen City Council, Museums and Galleries Curator and the Aberdeen City Council Planning department regarding the installation of commemorative plaques in Aberdeen. Our first commemorative plaque was installed on what was the Albert Hotel in Correction Wynd, our second commemorative plaque was installed at Pittodrie, with a third commemorative plaque recently installed on King Street.

Due to the historic significance of the Chanonry Grounds to Aberdeen FC, further research was carried by AFCHT to gather as much information as possible on the 10 years residency of Aberdeen FC. It is hoped that the additional information would assist us with the application for the installation of a commemorative plaque.

⁶ Bon-Accord, 9th December 1897

⁷ Bon-Accord, 11th August 1898

Location of Football Pitches at Chanonry

With reference to The University of Aberdeen website section on the Cruickshank Botanic Gardens, (<https://www.abdn.ac.uk/botanic-garden/about/history/>) including the History sub section. The History sub section details the location of the “first Aberdeen Football Club pitch” as follows:

“The modern Garden dates from 1898, when Miss Anne Cruickshank bought the buildings and playing fields of The Old Aberdeen Gymnasium, a private school for boys, and presented them to the University to establish a Botanic Garden. The original imposing granite school building, now part of the School of Biological Sciences, is on the right as you enter the Garden from The Chanonry. Soon afterwards, the strip of land alongside what is now St Machar Drive was added, including land which had been the first Aberdeen Football Club pitch, and a market garden, whose owner became the first Head Gardener. A few years later the land immediately to the north, comprising No 8 The Chanonry and its large garden were added. The house at No 8 The Chanonry was thereafter home to successive Regius Professors of Botany until it was sold in the 1980s. Finally, in 1966 the land still further towards the River Don, in the angle between The Chanonry and Tillydrone Road became available, and this allowed the development of an arboretum.”

Based on research by AFCHT, it appears that two pitches existed at Chanonry, and it may have been the case that the first pitch was located closer to what is now St Machar Drive, with a second pitch located on what was the playing fields of The Old Aberdeen Gymnasium. Based on research by AFCHT, it is also clear that the Chanonry hosted football, rugby, cricket, sports days and picnics.

With reference to the map below, the northern boundary of the Gymnasium ran along what was Cluny's Lane and evidence of a lane can be found (fronted by a black gate) between numbers 7 & 8 Chanonry. It is the view of AFCHT that this would be Cluny's Lane, which is where people could access the reserved seating at the football ground. Again, with reference to the map below, it is the view of AFCHT that Cluny's Wynd is now part of St Machar Drive.



ABERDEEN CITY COUNCIL

COMMITTEE	City Growth and Resources Committee
DATE	3 rd February 2022
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Performance Management Framework Report – City Growth and Resources Functions
REPORT NUMBER	CUS/22/007
DIRECTOR	Andy MacDonald
CHIEF OFFICER	Martin Murchie
REPORT AUTHOR	Alex Paterson
TERMS OF REFERENCE	2.1.3

1. PURPOSE OF REPORT

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

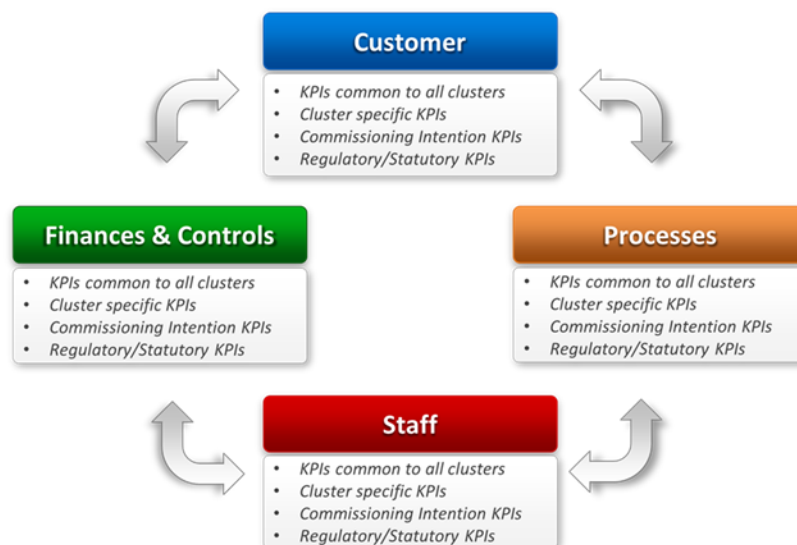
2. RECOMMENDATION(S)

- 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 function activity as expressed within the 2021/22 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.
- 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 are 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 the final tranche of City Growth and Resources Annual Indicators (Statutory Performance Indicators) that contribute towards the Council's wider Statutory Performance Reporting requirement, which will be captured and published in full on conclusion of the internal audit process before fiscal 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.
- 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
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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 experienced children and young</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>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, 3rd February 2022 – City Growth and Resources Clusters

CITY GROWTH CLUSTER

1. Customer

Corporate Measures – Cluster Level

Performance Measure	Quarter 3 2020/21	Quarter 4 2020/21	Quarter 1 2021/22	Quarter 2 2021/22	Quarterly Status	Long Trend*	2020/21 Target
	Value	Value	Value	Value			
Total No. complaints received (stage 1 and 2) – City Growth	2	0	0	2			
% of complaints resolved within timescale stage 1 and 2) – City Growth	0%	N/A	N/A	50%			75%
% of complaints with at least one point upheld (stage 1 and 2) – City Growth *	0%	N/A	N/A	0%			
Total No. of lessons learnt identified (stage 1 and 2) – City Growth **	0	N/A	N/A	0			

Service Commentary

There were two complaints submitted in Quarter 2, one of which was responded to within the required timescale. *The numbers of complaints received by the Service are consistently among the lowest in the Council and are insufficient to generate a true long-term trend so caution should be exercised around interpreting the system generated status and direction of travel icons.

2. Processes

Service Level Measures

Performance Indicator	Quarter 3 2020/21	Quarter 4 2020/21	Quarter 1 2021/22	Quarter 2 2021/22
	Value	Value	Value	Value
Number of total visits/attendances at museums and galleries (includes outreach/enquiries and events)	257,010	240,387	264,443	300,316
Number of virtual visits/attendances at museums and galleries	240,723	239,396	252,856	264,993
Number of visits at museums and galleries that were in person	15,708	0	10,237	34,542

Service Commentary

The number of Virtual Visits had experienced a continuous rise in Quarter 2 which, alongside increased visits in person, is driving the total visit numbers over the 300,000 mark for the Quarter, the third highest outcome for the Service since re-opening of the Art Gallery and Museum in Autumn 2019.

Aberdeen Art Gallery and Museum had recorded 29,780 visits in person during Quarter 2, more than doubling the previous quarter outcome (after re-opening in April 2021 ,albeit with various restrictions in place) Aberdeen Maritime Museum opened at the start of August and had recorded 4,672 visits, a figure which on the basis of part Quarter 3 figures, will be substantially exceeded. The refurbished Provost Skene's House re-opened in mid-October and, at the end of November had generated 5,787 visits, but the 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.

The other contributors to the total visits figure, outreach and enquiries, recorded an additional 689 attendances during Quarter 2.

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.

Cluster Measures – Annual 2020/21 Indicators

Museums and Galleries Programme Narrative Indicator

During 2020-21, the programmes of exhibitions and city events were severely impacted by COVID-19 pandemic restrictions, leading to the cancellation of all City events except two – the Christmas Tree Switch-On and Nativity Blessing. These were not open to the public but were filmed and available online. The Art Gallery also hosted the HAAN Christmas Market over the weekend of 4-6 December 2020.

No exhibitions were held at Aberdeen Maritime Museum which remained closed due to the pandemic or at Provost Skene's House where the redevelopment programme was also delayed by the pandemic. Aberdeen Art Gallery opened between 27 August and 24 December 2020 and hosted 3 exhibitions BP Portrait Award 2020 (10 October 2020 – 24 December 2020, closing early due to lockdown), The Bill Gibb Line (22 February 2020 - 24 December 2020 and 27 April - 23 May 2021 and Express Yourself which was on show throughout public opening. Our complementary public engagement plan of events and activities was also suspended but we were able to offer some of the activity successfully on online via a Museum at Home page on our website www.aagm.co.uk

A series of online exhibitions was also available throughout the year on the aagm.co.uk website: The Many Faces of James Giles, Haroon Mirza:Waves and Forms, Aberdeen Artists Society Annual Open Exhibition, Drawn North in association with Scott Sutherland School of Architecture and the intention is to continue offering a hybrid approach of online exhibitions and exhibitions within venues.

City Investment Narrative Indicator

Invest Aberdeen is an operational partnership between Aberdeen City Council and Aberdeenshire Council in Partnership with; UK and Scottish Government agencies, Opportunity North East, Aberdeen and Grampian Chamber of Commerce, Elevator UK, Aberdeenshire Council, Scottish Cities Alliance and other regional stakeholders. Stakeholder engagement has served to promote and familiarise regional and national contacts with the Invest Aberdeen offer and ensure collaboration on any local or international investment. The Invest Aberdeen website provides a resource hub for potential investors and for local stakeholder organisations and hosts a number of key investment projects, good news stories and case studies as well as being a central information point for COVID-19 pandemic business support updates;

From March 2020, the Invest Aberdeen Team were repurposed to assist in managing the set-up of a Business Hub response to the COVID-19 pandemic. Invest Aberdeen Officers were deployed to support the distribution of business grants and managing the COVID-19 pandemic Business Response hotline. The COVID-19 pandemic has continued to restrict activity, in particular travel to support investment.

Despite the COVID-19 pandemic restrictions the following outputs have been achieved in the third year of operation:

- 79 enquiries, with 19 of these remaining live at the time of writing this report. These investments cover all of the Regional Economic Strategy (RES) priority sectors. It is worth noting that the lead in times for investment can be 12+ months and, this reporting period has been distorted by the COVID-19 pandemic with investors putting plans on hold.
- In addition, 41 leads have been generated by the team to introduce potential investors to opportunities in the city region by actively targeting investors through networks.
- Online Event Attendance - Several online speaking opportunities and investor pitches were undertaken, including at The Canadian Council for Public-Private Partnerships Conference, Infra Academy Webinar Series, Hydrogen - UK Developments in Hydrogen and the Scottish Cities Alliance Green Investment webinar.
- We continued the programme of one-to-one and team-to-team engagements to identify areas of common ground and scope out collaboration with stakeholders and industry groups.
- Invest Aberdeen hosted eight virtual tours of regional opportunities to potential national and international investors during the COVID-19 pandemic.

- The Invest Aberdeen film is being updated and is widely used by third party agencies to promote the area.
- A new, more user friendly, online Customer Relationship Management system to track business has been adopted to ease the sharing of information across other Council activities and services.
- We held a full programme of online events with Scottish Development International, Scottish Cities Alliance in place of attending Le Marché international des professionnels de l'immobilier 2021.
- We supported delivery of the revised Regional Economic Strategy action plan in response to the COVID-19 pandemic as well as ongoing support of the Aberdeen City Region Deal communications activity and promotion of the infrastructure projects that make up the Deal.

Business Response Hub Narrative Indicator

In March 2020, businesses in Aberdeen were faced with an immediate challenge in response to COVID-19 pandemic; alongside a collapse in oil barrel prices to less than \$18 per barrel. An immediate action was the formation of a Business Resilience Group, to understand the immediate issues facing businesses and a source of intelligence that fed into the wider city and regional resilience responses.

As the financial impact hit, the UK and Scottish Governments began to distribute several different funding streams to support businesses, via local government. To distribute the funding as quickly as possible, a bespoke resource was required, bringing together the business support responses, to include communications with Governments, CoSLA and SLAED, politicians and community groups to provide information, advice and guidance to businesses and self-employed.

In April 2020, City Growth created a 'short life' intervention, the "Business Response Hub" to support businesses through the COVID-19 pandemic. Staff from across City Growth, other Council Services and arms-length organisations came together, some as volunteers going above and beyond the day job and others through the temporary movement of staff.

The team set up a:

- Telephone hotline
- On-line grant application
- Webpage
- Application data
- Frequently Asked Questions,
- Signposting to partner organisations
- A business support inbox

City Growth was helped by People and Organisational Development, Digital, Finance, Data & Insights, Communications team, Customer Services, and Invest Aberdeen to create these frontline services. Close working with the Rates, Licensing and Fraud teams was essential, as was a senior management appeals team. During peak

periods, the COVID-19 Business Response Hub and wider teams worked to incredibly tight deadlines, rapidly turning round on-line applications and communications to open grant schemes within hours of funding announcements. When Aberdeen had further restrictions due the direct restrictions place by the Scottish Government, the cumulation of grants and new schemes meant that, despite some officers working over Christmas, we returned to more than 800 applications and four new schemes to administer. Through hard work, all were processed within the government's target turnaround times.

To date, more than £80 million of grants has been distributed, following the correct processes, due diligence, and appeals process. The foresight and skills of those who set up the systems means we can process data, based on business types and amounts etc., ensuring future funds can be targeted based on real data. From this work,

the Urgent Business Committee approved a short-term Socio-Economic Rescue Plan to support the response to the COVID-19 pandemic effects. This framework enabled the co-ordination of support responses across 'Business', 'People' and 'Place' themes.

The COVID-19 Business Response Hub not only proved the importance of being adaptable and what internal and external partnerships can achieve, but also brought together a range of expertise to ensure that organisations and individuals seeking help get a full and tailored package of advice, as well as the standard grant application support which has continued to operate and guide the Council's business community response throughout the period from April 2021 onwards.

City Region Deal Narrative Indicator

The Aberdeen City Region Deal is playing a key role in supporting economic recovery and the creation of green jobs for the future across Aberdeen City and Aberdeenshire. Collectively, the Deal's projects support the region's vision for economic diversification and renewal, which are vital for sustainable business growth in key sectors, high-value green jobs to drive economic recovery and a just transition that provides work, training and skills opportunities. More than £504 million has been invested to date by the public and private sectors in transformational industry innovation and growth projects and digital and physical infrastructure.

The [Annual Report](#) highlights significant progress across its transformational projects as the region develops its leadership in the low-carbon economy across key industry sectors including energy, digital, transport, food and drink, and life sciences.



The #ABZDeal was formally signed in 2016 and is now a £936 million partnership between Aberdeen City Council, Aberdeenshire Council, Opportunity North East, Scottish Government and UK Government.

The 2021 report shows success in a number of areas:

- Speed and progress being made towards £2m of digital improvements in the City Network Extension project, connecting 57 corporate sites with a commercial investment of £40million by CityFibre to make Aberdeen a Gigabit City. (report page 44)
- In Aberdeenshire, the Full Fibre project investment of £10.5m to connect 191 public sites in Aberdeen City and Aberdeenshire including GP surgeries, schools, hospitals.

- Progress on construction of the £40 million BioHub, which will be home to 400 scientific entrepreneurs and drive life sciences innovation, collaboration and commercialisation when it opens in 2022.
- Key milestones in the development of the £21 million SeedPod innovation hub, including planning approval, which will support food and drink manufacturers to adopt new technology, drive advanced manufacturing efficiencies, use global insights for premium product development, and lead in low-carbon, sustainable food production.
- Aberdeen and Aberdeenshire's leadership in energy transition and the low-carbon economy, including the £390m Net Zero Technology Centre's work to develop and deploy technology to accelerate the transition to an affordable net zero North Sea.

Strategic Level Measures

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		
Number of new Business Gateway start-ups	116	123	128	106		

Performance Indicator	2018/19	2019/20	2020/21
	Value	Value	Value
Proportion of premises that have access to superfast broadband	93.0%	94.5%	94.3%
Proportion of premises that do not have access to 10Mbit/s broadband	1.1%	0.6%	0.7%

Service Commentary

The strategic level data above represents outcomes that are delivered in collaboration with a range of internal and external partners where the Aberdeen City Council plays a direct or facilitation role. The figures above are drawn from sampling of 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.

Business Start-ups

The rate of Business Start-ups continues to show sustained growth against 2020/21 outcomes, with start-up levels above the national average and Urban comparators, but with quarterly figures generally being below pre-covid levels of activity. The City has consistently performed above the national monthly average of Scottish Local Authorities since September 2020, with the latest monthly figure (September 2021) being 39 start-ups, as opposed to a national average figure of 23.

The provisional SLAED Indicator covering this metric indicates that, in the 2020 calendar year, the City generated 57 new business start-ups per 10,000 working age population in comparison with a Scotland average of 51 per 10,000. In 2019, this figure was 73 start-ups per 10,000 w.a. population.

The number of start-ups in the present fiscal year to date is 223 (an average monthly rate per 10,000 of w.a. population of 1.62) which compares to 174 (rate of 1.26) for the same period in 2020/21 but with the figures in 2019/20 being 302 (rate of 2.19) it is clear that the City has a distance to go to achieve parity with cumulative pre-COVID levels of activity.

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

Broadband Infrastructure Accessibility



The provisional local outcome for this metric, as yet to be formally published through the 2020/21 SLAED Indicator Report, indicates that the City continues to perform at levels in excess of the national figures for both the proportion of premises accessing superfast broadband connectivity (92.9%) and the percentage of premises that do not have access to 10Mbit/s broadband (2.8%) which is classed as the minimum speed of Universal Service Provision.

Members are asked to note that these metrics are dynamic in nature and are influenced by the rate of premises development in comparison with the roll-out of advanced broadband infrastructure by private companies. As such, it is not unusual for limited variations in year-on-year percentage outcomes which, where these are less than 1% each year, should be regarded as statistically insignificant.

Publication of the latest SLAED Report <http://www.slaed.org.uk/publications.html> is expected towards the end of February 2022.

3. Staff

Corporate Measures – Cluster Level

Performance Measure	Quarter 4 2020/21	Quarter 1 2021/22	Quarter 2 2021/22	Quarter 3 2021/22	Status	Long Trend - Quarterly
	Value	Value	Value	Value		
H&S Employee Reportable by Cluster – City Growth	0	0	0	1		

Performance Measure	Quarter 4 2020/21	Quarter 1 2021/22	Quarter 2 2021/22	Quarter 3 2021/22	Status	Long Trend - Quarterly
	Value	Value	Value	Value		
H&S Employee Non-Reportable by Cluster – City Growth	0	0	0	2		

Performance Measure	July 2021	August 2021	September 2021	October 2021	November 2021	December 2021	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	3.4	3.0	2.7	2.3	1.9	1.6		5.2
Establishment actual FTE – City Growth	133.86	138.24	147.91	157.53	169.35	166.11		

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%		77.9%			

STRATEGIC PLACE PLANNING CLUSTER

5. Customer

Corporate Measures – Cluster Level

Performance Measure	Quarter 3 2020/21	Quarter 4 2020/21	Quarter 1 2021/22	Quarter 2 2021/22	2020/21Target	Status	Long Trend - Quarterly
	Value	Value	Value	Value			
Total No. complaints received (stage 1 and 2) – Strategic Place Planning	6	3	5	3			

Performance Measure	Quarter 3 2020/21	Quarter 4 2020/21	Quarter 1 2021/22	Quarter 2 2021/22	2020/21 Target	Status	Long Trend - Quarterly
	Value	Value	Value	Value			
% of complaints resolved within timescale stage 1 and 2) – Strategic Place Planning	50%	66.6%	80%	66.6%	75%		
% of complaints with at least one point upheld (stage 1 and 2) – Strategic Place Planning	50%	33.3%	0%	33.3%			
Total No. of lessons learnt identified (stage 1 and 2) – Strategic Place Planning	0	0	1	0			

Service Commentary

There were a total of three complaints recorded during Quarter 2, two of which were responded to within the required timescale and one where the content of the complaint was upheld in whole or in part. The 2021/22 Year-To-Date figures are a total of 8 complaints, four fewer for the comparable period in 2020/21, with a response rate within timescale of 75% which matches the corporate target, with a rolling 12-month response rate of 64.7%

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Service Measures – Service Standards

Performance Measure	2020-21 Average	Quarter 3 2020/21	Quarter 4 2020/21	Quarter 1 2021/22	Quarter 2 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%	98.0%	98.0%	98.0%	97.0%		
Percentage of building warrant approvals responded to within 10 days	87.5%	83.0%	85.0%	83.0%	78.0%		

Service Commentary

The figures for Quarter 2 show a marginal dip in performance arising from the number of YTD warrant applications moving beyond what was experienced in both 2019/20 and last year in the same period, alongside catch-up work around the return of site based visits as lockdown restrictions eased.

The Scottish Government applies COVID-19 unaltered 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 with the Strategic Place Planning Service Standards around Building Standards processing and, in both instances, were within scope of the national targets.

6. Processes

Service Measures


Performance Measure	Quarter 4 2020/21	Quarter 1 2021/22	Quarter 2 2021/22	Quarter 3 2021/22	Long Trend- Quarterly
	Value	Value	Value	Value	
Number of Development Management Applications processed	409	402	356	325	↓
Number of Building Standards Applications processed	360	455	428	390	↓

Service Commentary

The levels of activity against both Development Management and Buildings Standards applications has slowed in Quarter 3 in comparison with the previous quarter with Management applications showing a decline against the same period in both 2020/21 and 2019/20, whilst the number of Building Standards applications, although lower than most recent quarters, is equal to or greater than Quarter 3 figures for the previous two years.

Cumulatively, the annual trend for Management Applications is that 1,083 applications have been processed in the year to date, just above the figure for 2020/21 (1,064) but below the 2019/20 YTD total of 1,222. Building Standards applications in the year to date are 1,273, substantially above the 2020/21 outcome (+30.3%) of 977, and marginally greater than in 2019/20 (+3.9%)

Strategic Level Measures – Annual 2020/21 Indicator

Performance Indicator	2018/19	2019/20	2020/21	Status	Long Trend - Annual
	Value	Value	Value		
Number of affordable homes delivered in the year to date	356	401	461		↑





Service Commentary



The Strategic Development Plan (SDP) sets the Housing Supply Target using information from the Housing Need and Demand Assessment. This is the Strategic Development Planning Authority's view of the type and level of housing to be delivered over the period of the SDP. Although taking aspiration into account it aims to identify a target which is deliverable.

Affordable houses are registered complete when they are ready to be occupied. Completion is affected by a variety of factors, not least the weather which can have a major impact, along with COVID restrictions in the previous 12 months. Delivery has risen dramatically in the last four years and this is set to continue for the next few years as properties are delivered through Section 75 legal agreements.

7. Staff

Corporate Measures – Cluster Level

Performance Measure	Quarter 4 2020/21	Quarter 1 2021/22	Quarter 2 2021/22	Quarter 3 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	July 2021	August 2021	September 2021	October 2021	November 2021	December 2021	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	1.9	1.6	1.4	1.1	0.9	1.0		5.2
Establishment actual FTE – Strategic Place Planning	93.25	91.21	90.13	89.56	89.56	89.95		

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%		70.5%			

Service Measures

Performance Measure	July 2021	August 2021	September 2021	October 2021	November 2021	December 2021	Status
	Value	Value	Value	Value	Value	Value	
YTD % of budgeted income received from Planning Application fees	44.4%	49.5%	58.6%	66.5%	73.4%	84.9%	
YTD % of budgeted income received from Building Warrant fees	32.2%	50.1%	56.0%	61.6%	67.6%	72.2%	

GOVERNANCE CLUSTER

9. Customer

Corporate Measures -Cluster Level











Performance Measure	Quarter 3 2020/21	Quarter 4 2020/21	Quarter 1 2021/22	Quarter 2 2021/22	Quarterly Status	Long Trend - Quarterly	2021/22 Target
	Value	Value	Value	Value			
Total No. complaints received (stage 1 and 2) – Governance	5	0	3	5			
% of complaints resolved within timescale stage 1 and 2) – Governance	60.0%	N/A	100.0%	40.0%			75%
% of complaints with at least one point upheld (stage 1 and 2) – Governance	80.0%	N/A	0.0%	20.0%			
Total No. of lessons learnt identified (stage 1 and 2) – Governance	1	N/A	0	2			

Service Commentary

Of the five complaints recorded, two were responded to within timescale and a single complaint was upheld which has negatively impacted on the Long Trend direction, albeit that consideration of the relatively low number of complaints received by the Service over the 12 month YTD period, needs to be taken into account when reviewing this change. The rolling 12-month complaints response rate was 61.5%.

10. Processes

Service Measures – Service Standards

Performance Measure	Quarter 4 2020/21	Quarter 1 2021/22	Quarter 2 2021/22	Quarter 3 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, and School Placings Hearings, which is mirrored in the in the first two Service Standards, although the Service is currently providing all determinations within the original 6 month timelines. The legislation around School Hearings is amended at the end of February but enables continuation of remote appeal hearings and hybrid meetings as part of on-going COVID-19 measures.

[The Education Miscellaneous Amendments Coronavirus Scotland No.-2 Regulations-2021](#)

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 as an end-of-year outcome

11. Staff

Corporate Measures - Cluster Level

Performance Measure	Quarter 4 2020/21	Quarter 1 2021/22	Quarter 2 2021/22	Quarter 3 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	July	August	Sept	October	November	December	Status	Corporate Monthly Figure
	Value	Value	Value	Value	Value	Value		
Average number of total working days lost per FTE (12 month rolling figure) – Governance	1.23	1.3	1.4	1.2	1.0	1.0		5.2
Establishment actual FTE – Governance	60.37	60.89	59.68	58.99	59.17	59.17		

12. 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%		74.7%			

FINANCE CLUSTER

13. Customer

Corporate Measures – Cluster Level

Performance Measure	Quarter 3 2020/21	Quarter 4 2020/21	Quarter 1 2021/22	Quarter 2 2021/22	Quarterly Status	Long Trend - Quarterly	2021/22 Target
	Value	Value	Value	Value			
Total No. complaints received (stage 1 and 2) – Finance	2	4	2	8			
% of complaints resolved within timescale stage 1 and 2) – Finance	50%	100%	50%	75%			75%
% of complaints with at least one point upheld (stage 1 and 2) – Finance	50%	100%	50%	25%			
Total No. of lessons learnt identified (stage 1 and 2) – Finance	0	1	1	1			





Service Commentary



Complaints Handling

Of the 8 complaints received in Quarter 2, six were responded to within timescale and one was partially or wholly upheld, with both response times and complaints upheld improved. The rolling 12-month total for Complaints received was 16, with 75% of these being responded to within timescale. These numbers respectively, are improved on, and lower than at the same YTD quarter in 2020-21.

14. Staff




Corporate Measures – Cluster Level

Performance Measure	Quarter 4 2020/21	Quarter 1 2021/22	Quarter 2 2021/22	Quarter 3 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	July	August	Sept	October	November	December	Status	Corporate Monthly Figure
	Value	Value	Value	Value	Value	Value		
Average number of total working days lost per FTE (12 month rolling figure) – Finance	2.3	2.6	2.8	3.1	3.3	3.3		5.2
Establishment actual FTE – Finance	88.46	88.34	88.17	88.46	91.48	90.77		

15. 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%		69.6%			

PEOPLE AND ORGANISATION CLUSTER

Corporate Measures – Cluster Level

16. Customer

Performance Measure	Quarter 3 2020/21	Quarter 4 2020/21	Quarter 1 2021/22	Quarter 2 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			

17. Staff

Corporate Measures – Cluster Level

Performance Measure	Quarter 4 2020/21	Quarter 1 2021/22	Quarter 2 2021/22	Quarter 3 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	July	August	Sept	October	November	December	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	0.27	0.26	0.20	0.25	0.27		5.2
Establishment actual FTE – People and Organisation	33.0	34.3	34.1	33.4	32.2	31.44		

18. Finance & Controls

Cluster Measures – Annual 2020/21 Indicators

Performance Indicator	2018/19	2019/20	2020/21	Status	Long Trend - Annual
	Value	Value	Value		
Cost of overall human resources function per £1,000 of net expenditure	£4.22	£4.40	£3.18		

Service Commentary

The costs for human resources services have decreased from £4.40 per £1,000 of overall net Council expenditure in 2019/20 to £3.18 in 2020/21(-27.7%) This reflects the change in the organisational structure of the function following the Service Redesign, an underspend in the training budget during the pandemic, and a marginal dynamic effect of the increase in the net cost of overall Council Operations.

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%		63.3%			

CAPITAL CLUSTER

19. Customer

Corporate Measures – Cluster Level

Performance Measure	Quarter 3 2020/21	Quarter 4 2020/21	Quarter 1 2021/22	Quarter 2 2021/22	2021/22 Target	Quarterly Status	Long Trend - Quarterly
	Value	Value	Value	Value			
Total No. complaints received (stage 1 and 2) – Capital	0	2	2	3			

Performance Measure	Quarter 3 2020/21	Quarter 4 2020/21	Quarter 1 2021/22	Quarter 2 2021/22	2021/22 Target	Quarterly Status	Long Trend - Quarterly
	Value	Value	Value	Value			
% of complaints resolved within timescale stage 1 and 2) – Capital	N/A	50%	50%	33.3%	75%		
% of complaints with at least one point upheld (stage 1 and 2) – Capital	N/A	100%	0%	33.3%			
Total No. of lessons learnt identified (stage 1 and 2) – Capital	N/A	0	0	0			

Service Commentary

Complaints Handling


There were 3 recorded complaints processed during Quarter 2, of which 1 was responded to within timescale and 1 which was upheld at Stages 1 and 2 combined. The rolling 12-month figures for complaint numbers and responses provided within timescale were eight and 42.8% respectively.

20. Staff

Corporate Measures – Cluster Level




Performance Measure	Quarter 4 2020/21	Quarter 1 2021/22	Quarter 2 2021/22	Quarter 3 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	July	August	Sept	October	November	December	Status	Corporate Monthly Figure
	Value	Value	Value	Value	Value	Value		
Average number of total working days lost per FTE (12 month rolling figure) – Capital	1.18	1.27	1.21	1.19	1.29	1.4		5.2

Performance Measure	July	August	Sept	October	November	December	Status	Corporate Monthly Figure
	Value	Value	Value	Value	Value	Value		
Establishment actual FTE – Capital	56.48	56.06	58.85	62.9	59.7	62.5		

21. 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%		51.5%			

CORPORATE LANDLORD CLUSTER

22. Customer

Corporate Measures - Cluster Level

Performance Measure	Quarter 3 2020/21	Quarter 4 2020/21	Quarter 1 2021/22	Quarter 2 2021/22	2021/22 Target	Status	Long Trend - Quarterly
	Value	Value	Value	Value			
Total No. complaints received (stage 1 and 2) – Corporate Landlord	8	14	8	12			
% of complaints resolved within timescale stage 1 and 2) – Corporate Landlord	37.5%	28.6%	37.5%	41.7%	75%		
% of complaints with at least one point upheld (stage 1 and 2) – Corporate Landlord	50%	78.6%	50%	25%			

Performance Measure	Quarter 3 2020/21	Quarter 4 2020/21	Quarter 1 2021/22	Quarter 2 2021/22	2021/22 Target	Status	Long Trend - Quarterly
	Value	Value	Value	Value			
Total No. of lessons learnt identified (stage 1 and 2) – Corporate Landlord	0	0	1	0			



Service Commentary

Complaints Handling

Of the 12 complaints received during Quarter 2, 5 were responded to within timescale and a quarter were partially or wholly upheld. Although complaint numbers had risen in the Quarter, the speed of response and proportion of complaints upheld has been improving as a result of greater focus against this issue. The 12 month rolling figures noted a total of 42 complaints, significantly lower than the cumulative 70 recorded as at Quarter 2 in 2020-21, with 36.25% being responded to within timescale, lower than the 52.6% of the same rolling quarter in 2020-21.

23. Processes

Cluster Measures – Annual 2020/21 Indicators

Performance Indicator	2018/19	2019/20	2020/21	Status	Long Trend - Annual
	Value	Value	Value		
Operational Buildings and Street Lighting Carbon Emissions (tonnes) tCO2e	27,631	26,961	21,714		

Service Commentary

There is a reduction from the previous year but, this is mainly due to the reduced use of buildings during the COVID-19 restrictions in 2020. Electricity consumption was 25% lower than previous year. Gas consumption was 15% lower than 2019.

The prolonged colder and wetter winter in 2020/21 increased gas consumption and explains why consumption did not fall as much as electricity over the same period. Water consumption was 27% lower than 2019/20, again due to reduced usage of buildings in 2020.

A change in the emissions factors used to calculate water and waste water CO2 emissions had resulted in a significant reduction in CO2 emissions from water, alongside a fall in actual consumption.

24. Staff

Corporate Measures – Cluster Level

Performance Measure	Quarter 4 2020/21	Quarter 1 2021/22	Quarter 2 2021/22	Quarter 3 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		

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Performance Measure	July	August	Sept	October	November	December	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	5.0	5.2	5.5	6.1	6.6	7.1		5.2
Establishment actual FTE – Corporate Landlord	53.56	53.85	54.56	52.68	52.66	45.2		

25. 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%		48.6%			












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				

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ABERDEEN CITY COUNCIL

COMMITTEE	City Growth and Resources
DATE	3 February 2022
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Ellon Park & Ride to Garthdee Transport Corridor Study (Bus Partnership Fund)
REPORT NUMBER	COM/22/017
DIRECTOR	Gale Beattie
CHIEF OFFICER	David Dunne
REPORT AUTHOR	Kevin Pert
TERMS OF REFERENCE	3.2 & 3.3

1. PURPOSE OF REPORT

- 1.1 To advise Members of the outcomes of the Ellon Park & Ride to Garthdee Transport Corridor study (part of the Bus Partnership Fund programme) and to seek Committee approval to further progress the project to an Outline Business Case.

2. RECOMMENDATION(S)

That the Committee:-

- 2.1 Agree the outcomes of the study have merit in contributing to a cohesive transport network on the corridor;
- 2.2 Agree that work to further develop the options package measures outlined in Table 1 below be progressed to an Outline Business Case and instruct the Chief Officer – Strategic Place Planning to develop the Outline Business Case in accordance with the Transport Scotland governance decisions on the gateways for the Bus Partnership Fund; and
- 2.3 Instruct the Chief Officer - Strategic Place Planning to report back to this Committee with the Outline Business case and next steps by December 2023.

3. BACKGROUND

- 3.1 Reference is made to the City Growth and Resources Committee meeting of 25th August 2021, report number COM/21/178, wherein the committee was advised of the success of the North East Bus Alliance Bid to the Scottish Government Bus Partnership Fund (BPF).
- 3.2 The Bus Partnership Fund was launched to “*enable local transport authorities, in partnership with bus operators, to work together to develop and deliver ambitious bus priority schemes to tackle the negative impacts of congestion on*

bus services.” This corridor Ellon to Garthdee is one of the selection of corridors covered by the grant award.

- 3.3 The corridor was identified as one of the bus transport priority corridors in the region by the North East Bus Alliance and covers from the Ellon Park and Ride, Aberdeenshire, to Garthdee Road, Aberdeen City, excluding the city centre element which is addressed in a separate package and now integrated with the on-going work to implement the City Centre Masterplan.
- 3.4 In June 2020, Aberdeen City Council in partnership with Nestrans, commissioned transport consultants AECOM to undertake a Scottish Transport Appraisal Guidance (STAG)-based study of the corridor to identify and appraise options for improving multimodal transport connections (with an emphasis on public transport and active travel) from the Ellon Park & Ride to Garthdee Road, taking into account the status of these roads within the revised North East Scotland Roads Hierarchy. The study was completed in September 2021, with outcomes presented in a final report detailed in Appendix B and an executive summary in Appendix A.
- 3.5 To help shape the study outcomes, the transport consultants explored the problems, issues, opportunities, and constraints on the corridor through a series of targeted consultations with a number of stakeholders, including active travel groups and bus operators. They also undertook an online public engagement exercise and held a virtual workshop with the client study group, comprising of officers from Aberdeen City Council, Nestrans, Aberdeenshire Council and the sustainable travel charity Sustrans. Press and social media releases raised awareness of the ongoing study and invited participation. Emails were sent to Community Groups as well as to external organisations requesting comments/feedback and an online consultation questionnaire was published for a period of six weeks.
- 3.6 Following responses received from these consultations, and in conjunction with a review of past studies related to the corridor and collective feedback of the client study group, AECOM generated an initial long list of options which were then sifted and appraised using the STAG (Scottish Transport Appraisal Guidance) approach. This informed a shortlist of the best performing options. The corridor was appraised in a holistic manner taking into account all road users as well as the new post Aberdeen Western Peripheral Route Roads Hierarchy to report outcomes classified into active travel options (AT), bus transport options (BU) and other supporting options (O) which were then categorised into short-, medium- and long- term delivery timescales as detailed in Appendices A and B.
- 3.7 Although some options are identified as long term, the ambition would be to deliver all finally approved measures within 5 years, given the Scottish Government’s Climate Change Plan commitment to reduce car km by 20% by 2030 which will require significant travel behaviour change in just a few years.
- 3.8 Note that the transport proposals for the corridor help to support the City’s ambitious transport strategies including the Regional Transport Strategy 2040,

in moving towards a sustainable transport system as well as contributing to the Net Zero Vision for Aberdeen.

- 3.9 Therefore, to remain true to the aims, strategic objectives and visions of the City and Region's various policy documents and strategies in relation to sustainable transport and climate change mitigation efforts, officers have selected key options from the shortlisted outcomes of the study that would bring immediate added value and real difference to the transport network along the corridor in terms of journey time reliability, addressing congestion, encouraging travel mode shift, supporting climate change measures, as well as meeting the transformational ambition required of the Bus Partnership Fund grant. These are the options outlined in Table 1 below and recommended to be developed to an Outline Business Case.
- 3.10 On award of the first round of the BPF funding, according to the [press release by Transport Scotland](#) published June 2021, "*The Fund will be guided by the evidence on how bus services will be improved by addressing congestion, but we also expect the Fund to leverage other bus service improvements making bus a more attractive option to many which will in turn help tackle the climate emergency, reduce private car use and support modal shift.*

This initial tranche of funding is for quick wins and appraisal work to support local transport authorities towards developing business cases which will detail how the investment will achieve strategic objectives, at both the national and local levels. The aim is that the Bus Partnership Fund will fund projects which will make a real difference; supported by match in kind action and investment. Further funding will be released after scrutiny against the Fund criteria is satisfied."

- 3.11 One of the requirements of the grant is that Transport Scotland will undertake a Gateway Review of the study outcomes to determine if the project meets the conditions and requirements of the fund in order to grant approval for the next stage of the study, which is the Outline Business Case. The Gateway Review for this study's outcomes has been scheduled for January 2022.
- 3.12 If the study is successful at the Gateway Review, the Outline Business Case would progress to develop the recommended options to address the immediate transport problems on the corridor and these complement the ambitions of the approved City Centre Masterplan, the forthcoming Beach Development Framework, and also integral with relevant committee decision on previous studies related to the corridor- the Bridge of Don to City Centre Active Travel corridor (COM/20/160) and the Bridge of Dee West Active Travel corridor (COM/20/159) projects.

Table 1: Key Option Measures recommended for progression to Outline Business Case

<p>The options listed have been selected as key measures to be progressed to the next stage and for the huge opportunity they present for a transformational improvement to the transport experience on the Ellon-Garthdee corridor. These options support carbon reduction, sustainable travel and modal shift, and will largely address the transport issues noted along the corridor. Those elements contained within the City Centre will be taken forward as part of the CCMP.</p>			
Category	Ref.	Description	Rationale
Active Travel	AT3	Implement long distance active travel route between Ellon and Murcar	<p>Provision of active travel enabling infrastructures would significantly improve the safety and attractiveness of active travel by reducing conflicts between different users. These options are anticipated to encourage more people to walk and cycle for trips along the corridor in conjunction with public transport uptake and patronage.</p>
	AT8	Implement segregated cycleway between Murcar and Bridge of Don	
	AT23	Implement segregated cycleway on the Bridge of Don	
	AT33	Implement active travel route via Beach Esplanade	
	AT30	Implement segregated cycleway on King Street (subject to review of additional land take requirements)	
	AT41	Implement segregated cycleway on Holburn Street (subject to review of additional land take requirements)	
	AT48	Implement segregated cycleway on Garthdee Road	
Bus Transport	BU18	Implement bus lane between Murcar Roundabout and the Bridge of Don	<p>Provision would be anticipated to reduce bus journey times and increase reliability, which could lead to modal shift and associated environmental benefits in terms of air quality improvement. Could encourage increasing uptake and patronage where well-integrated with active travel provisions.</p>
	BU25	Implement bus lane for the full length of King Street between Bridge of Don and Castle Street	
	BU36	Implement bus lane for the full length of Holburn Street between Holburn Junction and Garthdee Roundabout	
<p>The options below support the delivery of the key options above and would be progressed as part of the overall Outline Business Case for the above transformational options:</p>			
O2	Review current junctions under SCOOT system and consider junctions to add to the SCOOT network to ensure optimal flow.		
O14	Application of red route clearway restrictions along the full length of King Street		
O17	Review the routing of freight at the Mounthooly Way junction, including consideration of diverting freight away from King Street and onto Mounthooly Way and West North Street.		
O18	Implement traffic calming measures on King Street to the south of Mounthooly Way e.g. reduction of speed limit to 20mph		
O19	Review of on-street parking spaces along King Street		
O20	Close or restrict movements into side roads along the full length of King Street		
O22	Implementation of a 20mph speed restriction on Holburn Street in line with its reduced priority in the adopted Roads Hierarchy.		

O28	Implement width restriction on Holburn Street at Riverside Drive to restrict HGV access and encourage use of the HGV diversion route.
O29	Review the layout of Garthdee Roundabout
AT14	Implement a crossing point for active travel users on Ellon Road south of Murcar Roundabout e.g. toucan crossing to aid active travel movements in the area.
AT15	Improve active travel provision at the Ellon Road/Parkway junction
AT17	Implement crossing facilities for active travel users on Ellon Road at the junction with Balgownie Road to allow for safe pedestrian crossing.
AT21	Improve active travel access to Bridge of Don Park and Ride, including consideration of improved access from King Robert's Way to Exhibition Avenue and implementation of a footpath link between the site and the bus stops on Ellon Road.
AT28	Implement a crossing point for active travel users to the north of the Bridge of Don by introducing crossing facilities to support movements to the Brig O'Balgownie.
AT34	Implement active travel route via Golf Road and Park Road. Creation of an active travel route in both directions east of King Street via Golf Road and Park Road using a mix of existing carriageway and new segregated routes.
AT38	Create protected junction at King Street/West North Street junction for cyclists (subject to implementation of option AT30 to ensure cohesive network)
AT39	Tighten Junction radii and reduce side road width along the full length of King Street
AT44	Implement active travel route via Bon Accord Terrace and Hardgate
AT45	Create protected junction at Holburn Street/Great Western Road junction for cyclists (subject to implementation of option AT41 to ensure cohesive network)
AT53	Reduce traffic speeds on Garthdee Road
AT54	Widen narrow footways on the south side of Garthdee Road to aid pedestrian movement.
AT55	Provide crossing facility on Garthdee Road at Gray's School of Art.
AT58	Upgrade the junction at Asda/Garthdee Road to improve cycle provision
AT59	Upgrade the junction at Sainsbury's/Garthdee Road to improve cycle provision
BU2	Review bus stop infrastructure on the corridor
BU10	Extend the hours of existing bus lanes in operation on the Ellon Park & Ride to Garthdee Corridor and ensure consistency of operational hours.
BU11	Improve bus lane enforcement on the corridor
BU13	Review opportunities to utilise Intelligent Transport System (ITS) to aid bus priority along the corridor
BU20	Implement upgrades to the Ellon Road/Parkway junction to improve northbound bus priority
BU22	Reconfigure access/egress from Bridge of Don Park & Ride to Ellon Road
BU23	Implement junction upgrades at the Ellon Road/North Donside Road junction to improve bus priority from North Donside Road
BU30	Review the layout of the Regent Walk junction
BU31	Review the layout of the Orchard Street / Linkfield Rd junction, including consideration of signal timing
BU32	Review the layout of the Mounthooly Way junction
BU33	Review the layout of the West North Street junction
BU34	Review of on-street parking along King Street to identify possible relocation to adjacent streets.
BU37	Review the layout of Holburn junction
BU40	Review the layout of the Great Southern Road Roundabout
BU41	Review the layout of Holburn St/Broomhill Road junction
BU44	Review of on-street parking spaces along Holburn Street to the south of the Broomhill Road junction

4. FINANCIAL IMPLICATIONS

- 4.1 There are no direct financial implications arising from the recommendations of this report. The Bus Partnership Fund provides 100% of funding for staff time and consultant fees for this study and further work to produce an Outline Business Case. It is intended to bid to the Bus Partnership Fund for

infrastructure works recommended in the OBC, however this will be detailed in a future report to this Committee.

5. LEGAL IMPLICATIONS

- 5.1 A number of actions will require Traffic Regulation Orders which may be subject to statutory objection. Land acquisition may also be necessary for some infrastructure measures.
- 5.2 There are conditions associated with the Bus Partnership Fund grant that must be complied with in order to claim eligible spend.

6. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
Strategic Risk	<p>Delivery of public transport measures supports a number of the Council's strategic priorities, particularly in terms of a sustainable economy, a sustainable transport system, the continued health and prosperity of our citizens, reductions in carbon emissions and a high-quality environment.</p> <p>Failure to deliver public transport improvements where there is evidence of their effectiveness could undermine the Council's ability to realise these aspirations.</p>	M	Take forward the recommendations of this report, working 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.	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 active travel and public transport measures proposed, not fully defined at this stage but these will be detailed and addressed as works progress.	L	Compliance with the Scheme of Governance and roads and procurement legislation.
Financial	If non-compliant to the grant conditions, there is risk around spend being ineligible or rejected, and therefore having to be absorbed by this Council and partners.	L	All partners confirmed they read and understood the grant conditions and Aberdeen City Council also have rigorous internal governance procedures. Regular monthly reporting to Transport Scotland will also help to reduce this risk.
Reputational	Failure to deliver in accordance with the grant conditions to help meet the Council's (and partners) strategic transport objectives undermines the Council's commitments to improving the lives of those who live, work and visit Aberdeen	M	Take forward the recommendations of this report to progress works to the next stage. 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	<p>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.</p> <p>If active travel and public transport measures are not delivered, ACC would not provide conditions which could encourage more sustainable travel movements which are likely to bring environmental improvements to the city and region.</p> <p>There are risks that a lack of active travel and public travel measures will impact on travel options for residents and businesses within Aberdeen and immediate surrounding areas.</p>	M	<p>Take forward the recommendations of this report to progress works to the next stage.</p> <p>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.</p>
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7. OUTCOMES

<u>COUNCIL DELIVERY PLAN</u>	
	Impact of Report
<p>Aberdeen City Council Policy Statement</p> <p>✓ PLACE Policy Statement 3 <i>-Refresh the local transport strategy, ensuring it includes the results of a city centre</i></p>	<p>The proposals within this report support the delivery of PLACE Policy Statement 3 & 4 as well as ECONOMY Policy Statement 4. Facilitating and encouraging an increase in public transport usage through utilisation of the Bus Partnership Fund grant to deliver enabling infrastructure will</p>

<p><i>parking review; promotes cycle and pedestrian routes; and considers support for public transport.</i></p> <p>✓ PLACE Policy Statement 4 <i>-Cycle hire scheme</i></p> <p>✓ ECONOMY Policy Statement 4 – <i>Increase city centre footfall through delivery of the City Centre Masterplan, including the redesigned Union Terrace Gardens.</i></p>	<p>be highly beneficial to supporting the associated Policy Statements identified.</p>
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Aberdeen City Local Outcome Improvement Plan

<p>Prosperous Economy Stretch Outcomes</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, within and between economic opportunities as they arise by 2026.</p>	<p>The proposals within this report support the delivery of LOIP Stretch Outcomes 1 to 3 as a good transport network and infrastructure provision means anyone regardless of their social status can choose a sustainable mode of travel for commuting. A reliable transport network supports economic growth and movement both locally and otherwise and affords the public the opportunity to choose a sustainable mode of travel to and from their workplaces. The proposals within this report aim to provide journey time reliability.</p>
<p>Prosperous People Stretch Outcomes</p> <p>4. 95% of children (0-5 years) will reach their expected developmental milestones by the time of their child health reviews by 2026.</p> <p>5. 90% of Children and young people will report that their experiences of mental health and wellbeing have been listened to by 2026.</p>	<p>The proposals within this report support the delivery of People Stretch Outcomes 4, 5 and 11 in the LOIP.</p> <p>Infrastructures resulting from the proposals in this report aligns with the public’s desire for a comprehensive active travel network and reliable public transport network around the city, which will enable anyone (able-bodied/disabled, high/low income, children, etc) to travel by their preferred means, actively and safely. Children can be taken to parks to interact with the outdoors helping them reach their expected developmental milestones and wellbeing.</p>

<p>11. Healthy life expectancy (time lived in good health) is five years longer by 2026.</p>	<p>It is also well known that an active lifestyle contributes to personal wellbeing health wise and thus can improve life expectancy.</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. Increase sustainable travel: 38% of people walking and 5% of people cycling as main mode of travel by 2026</p>	<p>The proposals within this report support the delivery of Place Stretch Outcomes 13 and 14 in the LOIP.</p> <p>Creating new active travel routes and/ or upgrading existing ones to standard, increases the attractiveness of walking and cycling, and indirectly providing support towards influencing a behavioural change and modal shift of travel choice from private vehicles to an active travel means for short journey purposes; thereby contributing in the long run to this outcome target of reducing harmful carbon emissions. A robust and reliable public transport network where well-integrated with active travel infrastructures will encourage public transport uptake and patronage.</p>
<p>Regional and City Strategies</p> <ul style="list-style-type: none"> ✓ <i>Regional Transport Strategy (2040),</i> ✓ <i>Local Development Plan,</i> ✓ <i>Local Transport Strategy including the Active Travel Action plan</i> ✓ <i>Strategic Development Plan</i> ✓ <i>Regional Economic Strategy</i> ✓ <i>Net Zero Vision for Aberdeen</i> 	<p>The proposals within this report support Regional and Local Transport Strategies and related strategies, which all aim to deliver a sustainable transport system as well as enhance the connectivity of the existing transport network.</p>
<p>UK and Scottish Legislative and Policy Programmes</p> <ul style="list-style-type: none"> ✓ National Transport Strategy 2 ✓ Cycling Action Plan for Scotland ✓ Scottish Planning Policy ✓ National Walking Strategy ✓ Cleaner Air for Scotland Strategy 	<p>Overarching all the policies contained within it, the NTS2 embeds a Sustainable Travel Hierarchy in decision-making by promoting walking, wheeling, cycling, public transport and shared transport options in preference to single occupancy private car use for the movement of people. As above, this report supports this policy.</p> <p>The Scottish Government Climate Change Plan also includes a commitment to a 20% reduction in car kms by 2030.</p>

8. IMPACT ASSESSMENTS

Assessment	Outcome
Impact Assessment	A Full impact assessment will be undertaken as part of the next stage of the project following approval of the recommendations in this report.
Data Protection Impact Assessment	Not required

9. BACKGROUND PAPERS

[City Growth and Resources Committee 25 August 2021 Bus Partnership Fund Bid – COM/21/178 Item 11.2 \(pages 227-238\)](#)

10. APPENDICES

Appendix A – Executive Summary – Ellon Park & Ride to Garthdee Transport Corridor Study

Appendix B – Final Report – Ellon Park & Ride to Garthdee Transport Corridor Study

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Ellon P&R to Garthdee Transport Corridor Study: STAG-Based Appraisal

Executive Summary

Aberdeen City Council

Project number: 60637770

October 2021

Executive Summary

Background

In June 2020, AECOM was commissioned by Aberdeen City Council (ACC) to develop a Scottish Transport Appraisal Guidance (STAG)-based appraisal of options for improving transport connections (particularly public transport and active travel connections) from the Park and Ride (P&R) in Ellon, Aberdeenshire to the Garthdee Road corridor in Aberdeen City, and on related public transport routes.

The study has been guided by a Project Steering Group led by ACC and supported by Nestrans, Aberdeenshire Council and Sustrans.

Study Area

The study area is the north-south corridor between Ellon in Aberdeenshire and Garthdee in Aberdeen City. The corridor provides access to a range of communities and key destinations. The section marked in red along Union Street and the south of King Street is excluded from consideration as part of this study. This falls within the boundary of the City Centre Masterplan and within the remit of the A944/A9119 transport corridor study.

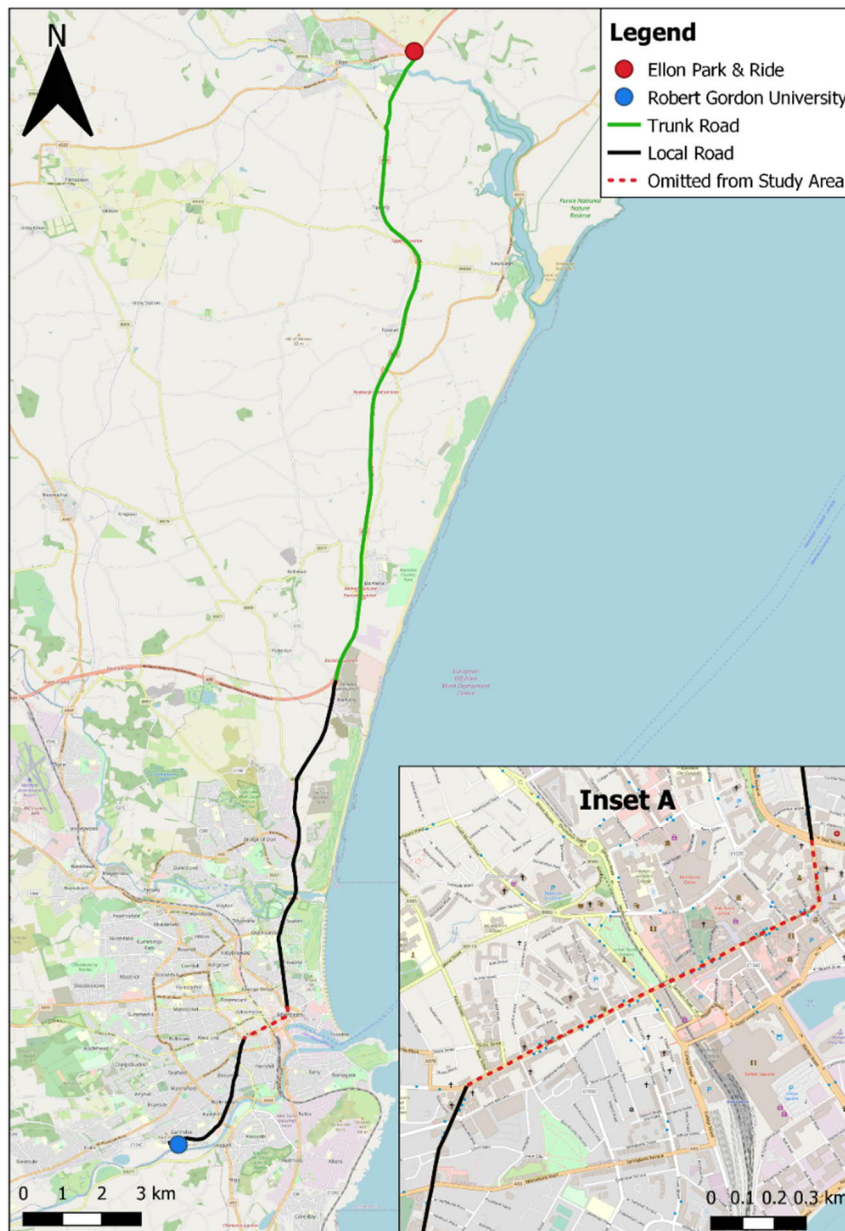


Figure 1: Study Area

Context Setting

An extensive desktop exercise was undertaken to set the context for the study. Key tasks included:

- A review of relevant national, regional and local policy documents;
- A review of previous studies to gather information on problems and opportunities previously identified and options previously developed for sections of the study corridor;
- A review of the geographic context, setting out features of key settlements located along the study corridor;
- A review of the socio-economic context, considering key indicators such as population, employment, car availability, deprivation and health;
- A review of the transport context, supported by origin destination analysis; active travel infrastructure and usage counts; bus infrastructure, usage and journey time variability; journey time analysis to/from key settlements to/from principal destinations; overview of the road network and traffic volumes; overview of road safety incidents; electric vehicle charging infrastructure; and freight routes and counts;
- A review of the planning context, providing information on relevant development allocations along the corridor, including the Cloverhill Development for 550 homes and associated facilities to the east of the A92 south of Murcar Roundabout. It proposes a number of changes to the local road network including the introduction of two new vehicle junctions, an additional toucan crossing and speed limit changes; and
- A review of the environmental context, outlining the key environmental constraints along the study corridor.

Problems and Opportunities

Within STAG, problems, issues, constraints and opportunities (PICO) are described as follows:

- **Problem:** existing and future problems within the transport and land use system;
- **Opportunity:** changes to improve the transport and land use system to realise opportunities;
- **Issue:** uncertainty that the study may not be in a position to resolve, but must work within the context of; and
- **Constraint:** representing the bounds within which a study is being undertaken.

A localised corridor review was undertaken to determine PICO along the study corridor and annotated satellite images were used to outline the results. The junctions included within the localised corridor review are shown in the table below.

Table 1: Junctions included within Localised Corridor Review

Study Section	Key Junctions
Ellon to Murcar	1. A90/A948 Roundabout 2. A90/B9000 Roundabout 3. Balmedie Junction 4. Blackdog Junction
Murcar to Bridge of Don	5. A92/B999 Roundabout (Murcar) 6. A92/A956 Roundabout (The Parkway) 7. A956/North Donside Road Roundabout 8. Balgownie Road Junction
Bridge of Don	9. Bridge of Don
King Street	10. St Machar Drive Roundabout 11. Mounthooly Way Junction 12. West North Street Junction
Holburn Street	13. Holburn Junction 14. Great Western Road Junction 15. Great Southern Road Junction
Bridge of Dee to Garthdee	16. Garthdee Roundabout 17. Garthdee Road

The localised corridor review was supported by a review of strategic issues for the corridor. The diagram below outlines the key strategic PICO that were identified.

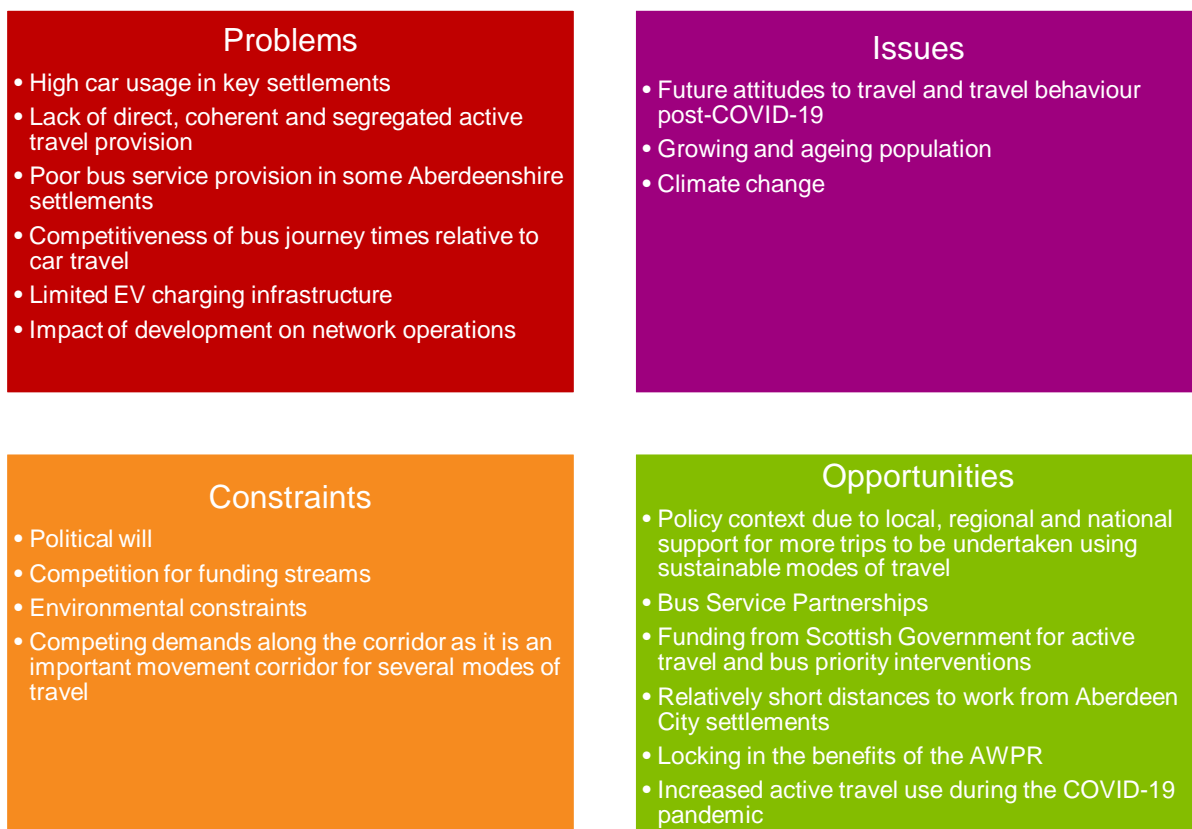


Figure 2: Strategic Problems, Issues, Constraints and Opportunities

Public and Stakeholder Engagement

Public and stakeholder engagement was undertaken at two stages during the Ellon P&R to Garthdee Study – to support the identification of problems, issues, constraints and opportunities and to provide feedback on the options developed for the corridor.

During the first phase of engagement, a series of targeted consultations with a number of stakeholders were undertaken. Those providing feedback as part of the study are summarised in the diagram below.



Figure 3: Stakeholders Providing Feedback as part of the Study

During the second stage of engagement, an online consultation was hosted by ACC during July and August 2021 to provide opportunity for members of the public and stakeholders to provide feedback on the options developed for the corridor. A Story Map was available online through the ACC website which outlined proposed options that could be introduced to improve transport between Ellon and Garthdee. This was supported by a questionnaire to enable members of the public to provide feedback. There were 51 responses to the online questionnaire, including 45 from individuals and 6 responses from organisations.

Transport Planning Objectives

In line with STAG, development of Transport Planning Objectives (TPOs) was driven by an understanding of the evidence-based problems and opportunities identified along the study corridor. The final TPOs for the study are:

- **TPO1** – Improve walking and cycling infrastructure on the corridor to provide safer and more attractive routes, enabling and encouraging trips to be undertaken actively and increasing the modal share of walking and cycling for all journey types.
- **TPO2** – Increase the competitiveness of walking and cycling options for short trips by reducing the convenience of using private cars for such trips.
- **TPO3** – Implement public transport measures between Ellon P&R and Garthdee which support year-on-year recovery and growth in bus patronage on the study corridor and which promote innovation and emerging technologies that reflect the ambition of providing a step-change in public transport provision along the corridor.
- **TPO4** – Improve public transport reliability and journey times between Ellon P&R and Garthdee and between the study corridor, Bridge of Don P&R and villages in Aberdeenshire; to achieve a step-change in the competitiveness of public transport compared with private car travel.
- **TPO5** – Lock-in journey time benefits delivered by the AWPR to ensure efficient access to the city from the north to reflect the corridor's priority status within the roads hierarchy and to discourage use of adjacent secondary and tertiary routes for through trips.

Do-Minimum

In line with STAG, all generated options must be appraised against a Do-Minimum scenario. The Do-Minimum for the Ellon P&R to Garthdee study assumes the interventions presented in the table below are in place. In addition to those schemes included in the table, it has also been assumed that transport schemes associated with the City Centre Masterplan are in place for the purposes of the Ellon P&R to Garthdee Study.

Table 2: Committed Transport Projects included within the Ellon P&R to Garthdee Study

Scheme	Description
Ellon P&R Expansion	<ul style="list-style-type: none"> • Ellon P&R currently consists of 290 car parking spaces, bus passenger waiting facilities and a bus turning circle. The expansion project includes an additional 91 spaces and a new access road to a new set of bus stances. • Expansion anticipated to be completed in 2021, which introduces further opportunity to travel by public transport on the Ellon P&R to Garthdee corridor.
Haudagain Roundabout Improvement	<ul style="list-style-type: none"> • Improvement scheme includes approximately 500m of new dual carriageway connecting the A92 North Anderson Drive and A96 Auchmill Road to assist in reducing traffic congestion and improving journey time reliability. • Improvement scheme anticipated to be completed during 2021. • Provides wider context for access beyond the Ellon P&R to Garthdee corridor.
SCOOT Network Updates	<ul style="list-style-type: none"> • Regent Walk junction to be added to the SCOOT network during FY2020/21.
Berryden Corridor Improvement	<ul style="list-style-type: none"> • Road improvement scheme to improve traffic flow between Skene Square and St Machar Drive. • The scheme will provide substantial benefits across the north of Aberdeen and beyond (including on the Ellon P&R to Garthdee corridor), improving journey times and connections, reducing congestion and improving pedestrian and cycle provision. • It is anticipated that the CPO process will be concluded in 2021.

Scheme	Description
Rail Revolution	<ul style="list-style-type: none"> Various rail proposals, including Aberdeen to Inverness rail improvements, which aims to provide incremental benefits throughout the life of the scheme, with the whole project being delivered by 2030. Aberdeen to Central Belt enhancements, with a funding commitment to improve rail connectivity between Aberdeen and the Central Belt by reducing inter-city express journey times. Rail improvements may provide city centre traffic reduction from the northwest (and south), potentially affecting future travel patterns on the Ellon P&R to Garthdee corridor.

Option Generation

A long list of options was developed based on a number of sources, including consultation with officers, stakeholders and Community Council groups; a review of previous studies to identify historical proposals that remain viable options; a review of statutory planning and policy documents; and professional judgement.

This resulted in the development of 59 active travel options, 47 bus options and 31 'other' options.

Option Sifting

Based on the high level performance of options against the TPOs, Deliverability Criteria, Position in the Sustainable Investment Hierarchy and Identified Problems and Opportunities in the study area, it was recommended that the options presented in the table below be sifted from further consideration.

Table 3: Options to be Sifted from Further Consideration

Ref	Title
AT1	Creation of a city-wide cycle hire scheme
AT5	Improve the surface of the long distance active travel route between Ellon and Aberdeen via the Formartine & Buchan Way
AT6	Implement active travel route between Ellon and Newburgh using B9005, west of A90 and B9000
AT7	Implement active travel bridge over the A90 Ellon Bypass
AT9	Implement with-flow light segregated cycleway between Murcar and Bridge of Don
AT13	Implement active travel links to support the development of a local active travel network
AT19	Implement a community cycle hub in the Bridge of Don area
AT24	Implement with-flow light segregated cycleway on the Bridge of Don
AT27	Implement active travel route on the Bridge of Don through widening of the existing structure
AT29	Implement a crossing point for active travel users to the south of Bridge of Don on the Esplanade arm of the King Street/Esplanade junction
AT31	Implement with-flow light segregated cycleway on King Street
AT35	Implement floating bus stops on King Street
AT36	Signalisation of the St Machar Drive junction
AT40	Review requirement for standalone pedestrian crossings along the full length of King Street
AT42	Implement with-flow light segregated cycleway on Holburn Street
AT49	Implement with-flow light segregated cycleway on Garthdee Road
AT52	Implement new active travel connections to the Deeside Way
AT56	New non-motorised user crossing adjacent to Bridge of Dee
AT57	Reconfiguration of the Bridge of Dee for non-motorised user use only
BU8	Decarbonise the bus fleet operating on the corridor
BU14	Develop a Quality Bus Corridor Design Toolkit
BU15	Implement bus or bus/trial high occupancy vehicle lane between Balmedie and Murcar Roundabout

Ref	Title
BU19	Implement new circular bus route via Murcar – Dubford – Grandhome – Stoneywood – Craibstone P&R – Dyce Rail Station – Newhills – Kingswells P&R – Countesswells – Friarsfield – City Centre – Murcar
BU29	Signalisation of the St Machar Drive junction
BU34	Review of on-street parking along King Street to identify possible relocation to adjacent streets
BU42	Enforcement of parking restrictions along Broomhill Road
BU44	Review of on-street parking spaces along Holburn Street to the south of the Broomhill Road junction
BU45	Bus laybys on Garthdee Road
BU46	Signalisation of the Auchinyell Road junction
O3	Increase green space throughout corridor
O10	Implement southern east-west link road between A920 and B9005 South Road
O12	Review Ellon Road/North Donside Road Junction
O15	Widen the carriageway on King Street between the Esplanade and St Machar Drive to provide four standard width lanes
O16	Widen the carriageway on King Street between St Machar Drive and Mounthooly Way to provide four standard width lanes
O19	Review of on-street parking spaces along King Street between St Clair Street and West North Street
O26	Widen the carriageway on Holburn Street between Holburn Junction and Nellfield Place to provide four standard width lanes
O31	Implement traffic calming measures on Garthdee Road to the west of Auchinyell Road

Option Consolidation

Following the option sifting process, the remaining options were consolidated where appropriate for the purposes of appraisal. The finalised option list for appraisal is shown in the table below.

Table 4: Finalised Option List for Appraisal

Ref	Option Title
AT2	Improve signage for active travel
AT3	Implement long distance active travel route between Ellon and Murcar
AT8	Implement segregated cycleway between Murcar and Bridge of Don
AT11	Implement active travel route via local residential network to the west of the study corridor
AT12	Extend the Ellon Road shared use path on the west side of the carriageway to the Bridge of Don
AT14	Implement a crossing point for active travel users on Ellon Road south of Murcar Roundabout.
AT15	Improve active travel provision at the Ellon Road/Parkway junction
AT17	Improve active travel facilities at the Ellon Road/Balgownie Road junction
AT20	Maintain and improve cycle parking provision at Bridge of Don Park and Ride
AT21	Improve active travel access to Bridge of Don Park and Ride
AT23	Implement segregated cycleway on the Bridge of Don
AT26	Implement active travel route via a fully segregated active travel bridge across the River Don
AT28	Implement a crossing point for active travel users to the north of the Bridge of Don
AT30	Implement segregated cycleway on King Street
AT33	Implement active travel route via Beach Esplanade
AT34	Implement active travel route via Golf Road and Park Road
AT38	Create protected junction at King Street/West North Street junction for cyclists
AT39	Tighten junction radii and reduce side road width along the full length of King Street

Ref	Option Title
AT41	Implement segregated cycleway on Holburn Street
AT44	Implement active travel route via Bon Accord Terrace and Hardgate
AT45	Create protected junction at Holburn Street/Great Western Road junction for cyclists
AT47	Improvements to access point to the Deeside Way on Holburn Street.
AT48	Implement segregated cycleway on Garthdee Road
AT53	Reduce traffic speeds on Garthdee Road
AT54	Widen narrow footways on Garthdee Road
AT55	Provide crossing facility on Garthdee Road at Gray's School of Art.
AT58	Upgrade the junction at Asda/Garthdee Road to improve cycle provision
AT59	Upgrade the junction at Sainsbury's/Garthdee Road to improve cycle provision
BU1	Review ticketing structure
BU2	Review bus stop infrastructure on the corridor
BU3	Review of bus stop provision on the corridor
BU4	Review how accessibility is being provided on vehicles operating on the corridor
BU5	Fare improvements delivered through a BSIP
BU6	Frequency improvements delivered through a BSIP
BU7	Quality improvements delivered through a BSIP
BU9	Enhance bus monitoring capability
BU10	Extend bus lane hours of operation on the corridor
BU11	Improve bus lane enforcement on the corridor
BU12	Implement Aberdeen Rapid Transit connecting Kingswells to Bridge of Don
BU13	Review opportunities to utilise Intelligent Transport Systems (ITS) to aid bus priority along the study corridor
BU17	Improve service provision in the settlements between Ellon and Aberdeen
BU18	Implement bus or bus/trial high occupancy vehicle lane between Murcar Roundabout and the Bridge of Don
BU20	Implement upgrades to the Ellon Road/Parkway junction to improve northbound bus priority
BU22	Reconfigure access/egress from Bridge of Don Park and Ride to Ellon Road
BU23	Implement junction upgrades at the Ellon Road/North Donside Road junction to improve bus priority from North Donside Road
BU24	Implement bus or bus/trial high occupancy vehicle lane on the Bridge of Don
BU25	Implement bus or bus/trial high occupancy vehicle lane for the full length of King Street between Bridge of Don and Castle Street
BU30	Review the layout of the Regent Walk junction
BU31	Review the layout of the Orchard Street/Linkfield Road junction, including consideration of signal timings
BU32	Review the layout of the Mounthooly Way junction
BU33	Review the layout of the West North Street junction
BU36	Implement bus or bus/trial high occupancy vehicle lane for the full length of Holburn Street between Holburn Junction and Garthdee Roundabout
BU37	Review the layout of Holburn Junction
BU38	Review the layout of the Union Grove junction
BU39	Review the layout of the Great Western Road junction, including consideration of signal timings
BU40	Review the layout of the Great Southern Road Roundabout
BU41	Review Holburn Street/Broomhill Road Junction

Ref	Option Title
BU47	Review priorities at the Auchinyell Road junction
O1	Review road signage along the corridor
O2	Review and revalidation of the SCOOT system
O4	Upgrade A90(T)/B9005 Roundabout
O7	Implement dual carriageway on A90(T) Ellon Bypass
O14	Application of red route clearway restrictions along the full length of King Street
O17	Review the routing of freight at the Mounthooly Way junction
O18	Implement traffic calming measures on King Street to the south of Mounthooly Way
O20	Close or restrict movements into side roads along the full length of King Street
O22	Implement 20mph speed restriction on Holburn Street
O23	Reimagining of Holburn Street streetscape between Great Western Road and Holburn Junction
O25	Implement right-turn ban at Holburn Street onto Justice Mill Lane
O28	Implement width restriction on Holburn Street at Riverside Drive
O29	Review the layout of Garthdee Roundabout

Option Appraisal

In line with STAG, a high-level appraisal of the options against the TPOs, STAG Criteria (Environment, Safety, Economy, Integration and Accessibility & Social Inclusion) and Implementability Criteria (Feasibility, Affordability and Public Acceptability) was undertaken.

A seven-point scale assessment was undertaken for each option against the TPOs and STAG Criteria. This considers the relative size and scale of the likely impacts, in qualitative terms.

Table 5: STAG Guidance Seven-Point Scale

Impact	Description
Major beneficial impact (✓✓✓)	These are benefits or positive impacts which, depending on the scale of benefit or severity of impact, 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 negative 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.

The Implementability Criteria was assessed based on the extent of risk (low, medium and high). Affordability takes account of the anticipated cost of the option; whilst high-level cost estimates have been provided as part of the option appraisal, further work will be required to develop costs during further stages of option development.

Table 6: Implementability Criteria

STAG Criteria	Description
Feasibility	Initial assessment of the feasibility of construction or implementation of an option as well as any associated cost, timescale or deliverability risks.

STAG Criteria	Description
Affordability	An assessment of the scale of financial burden on the promoting authority and other possible funding organisations, as well as associated risks.
Public Acceptability	An assessment of the likely public response to an option, including consideration of the outcomes of consultation thus far.

In terms of affordability, it should be noted that sources of funding are available to apply to in order to support the delivery of active travel and public transport interventions.

The main funding source for active travel projects in Scotland is 'Places for Everyone'¹, which is managed by Sustrans on behalf of Transport Scotland. Sustrans outline seven project stages for the design and construction of active travel projects (as shown below). Currently, Sustrans are not accepting new projects until 2022/2023 and advise that projects should only look to achieve two stages within a year. Therefore, design and construction of the proposed linear routes under consideration as part of this study would take a minimum of 3 to 4 years to deliver.



Figure 4: Sustrans Project Stages

The main funding source for bus priority in Scotland is the Bus Partnership Fund, with the Scottish Government committed to providing a long-term investment of over £500m to deliver targeted bus priority measures on local and trunk roads. The initial tranche of funding was awarded in June 2021, including £12m for the North East Bus Alliance to develop the business cases and designs for city centre and radial corridor bus priority measures, the Aberdeen Rapid Transit system and planned improvements at South College Street.

Rejected Options

Based on the findings of the appraisal, it is recommended that the options presented in the table below are removed from further consideration.

Table 7: Options Rejected from Further Consideration

Ref	Option Title	Rationale for Rejection
AT12	Extend the Ellon Road shared use path on the west side of the carriageway to the Bridge of Don	Whilst it has the potential to deliver minor benefits against TPO1 and minor safety and accessibility and social inclusion benefits, shared use infrastructure is less likely to generate modal shift than segregated infrastructure. Furthermore, delivery of this option would require redistribution of the carriageway, incurring significant cost and being a lower priority for funding from Sustrans as it is focussed on shared use rather than segregated facilities.
AT26	Implement active travel route via a fully segregated active travel bridge across the River Don	It is recommended that Option AT26 is rejected from further appraisal at this time. Option AT23 may afford a similar level of enhancement for active travel across the Bridge of Don but at a lower carbon footprint due to re-use of existing infrastructure.
AT28	Implement a crossing point for active travel users to the north of the Bridge of Don	It is not considered that an additional crossing point would be required if crossing facilities are provided at Balgownie Road as part of AT17. Mapping of pedestrian desire lines should be undertaken through progression of AT17 to ensure crossing facilities are provided in the most appropriate location.
BU3	Review of bus stop provision on the corridor	It is not considered to perform well against the TPOs or STAG Criteria and it would be anticipated to generate public acceptability concerns. Furthermore, feedback from bus operators indicated that the number of bus stops (e.g. on King Street) has been a benefit to operations overall.
BU24	Implement bus or bus/trial high occupancy vehicle lane on the Bridge of Don	It is estimated that around 2,000 vehicles travel over the Bridge of Don on-way during peak periods. According to the DMRB and based on the lane widths, the link capacity is 1,600-1,800 vehicles. Thus, the bridge would be severely over capacity if general traffic was to be limited to one lane.
BU38	Review the layout of the Union Grove Junction	It would not be anticipated to generate a significant impact on the TPOs developed for the study or the STAG Criteria and there

¹ https://www.sustrans.org.uk/media/5769/places_for_everyone_application_guide_v20.pdf

Ref	Option Title	Rationale for Rejection
		could be public acceptability concerns if the changes were to result in junction capacity issues at Union Grove.
BU47	Review priorities at the Auchinyell Road junction	Whilst it has the potential to provide minor journey time benefits for buses, it has a limited impact on the other TPOs and on the STAG Criteria.
O1	Review road signage on the corridor	A review of road signage in line with the adopted roads hierarchy would not be expected to have a notable impact on any of the TPOs developed for this study and would be anticipated to have a limited impact against the STAG Criteria. It is recommended that this should be undertaken on a city-wide basis to ensure changes implemented through the AWPR City Sign Alterations project are in line with the adopted roads hierarchy.
O7	Implement dual carriageway on A90(T) Ellon Bypass	It is recommended that this option is rejected from further consideration as it is outwith the scope of the Ellon P&R to Garthdee Study and there is currently no clear delivery pathway for this scale of investment on the trunk road network. However, it is recommended that ACC works with partners to explore how this option may be progressed separately - there would be an opportunity in due course to ascertain how the benefits of any trunk road improvement at Ellon can complement the options moving forward in the Ellon P&R to Garthdee Study.
O25	Implement right-turn ban at Holburn Street onto Justice Mill Lane	It is not anticipated to generate any impacts against the TPOs developed for the study and is considered to have very limited impact on the STAG Criteria.

Selected Options

Based on the findings of the appraisal, the remaining options were categorised into short, medium and long term options in the table below. Timescales are based on the following assumptions:

- Short-term – less than 2 years;
- Medium-term – 2-5 years; and
- Long-term – more than 5 years.

Table 8: Programme of Selected Options

Ref	Option Title	Timescale
AT2	Improve signage for active travel	Short
AT14	Implement a crossing point for active travel users on Ellon Road south of Murcar Roundabout.	Short
AT20	Maintain and improve cycle parking provision at Bridge of Don Park and Ride	Short
AT21	Improve active travel access to Bridge of Don Park and Ride	Short
AT39	Tighten junction radii and reduce side road width along the full length of King Street	Short
AT47	Improvements to access point to the Deeside Way on Holburn Street.	Short
AT53	Reduce traffic speeds on Garthdee Road	Short
AT55	Provide crossing facility on Garthdee Road at Gray's School of Art.	Short
BU10	Extend bus lane hours of operation on the corridor	Short
BU11	Improve bus lane enforcement on the corridor	Short
BU13	Review opportunities to utilise Intelligent Transport Systems (ITS) to aid bus priority along the study corridor	Short
BU30	Review the layout of the Regent Walk junction	Short
BU31	Review the layout of the Orchard Street/Linksfield Road junction, including consideration of signal timings	Short
BU32	Review the layout of the Mounthooly Way junction	Short
BU33	Review the layout of the West North Street junction	Short

Ref	Option Title	Timescale
BU37	Review the layout of Holburn Junction	Short
BU39	Review the layout of the Great Western Road junction, including consideration of signal timings	Short
BU41	Review Holburn Street/Broomhill Road Junction	Short
O14	Application of red route clearway restrictions along the full length of King Street	Short
O17	Review the routeing of freight at the Mounthooly Way junction	Short
O18	Implement traffic calming measures on King Street to the south of Mounthooly Way	Short
O20	Close or restrict movements into side roads along the full length of King Street	Short
O22	Implement 20mph speed restriction on Holburn Street	Short
O23	Reimagining of Holburn Street streetscape between Great Western Road and Holburn Junction	Short
O28	Implement width restriction on Holburn Street at Riverside Drive	Short
AT11	Implement active travel route via local residential network to the west of the study corridor	Medium
AT15	Improve active travel provision at the Ellon Road/Parkway junction	Medium
AT17	Improve active travel facilities at the Ellon Road/Balgownie Road junction	Medium
AT33	Implement active travel route via Beach Esplanade	Medium
AT34	Implement active travel route via Golf Road and Park Road	Medium
AT38	Create protected junction at King Street/West North Street junction for cyclists <i>(subject to implementation of Option AT30 to ensure cohesive network)</i>	Medium
AT44	Implement active travel route via Bon Accord Terrace and Hardgate	Medium
AT45	Create protected junction at Holburn Street/Great Western Road junction for cyclists <i>(subject to implementation of Option AT41 to ensure cohesive network)</i>	Medium
AT54	Widen narrow footways on Garthdee Road	Medium
AT58	Upgrade the junction at Asda/Garthdee Road to improve cycle provision	Medium
AT59	Upgrade the junction at Sainsbury's/Garthdee Road to improve cycle provision	Medium
BU20	Implement upgrades to the Ellon Road/Parkway junction to improve northbound bus priority	Medium
BU22	Reconfigure access/egress from Bridge of Don Park and Ride to Ellon Road	Medium
BU23	Implement junction upgrades at the Ellon Road/North Donside Road junction to improve bus priority from North Donside Road	Medium
BU25	Implement bus lane for the full length of King Street between Bridge of Don and Castle Street	Medium
BU40	Review the layout of the Great Southern Road Roundabout	Medium
O2	Review and revalidation of the SCOOT system	Medium
O4	Upgrade A90(T)/B9005 Roundabout	Medium
O29	Review the layout of Garthdee Roundabout	Medium
AT3	Implement long distance active travel route between Ellon and Murcar	Long
AT8	Implement segregated cycleway between Murcar and Bridge of Don	Long
AT23	Implement segregated cycleway on the Bridge of Don	Long
AT30	Implement segregated cycleway on King Street <i>(subject to review of additional land take requirements)</i>	Long
AT41	Implement segregated cycleway on Holburn Street <i>(subject to review of additional land take requirements)</i>	Long
AT48	Implement segregated cycleway on Garthdee Road	Long
BU12	Implement Aberdeen Rapid Transit connecting Kingswells to Bridge of Don	Long
BU18	Implement bus lane between Murcar Roundabout and the Bridge of Don	Long
BU36	Implement bus lane for the full length of Holburn Street between Holburn Junction and Garthdee Roundabout	Long

In addition to the above, there are a number of supporting bus options that could be implemented within relatively short timescales. However, feedback from bus operators indicated that infrastructure measures should be the priority and a view on supporting measures can be taken once infrastructure is in place. Therefore, it is recommended that the options outlined in the table below are long-term but could be implemented within a period of two years.

Table 9: Supporting Bus Measures

Ref	Option Title
BU1	Review ticketing structure
BU2	Review bus stop infrastructure on the corridor
BU4	Review how accessibility is being provided on vehicles operating on the corridor
BU5	Fare improvements delivered through a BSIP
BU6	Frequency improvements delivered through a BSIP
BU7	Quality improvements delivered through a BSIP
BU9	Enhance bus monitoring capability
BU17	Improve service provision in the settlements between Ellon and Aberdeen

Next Steps

It is recommended that ACC reviews the outcome of the option appraisal with a view to determining which of the 'quick wins' may be suitable for early implementation as a result of this study.

Thereafter, detailed appraisal of the remaining selected options should be undertaken to further understand the scale of impacts against the TPOs, STAG and Implementability criteria – and whether option packaging may further support their deliverability. The identification of short, medium and long-term actions in this study should assist in this regard.

Quantification of option impacts and further understanding of bus and active travel option compatibility across the corridor will allow ACC to determine a holistic approach for bringing forward interventions on the Ellon to Garthdee corridor.



Ellon P&R to Garthdee Transport Corridor Study: STAG-Based Appraisal

Final Report

Aberdeen City Council

Project number: 60637770

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1. Introduction

1.1 Overview

AECOM has been commissioned by Aberdeen City Council (ACC) to develop a Scottish Transport Appraisal Guidance (STAG)-based appraisal of options for improving transport connections (particularly public transport and active travel connections) from the Park and Ride (P&R) in Ellon, Aberdeenshire to the Garthdee Road corridor in Aberdeen City, and on related public transport routes.

The study is being guided by a Project Steering Group led by ACC and supported by Nestrans, Aberdeenshire Council and Sustrans.

1.2 Study Area

The study area is the north-south corridor between Ellon in Aberdeenshire and Garthdee in Aberdeen City. The corridor provides access to a range of communities and key destinations. The section marked in red along Union Street and the south of King Street is excluded from consideration as part of this study. This falls within the boundary of the City Centre Masterplan and within the remit of the A944/A9119 transport corridor study.

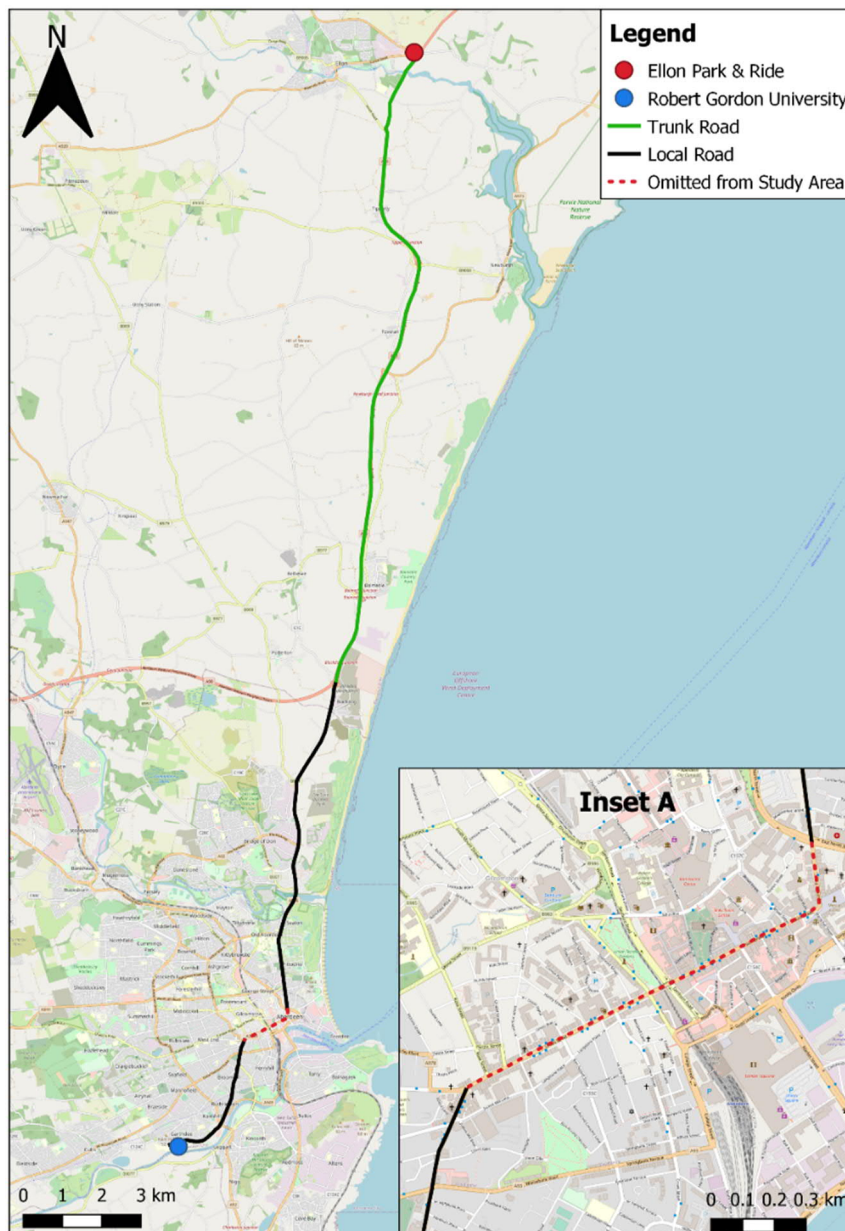


Figure 1.1: Study Area

1.3 Structure of Report

Following this introduction, the remainder of the report is structured as follows:

- Chapter 2 – Context Setting;
- Chapter 3 – Public and Stakeholder Engagement;
- Chapter 4 – Problems and Opportunities;
- Chapter 5 – Transport Planning Objectives;
- Chapter 6 – Operation Generation, Sifting and Development;
- Chapter 7 – Option Appraisal; and
- Chapter 8 – Summary and Next Steps.

The following appendices support the report:

- Appendix A – Problems, Issues, Opportunities and Constraints Technical Note;
- Appendix B – Transport Planning Objectives Technical Note;
- Appendix C – Option Generation, Sifting and Development Technical Note;
- Appendix D – Option Development Drawings;
- Appendix E – Option Schematic Diagrams;
- Appendix F – Bus Priority Review Technical Note; and
- Appendix G – Sustrans Feedback.

2. Context Setting

2.1 Introduction

This chapter sets out the background context of the study, including the policy, geographic, socio-economic, transport, development, and environmental context for the work. It should be noted that full detail is provided in the *Problems, Issues, Opportunities and Constraints Technical Note* included in [Appendix A](#).

2.2 Policy Context

This section provides an overview of local, regional and national strategies of relevance to this study.

2.2.1 National

At a national level, Scotland's new **National Transport Strategy (NTS2) (2020)**¹ provides the national transport policy framework, setting out a clear vision of a sustainable, inclusive, safe and accessible transport system which helps deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors. It sets out four key priorities to support this vision: reducing inequalities; taking climate action; helping to deliver inclusive economic growth; and improving health and wellbeing. In addition to these priorities, the NTS2 supports the adoption of a Sustainable Travel Hierarchy, which promotes walking, wheeling, cycling, public transport and shared transport options in preference to single occupancy private car use. It also supports the adoption of a Sustainable Investment Hierarchy, which prioritises investment aimed at reducing the need to travel unsustainably and maintaining and safely operating existing assets ahead of new infrastructure investment.

Delivery of the NTS2 will be supported by an accompanying NTS Delivery Plan, the **Climate Change Action Plan**² and the second **Strategic Transport Projects Review (STPR2)**³. In the NTS Delivery Plan and The Climate Change Plan 2018-2032 Update, the Scottish Government sets out a commitment to develop and implement a coordinated package of policy interventions to support the reduction of car kilometres by 20% by 2030. It is noted that the Scottish Government is committed to exploring options around encouraging remote working in order to support this reduction and is committed to developing a Work Local Programme which will work to drive the establishment of 20 minute neighbourhoods. STPR2 involves a whole-Scotland, evidence-based review of the performance of the strategic transport network across all transport modes and will make recommendations for potential transport investments for Scottish Ministers to consider as national investment priorities in an updated 20-year (2022-2042) Infrastructure Investment Plan for Scotland. The work undertaken to develop Nestrans' Draft Regional Transport Strategy 2040 (RTS2040) has fed into the development of STPR2, thus ensuring key issues for the North East are represented at a national level. The Scottish Government's **Programme for Scotland 2020-2021**⁴ also outlines the commitment towards delivering on health, economic and environment goals by investing £500m over the next five years in active travel infrastructure, access to bikes and behaviour change schemes to promote walking, wheeling and cycling. It also outlines a reaffirmed commitment to a £500m Bus Partnership Fund to support authorities' ambitions around tackling congestion so that bus journeys are quicker and more reliable, and more people make the choice to take the bus. The Bus Partnership Fund was officially launched in November 2020, with funding awarded to eight partnerships in June 2021, including £12m for the North East Bus Alliance.

A wider range of national policy and guidance, covering active travel and bus, provide direction on national aspirations for increasing the share of healthier, cleaner travel choices. This includes the **Cycling Action Plan for Scotland**⁵ and the national Walking Strategy: **Let's Get Scotland Walking**⁶, which aim to increase the levels of walking and cycling as part of everyday journeys and promote the development of well-designed places and infrastructure to encourage walking and cycling. The passing of the **Transport Scotland Act (2019)**⁷ also signals the intent at a national level to promote sustainable transport. The Act enables local authorities to introduce Workplace Parking Levies and supports authorities with options to influence and improve bus services in their area.

¹ <https://www.transport.gov.scot/media/47052/national-transport-strategy.pdf>

² <https://sp-bpr-en-prod-cdneq.azureedge.net/published/2021/11/12/afbd2373-a14f-4a78-af9c-4fc5c775b23d/SB%2021-01.pdf>

³ <https://www.transport.gov.scot/our-approach/strategy/strategic-transport-projects-review-2/>

⁴ <file:///C:/Users/charlie.fuller/Downloads/protecting-scotland-renewing-scotland.pdf>

⁵ <https://www.transport.gov.scot/media/10311/transport-scotland-policy-cycling-action-plan-for-scotland-january-2017.pdf>

⁶ <https://www.gov.scot/binaries/content/documents/govscot/publications/strategy-plan/2014/06/lets-scotland-walking-national-walking-strategy/documents/00452622-pdf/00452622-pdf/govscot%3Adocument/00452622.pdf>

⁷ <https://www.legislation.gov.uk/asp/2019/17/enacted>

2.2.2 Regional

At a regional level, the Nestrans **Regional Transport Strategy (RTS) 2040**⁸ sets the long-term vision and direction for transport in the North East for the next 20 years. The key transport priorities within the draft RTS are linked to the priorities in the NTS2 and include improving journey efficiencies to enhance connectivity; reducing carbon emissions to support net-zero targets; and creating a step change in public transport and active travel allowing for a 50:50 mode split. The RTS identifies a range of associated policies and actions including increasing the number of people travelling actively for health and the environment; Aberdeen Rapid Transit; and improving the region's bus network, all of which are relevant in the context of this corridor study.

The **Regional Economic Strategy (2018-2023)**⁹ supports the RTS and includes objectives associated with the promotion of modal shift and helping to maximise the benefits of improved transport infrastructure. The **Strategic Development Plan (2020)**¹⁰ identifies the Aberdeen to Peterhead corridor and Aberdeen City as two of the region's four Strategic Growth Areas (SGAs), with around 2,000 houses proposed for Ellon to Blackdog over the next 20 years and nearly 14,000 houses proposed within Aberdeen City over the same time period. A determining factor in identifying SGAs is their good communication links, including road connections, and other public transport. These areas are the main focus for development, with 75% of all homes built and employment land developed to take place within them. Both the **Aberdeenshire Proposed Local Development Plan (2020)**¹¹ and the **Aberdeen City Proposed Local Development Plan (2020)**¹² identify opportunities for significant development within the study area. The **Nestrans Active Travel Action Plan (2014-2035)**¹³ identifies the Aberdeen to Peterhead and Fraserburgh corridor as one of several strategic active travel corridors in the region, with the section between Aberdeen and Ellon identified as a priority area.

Recently, there has also been renewed impetus given to the improvement of bus services in the region following the establishment of a new **North East Scotland Bus Alliance**¹⁴ (building on work of the former Local Authority Bus Operators Forum). The Bus Alliance was formed in 2018 as a voluntary partnership of Nestrans, ACC, Aberdeenshire Council, First Bus Aberdeen, Stagecoach and Bains Coaches. The overarching objectives of the Alliance are to:

- Arrest the decline in bus patronage in the North East of Scotland by 2022; and
- Achieve year on year growth in bus patronage to 2025.

Sub-objectives exist around increasing modal share of bus patronage, improving operational performance and customer satisfaction, reducing bus emissions and improving service accessibility. In April 2020, the Bus Alliance published a new **Bus Action Plan**¹⁵ setting out the priority actions of the partners over the next five years. The Ellon to Garthdee corridor is identified as a priority corridor for the Bus Alliance and First Bus recently commissioned a study to consider problems for buses along the Aberdeen City section of this corridor.

2.2.3 Local

Locally, both the **Aberdeenshire Local Transport Strategy (2012)**¹⁶ and **Aberdeen City Local Transport Strategy (2016-2021)**¹⁷ aim to reduce non-sustainable journeys, increase the modal share of public transport and active travel and make travel more effective. The **Sustainable Urban Mobility Plan (2019)**¹⁸ identifies the need to improve connectivity both within and to the city of Aberdeen, as well as improving the public transport experience, particularly in terms of improving journey times and reliability for passengers. These objectives are aimed at locking in the benefits of the Aberdeen Western Peripheral Route (AWPR) and preventing the erosion of these benefits, as would be anticipated should traffic be allowed to continue to grow to fill the additional road capacity that has been created. The **Aberdeen City Centre Masterplan (2015)**¹⁹ (CCMP) aims to create a vibrant city centre, identifying 49 development and infrastructure projects to support this. A new **Roads Hierarchy for the North East**²⁰ (as shown in **Figure 2.1**) was agreed in 2019 following a study to develop options to provide a system that reflects the new role of the city centre (as a destination) and makes the most effective use of the AWPR for distributing traffic

⁸ <https://www.nestrans.org.uk/wp-content/uploads/2021/03/Nestrans-RTS-Final-Submitted.pdf>

⁹ <https://investaberdeenshire.co.uk/images/uploads/RES%20Action%20Plan%202018-2023%20FINAL.pdf>

¹⁰ <http://publications.aberdeenshire.gov.uk/dataset/b5991364-41ff-4827-b5d4-06aa48c0616a/resource/27bcc9ff-8b5f-4dc3-b322-519f9800ac2c/download/abdnandshiresstrategicdevplanfinal2020.pdf>

¹¹ <https://www.arcgis.com/apps/MapJournal/index.html?appid=0b6df3fd06024c798c89138dce7a6a7e>

¹² <https://www.aberdeencity.gov.uk/sites/default/files/2020-05/Proposed%20Aberdeen%20Local%20Development%20Plan%202020.pdf>

¹³ https://www.nestrans.org.uk/wp-content/uploads/2017/02/ACTrAP_FINAL.pdf

¹⁴ https://www.nestrans.org.uk/wp-content/uploads/2017/09/5b_App-A-Region-Wide-QP-Agreement.pdf

¹⁵ https://www.nestrans.org.uk/wp-content/uploads/2020/04/Bus-Action-Plan-Published_April-2020.pdf

¹⁶ <https://www.aberdeenshire.gov.uk/media/2374/2012finalts.pdf>

¹⁷ <https://www.aberdeencity.gov.uk/sites/default/files/Local%20Transport%20Strategy%20%282016-2021%29.pdf>

¹⁸ https://consultation.aberdeencity.gov.uk/planning/sump/supporting_documents/Draft%20Sustainable%20Urban%20Mobility%20Plan.pdf

¹⁹ <https://www.aberdeencity.gov.uk/sites/default/files/2018-06/Aberdeen%20City%20Centre%20Masterplan%20and%20Delivery%20Programme.pdf>

²⁰ <https://www.nestrans.org.uk/wp-content/uploads/2019/06/North-East-Scotland-Roads-Hierarchy-Study-2019.pdf>

around the city to the most appropriate radial route to reduce the extent of cross-city traffic movements. In April 2020, ACC set out its net zero vision for Aberdeen in **A Climate-Positive City at the Heart of the Global Energy Transition**²¹ and in March 2021, ACC published its **Climate Change Plan 2021-2025**²² to outline its ambitions and support progress with public sector climate duties. Additionally, ACC has recently consulted on draft options for a **Low Emission Zone**²³ in Aberdeen and an updated **Active Travel Action Plan** for 2021-2026²⁴. A preferred option for Aberdeen’s LEZ has been identified, which includes a section of King Street to the south of the junction with West North Street; East North Street, Commerce Street and Virginia Street immediately to the east of the study corridor; Union Street, which provides a connection between two sections of the study corridor; and a section of Holburn Street to the north of the A93.

The policy review presented above enables a number of themes to be identified, including support for more trips to be undertaken using sustainable modes of travel and the requirement for infrastructure to keep pace with development. The key focus of this study, on developing options for improving public transport and active travel connections along the Ellon to Garthdee corridor, strongly aligns with the local, regional, and national policy context.

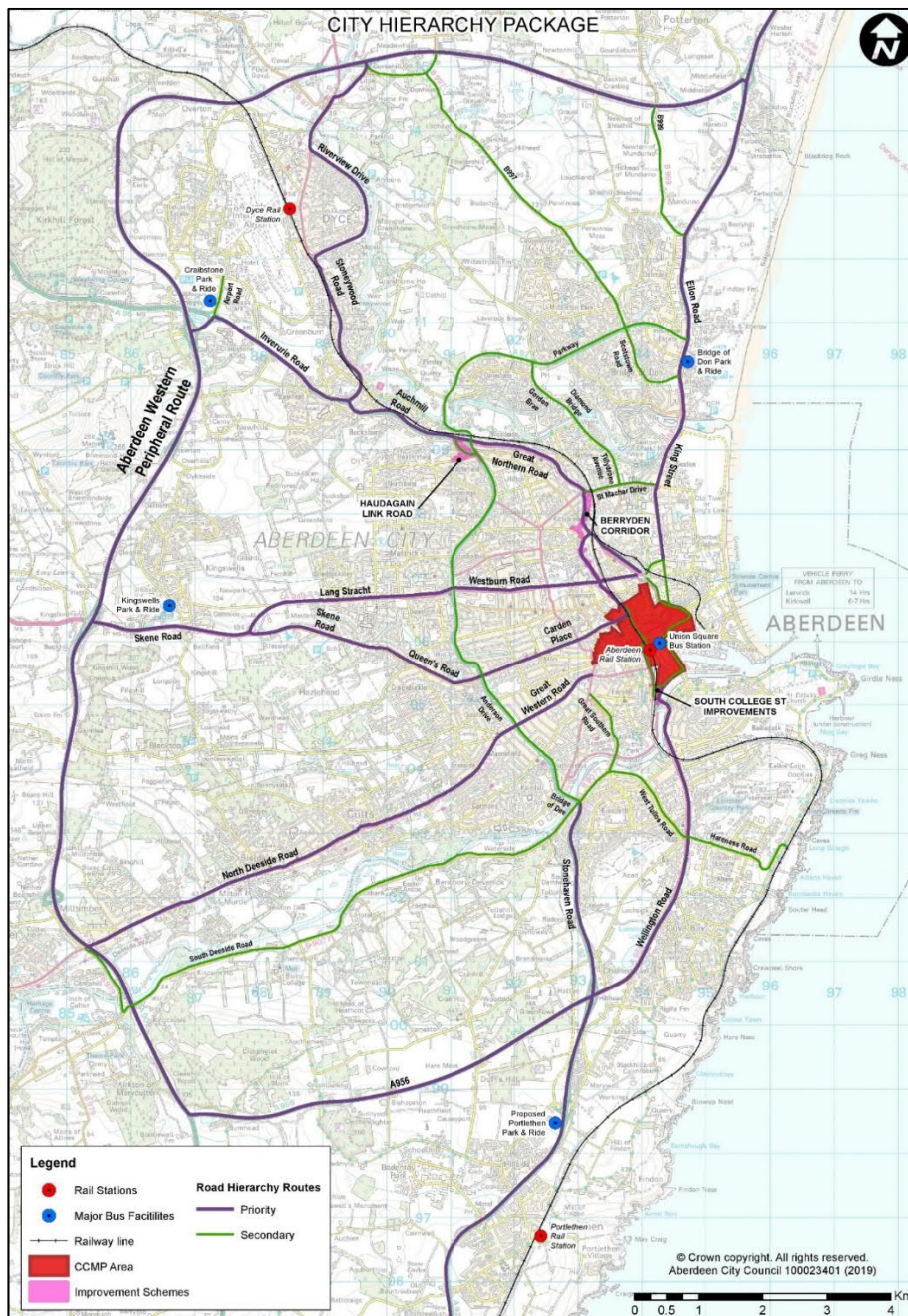


Figure 2.1: ACC Adopted Roads Hierarchy (June 2020)

²¹ <https://committees.aberdeencity.gov.uk/documents/s109162/Appendix%201%20-%20Aberdeen%20Energy%20Transition%20Vision.pdf>

²² <https://data.climateemergency.uk/media/data/plans/aberdeencity-council-23971ac.pdf>

²³ <https://www.aberdeencity.gov.uk/sites/default/files/2021-06/Proposal%20to%20make%20a%20LEZ%20Scheme.pdf>

²⁴ <https://consultation.aberdeencity.gov.uk/place/draft-active-travel-action-plan-consultation/>

2.3 Geographic Context

The study area encompasses the north-south corridor between Ellon in Aberdeenshire and Garthdee in Aberdeen City. This is a long corridor that is varied in terms of its characteristics, ranging from accessible rural areas within Aberdeenshire to dense urban areas within the city. Within Aberdeen City, there are a number of key destinations that the corridor provides access to including the Beach Esplanade, University of Aberdeen, the city centre and Robert Gordon University (RGU).

An overview of the key settlements located along the corridor are summarised as follows, with population figures based on the National Records of Scotland²⁵:

- **Ellon** is situated approximately 16 miles to the north of Aberdeen and is the service centre for Aberdeenshire Council's Formartine administrative area. It had an estimated population of 10,107 in 2019. The town is located to the west of the A90 trunk road, which is the principal road link to the town from Aberdeen. Following the opening of the AWPR/B-T, the route is now comprised of dual carriageway between Aberdeen and Ellon. Other principal road links in the area include the A948 and A920, providing connections to New Deer and Oldmeldrum/Inverurie. Ellon is not served by the rail network but is a strategically important centre for bus routes, with a bus interchange point at Market Street and a P&R site located in the east of the town, adjacent to the A90. There are three primary schools in Ellon and one secondary school – Ellon Academy.
- **Newburgh** is situated approximately 13 miles to the north of Aberdeen, and it had an estimated population of 1,645 in 2019. The village is located to the east of the A90 trunk road, which is the principal road link to the settlement from Aberdeen. Other principal road links in the area include the B9000 and A975, providing connections to Pitmedden and Cruden Bay. There is one primary school located within the village, with the village being within the catchment area of Ellon Academy.
- **Foveran** is situated approximately 12 miles to the north of Aberdeen, and it had an estimated population of 716 in 2019. The village is located immediately to the west of the A90 trunk road, which is the principal road link to the settlement from Aberdeen. Prior to the opening of the AWPR/B-T, access to the settlement was taken directly from the A90 trunk road; access is now provided via a link road. There is one primary school located within the village, with the village being within the catchment area of Ellon Academy.
- **Balmedie** is situated approximately 8 miles to the north of Aberdeen, and it had an estimated population of 2,528 in 2019. The village is located immediately to the east of the A90 trunk road, which is the principal road link to the village from Aberdeen. The improved connection between Balmedie and Tipperty (delivered as part of the AWPR scheme) opened to traffic in August 2018 and includes a new grade separated junction serving Balmedie at the south end of the village. There is one primary school located within Balmedie, with the settlement located within the catchment area of Bridge of Don Academy (in the Aberdeen City boundary).
- **Bridge of Don** is situated approximately 4 miles to the north of the city centre, within the Aberdeen City boundary, and it had an estimated population of 19,341 in 2019. It lies adjacent to the A92; the former trunk road route through the city and Ellon Road, which is the principal road link to the city centre. There is a bus-based P&R site located to the east of Ellon Road, however, limited services operate via this interchange. Whilst the bridge over the River Don has historically been a pinch-point in the transport network, congestion at this crossing has been alleviated in recent years through the opening of the Diamond Bridge and the AWPR. The bridge connects the north of Aberdeen to the city centre along King Street, bypassing the community of Seaton; which is close to the University of Aberdeen. There are several schools within Bridge of Don, including two secondary schools – Oldmachar Academy and Bridge of Don Academy. There are 8 primary schools that form part of the Associated School Group for these secondary schools.
- **Garthdee** is situated approximately 4 miles to the south of the city centre, within the Aberdeen City boundary, and it had an estimated population of 5,581 in 2019. The community lies to the north of the River Dee and to the west of the A92; the former trunk road route through the city. The bridge over the River Dee has historically been a pinch-point in the transport network, although the opening of the AWPR has alleviated congestion issues to an extent at this location. There is one primary school within Garthdee, with pupils at Kaimhill Primary associated with Harlaw Academy for secondary education. Garthdee is additionally the location of RGU, with the campus located to the south of Garthdee Road. Garthdee is an important retail centre, with a number of large stores situated along Garthdee Road, including Asda, Sainsbury's, B&Q, Boots and Currys PC World.

²⁵ [National Records of Scotland Small Area Population Estimates](#)

2.4 Socio-Economic Context

The key findings from a detailed review of the socio-economic context for the study are presented below.

Table 2.1: Key Findings from Socio-Economic Review

	Key Findings
Population	<ul style="list-style-type: none"> There has been an increase in the population of the majority of the key settlements between 2001 and 2019. Population increase was particularly notable in Balmedie (53% increase). Bridge of Don was the only settlement along the corridor that saw a population decline between 2001 and 2019 (-2%), though it remains the most populous area along the corridor and has experienced population growth since 2011. Population growth in Aberdeen City has been in line with the national average (8%), whilst the rate of growth in Aberdeenshire has been significantly above the national average (15%).
Age Profile	<ul style="list-style-type: none"> Balmedie has a relatively young population with only 13% aged 65 and older (Aberdeenshire average of 20%) and with 23% aged 15 and under (Aberdeenshire average of 19%). Bridge of Don has a relatively small proportion of working age population and high retired population relative to the averages for Aberdeen City, with 63% of working age (compared to 69% for Aberdeen City) and 20% aged 65 and over (compared to 16% for Aberdeen City).
Employment	<ul style="list-style-type: none"> Economic activity is high within the study area. With the exception of Garthdee (which is in line with the national average), all settlements within the study area have a higher rate of economic activity than the averages for Aberdeen City (73%), Aberdeenshire (75%) and Scotland (69%). Unemployment rates are low within the study area. Unemployment rates in Ellon, Newburgh and Foveran are in line with the Aberdeenshire average of 3%, whilst Balmedie is slightly lower at 2%. Unemployment rates in Bridge of Don (2%) are below the Aberdeen City average of 4%, whilst Garthdee is above the Aberdeen City average. The unemployment rate in Garthdee remains below the national average of 7%.
Car/Van Availability	<ul style="list-style-type: none"> There is very high car/van availability in each of the key settlements within the Aberdeenshire section of the corridor relative to the national average of 69%. It is particularly high in Foveran (97%), Newburgh (93%) and Balmedie (93%); car/van availability in Ellon is 86%, which is in line with the average for Aberdeenshire. Car/van availability in Aberdeen City is in line with the national average of 69%. Car/van availability in Bridge of Don is significantly higher than this, with 86% of households in the area with access to at least one vehicle. Car/van availability in Garthdee is lower than the average for Aberdeen City, with 62% of households in the area with access to at least one vehicle.
Distance Travelled to Work	<ul style="list-style-type: none"> The Aberdeenshire settlements within the study corridor have relatively small proportions of residents making trips to work under 10km (between 20% and 34%). This is lower than the Aberdeenshire average of 43%. The majority of those living in Bridge of Don (82%) and Garthdee (83%) travel less than 10km for work, significantly above the national average of 62% and in line with the average for Aberdeen City (82%). This reflects the proximity of the communities to the city centre and the employment opportunities available within the respective communities themselves.
SIMD	<ul style="list-style-type: none"> There are three data zones ranked amongst the 20% most deprived in Scotland according to the 2020 SIMD figures. These are concentrated to the east of King Street within Seaton. There is a notable split between SIMD deciles in Garthdee and the area to the north of Broomhill Road, whereby the majority of data zones to the north are within the 20% least deprived in Scotland compared to no data zones within this category in Garthdee.
Transport Poverty	<ul style="list-style-type: none"> Between Ellon and Aberdeen, communities are generally identified to be at medium risk of transport poverty. This is with the exception of some of the western part of Ellon, the Tipperty area between Ellon and Foveran and the eastern side of Balmedie, which are all identified to be at high risk of transport poverty. Within Aberdeen City, the majority of data zones within Bridge of Don are identified to be at medium risk of transport poverty, though some of the data zones closest to the study corridor are identified as low risk and two are identified as high risk. There is low risk of transport poverty along King Street and along the northern section of Holburn Street. Within Garthdee, there is varied risk of transport poverty.
Health & Physical Activity	<ul style="list-style-type: none"> General health is shown to be relatively good in the study area, with between 88% and 91% reporting very good or good health across Ellon, Newburgh, Foveran, Balmedie and Bridge of Don. This is higher than both the average for Aberdeen City (85%) and Aberdeenshire (86%). General health in Garthdee is shown to be in line with the average for Scotland, with a smaller proportion indicating very good or good health (81%).

2.5 Transport Context

The key findings from a detailed review of the transport context for the study are presented below.

2.5.1 Active Travel

Existing Active Travel Infrastructure

There is no dedicated, continuous cycle infrastructure within the Aberdeenshire section of the study corridor between Ellon and Balmedie. Aberdeenshire Council has aspirations to develop a strategic cycle route between Ellon and Balmedie, with initial feasibility work having been undertaken. Within the Aberdeen City section of the corridor, there is a range of existing cycle infrastructure, as shown below.

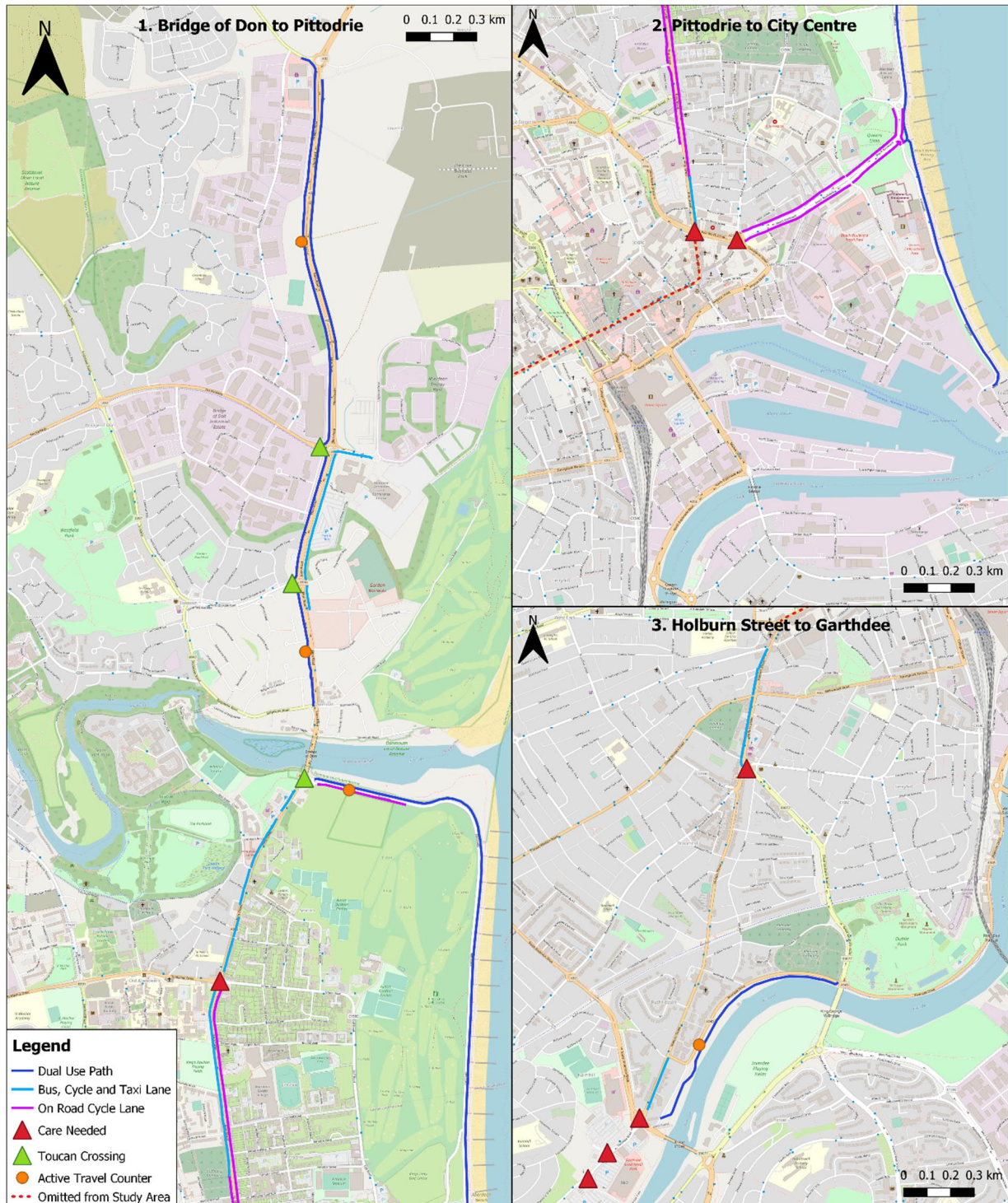


Figure 2.2: Existing Active Travel Infrastructure

Active Travel Counts

There are a number of active travel counters located on or in close proximity to the study corridor – four within Aberdeen City and two in Ellon. Analysis of the active travel counters has been undertaken, with the total counts presented in **Table 2.2**. The significant increase in numbers walking and cycling is highly likely to be attributed to the effects of the COVID-19 pandemic and the way in which people travelled throughout 2020.

Table 2.2: Active Travel Counts (2017-2020)

	Active Travel Counts				
	2017	2018	2019	2020	% Change
Pedestrians	295,113	284,487	343,589	544,073	+84%
Cyclists	80,349	95,462	92,183	167,028	+108%

2.5.2 Bus Services

Existing Bus Priority Infrastructure

There is no bus priority infrastructure within the Aberdeenshire section of the study corridor between Ellon and Blackdog, and no bus priority infrastructure to the north of The Parkway Roundabout within Aberdeen City. To the north of The Parkway Roundabout, there is a dedicated lane for those accessing Bridge of Don P&R for approximately 1.1km on approach to the junction, which buses can use. To the south of The Parkway Roundabout, there are various sections of bus priority infrastructure, as demonstrated in the diagram below.

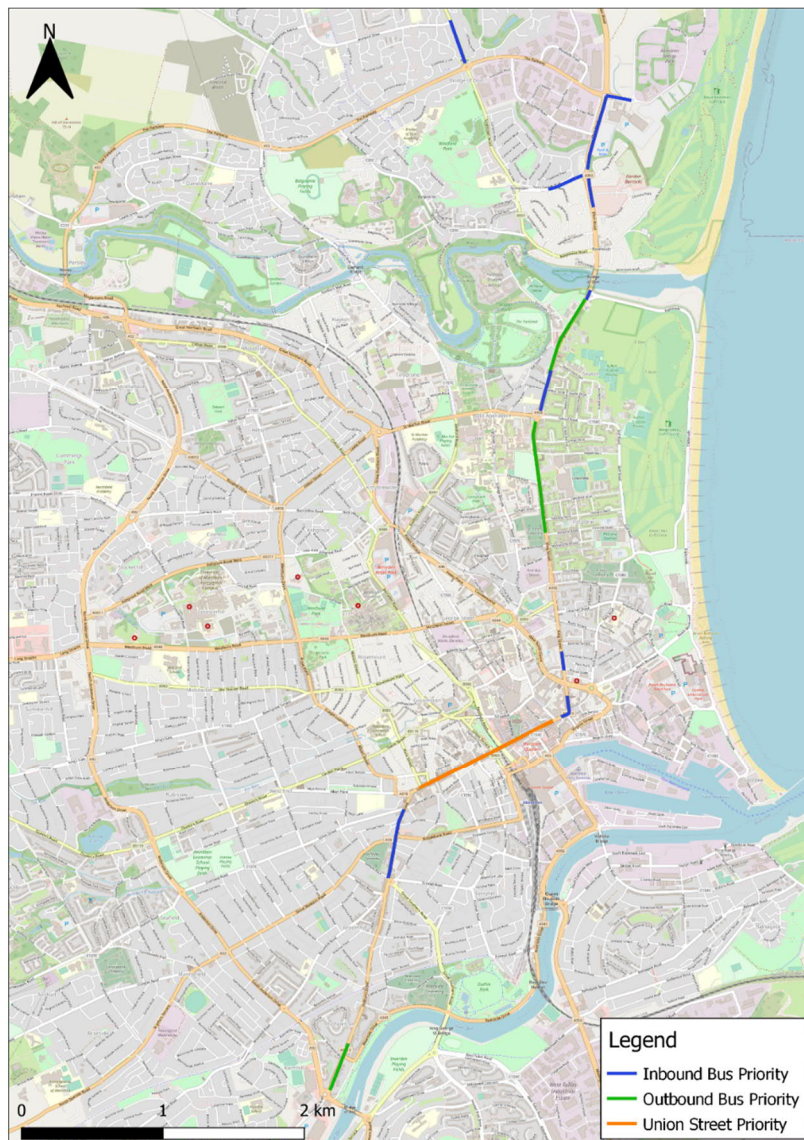


Figure 2.3: Existing Bus Priority

Bus Patronage

In recent years, there has been a trend of ongoing decline in bus use in Scotland, a trend also evident in the North East. To provide a baseline of bus patronage along the corridor that can be monitored in future years to assess the impact of any interventions that are implemented, data was provided by the two main bus operators that service the Ellon to Garthdee corridor. Given commercial sensitivities, numbers have been presented as an index. FY2019/20 has been taken as the base year, as shown in [Table 2.3](#).

Table 2.3: Index of Year Patronage on Ellon to Garthdee Corridor (19/20-20/21)

Financial Year	Index of Year Patronage on Ellon to Garthdee Corridor	
	First Bus	Stagecoach
2019/20 (Base Year)	100	100
2020/21	36.9	25.4

The significant decline in patronage in 2020/21 on the 2019/20 base year is attributed to the COVID-19 pandemic which placed significant restrictions on movement and discouraged use of public transport; consequently, contributing to a large decline in bus use.

Bus Journey Time Variability

First Bus commissioned a study to identify corridors on the network most impacted by delay. To quantify traffic delays, vehicle link timings were estimated for each individual hour in a day and then data for the best performing hour was compared against the worst performing hour for each link. The study also considered bus occupancy to identify routes on which the delays were affecting the highest number of passengers. The data was analysed for weekdays only and considered 4th March to 31st March 2019 and 29th May to 26th June 2019. A number of road segments identified in the worst 20 passenger weighted delays are within the study area, as outlined below.

Table 2.4: Worst Passenger Weighted Delays within the Study Area (March and June 2019)

Month	Rank	Road Segment	Time	Passenger Delay (Passenger seconds/metre)	Total Passengers During Hour (Average)
March	2	Castle St. to Constitution St.	16:00-17:00	93.68	503.5
March	3	Seamount Steps to St Andrew's Cathedral	08:00-09:00	89.21	556.6
March	5	Mealmarket St. to Castle St.	08:00-09:00	88.69	540.9
March	6	Castle St. to Mealmarket St.	16:00-17:00	77.65	321.8
March	7	Constitution St. to St Andrew's Cathedral	08:00-09:00	73.73	423.5
March	11	Mealmarket St. to Adelphi	08:00-09:00	70.52	715.2
March	13	Mealmarket St. to St Andrew's Cathedral	08:00-09:00	67.84	355.8
June	8	Seamount Steps to Adelphi	14:00-15:00	63.87	373.3
June	9	Castle St. to Constitution St.	16:00-17:00	59.58	427.2
June	10	Mealmarket St. to Adelphi	14:00-15:00	54.12	302.6
June	11	Seamount Steps to St Andrew's Cathedral	11:00-12:00	50.09	308.7
June	12	Castle St. to Mealmarket St.	16:00-17:00	46.41	264.1
June	15	Nellfield Cemetery to Holburn Junction	08:00-09:00	44.84	415.2

Based on the data collected during March 2019, the Holburn Street corridor represents 9% of the entire Aberdeen First Bus network delay, King Street represents 13% and Union Street (which connects these two sections of the study corridor) represents 26% of the entire delay. The diagrams that follow show congestion along these corridors based on weighted passenger delay. The worst 20% of congested road segments are shown in red, the next 40% in amber and the least congested 40% in green.



Figure 2.4: Holburn Street Passenger Weighted Delays (March 2019)



Figure 2.5: King Street Passenger Weighted Delays (March 2019)



Figure 2.6: Union Street Passenger Weighted Delays (March 2019)

For the purposes of the study, average journey time data was provided by Stagecoach for February 2020, which was chosen as a neutral month prior to the impacts on the transport network associated with the COVID-19 pandemic. The data provided by Stagecoach included average journey times by route segment, hour and service for inbound and outbound weekday journeys. To determine delay on the Stagecoach network within the study area, the difference between the fastest pace value and the slowest pace value for each road segment was calculated. Those road segments with the greatest variation are therefore assumed to be the most congested parts of the network.

Based on the analysis undertaken, Table 2.5 below presents the most congested road segments.

Table 2.5: Worst Vehicle Delays within the Study Area (February 2020)

Rank	Road Segment	Time	Vehicle Delay (seconds/metre)
1	Music Hall - Langstane Kirk	18:00-19:00	0.206241
2	School Drive - Regent Walk	08:00-09:00	0.200166
3	Market Street - Riverside Road	06:00-07:00	0.182161
4	University Road - Orchard Street	08:00-09:00	0.173689
5	Regent Walk - University Road	08:00-09:00	0.16137
6	Riverside Road - Craighall Crescent	06:00-07:00	0.160734
7	Mary Elmslie Court - Errol Street	08:00-09:00	0.145276
8	Linkfield Road - University Road	07:00-08:00	0.144445
9	Adelphi - Mealmarket Street	16:00-17:00	0.138805
10	Craighall Crescent - Riverside Road	16:00-17:00	0.127616
11	St Peter Street - Errol Street	08:00-09:00	0.123819
12	Jasmine Terrace - Mary Elmslie Court	22:00-23:00	0.122944
13	Errol Street - Urquhart Road	08:00-09:00	0.121812
14	St Nicholas Kirk - Union Square Bus Station	13:00-14:00	0.119201
15	Langstane Kirk - Music Hall	09:00-10:00	0.115437
16	Seaton Place - School Drive	08:00-09:00	0.114962

Rank	Road Segment	Time	Vehicle Delay (seconds/metre)
17	Balgownie Road - Donmouth Road	08:00-09:00	0.10736
18	Market Street - Deer Park	10:00-11:00	0.10393
19	The Meadows Sports - Broomiesburn Road	12:00-13:00	0.095955
20	School Drive - St Machar Drive	15:00-16:00	0.092633

The diagram below classifies each route segment whereby the worst 20% of congested road segments are shown in red, the next 40% in yellow and the least congested 40% in green.

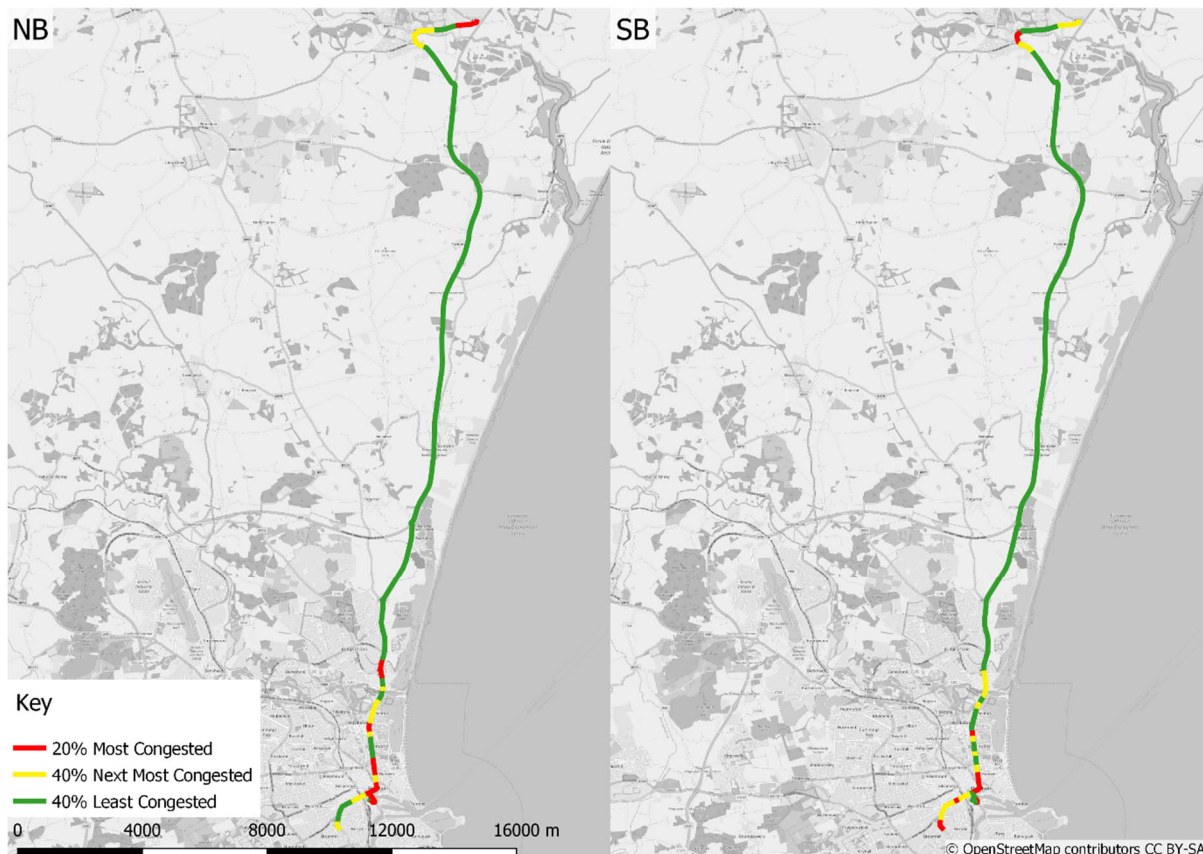


Figure 2.7: Ellon P&R to Garthdee Study Corridor Delays

2.5.3 Road Network

Overview

The study corridor is made up of several road links, including:

- **A90(T)** – connects Edinburgh and Fraserburgh via Perth, Dundee, Stonehaven, the AWPR, Blackdog and Ellon. Following the opening of the AWPR/B-T, the route is dual carriageway between Aberdeen and Ellon and the speed limit is 70mph. BEAR Scotland is responsible for the operation and maintenance of this route.
- **A92** – connects Bridge of Don to Stonehaven via The Parkway, Anderson Drive, Bridge of Dee, Portlethen and Newtonhill. Following the opening of the AWPR/B-T, large sections of this route were detrunked (including the section between The Parkway and Blackdog along the study corridor). ACC is therefore responsible for the operation and maintenance of this section of the corridor. It is a dual carriageway, with a speed limit of 70mph generally, slowing to 40mph on approach to The Parkway junction.
- **A956 (Ellon Road/King Street)** – a local road connecting The Parkway and West North Street. It is more constrained compared to the road network to the north and includes a road bridge over the River Don. The speed limit is 30mph from the approach to North Donside Roundabout to the junction with West North Street. ACC is responsible for the operation and maintenance of this route.
- **Holburn Street** – a local road connecting Union Street to the Bridge of Dee. Within ACC's revised roads hierarchy, Holburn Street has been redesignated from an A-class road to a tertiary route, indicating that it is a local access road that is unsuitable for large volumes of traffic. Holburn Street generally has a 30mph speed

limit, reducing to 20mph on the section between Great Western Road and Union Street. ACC is responsible for the operation and maintenance of this route.

- **Garthdee Road** – local road that connects to the A92 and Holburn Street. It is generally a single carriageway route, widening on approach to some junctions. This route provides access to RGU and has a 30mph speed limit along its length. ACC is responsible for the operation and maintenance of this route.

Traffic Volumes

Network flow diagrams showing the number of vehicles making specific movements at a number of junctions along the study corridor were produced using information from classified junction turning counts (JTCs) undertaken in May and October 2019. These are shown in Section 5.8.2 of the *Problems, Issues, Opportunities and Constraints Technical Note* included in [Appendix A](#).

Additional traffic count information was provided based on Automatic Number Plate Recognition (ANPR) Surveys that were undertaken to support the update of the city centre traffic model. The information provided compared counts from 2017 and 2019 in order to determine the impact that the opening of the AWPR has had on traffic volumes. A summary of the total number of vehicles is shown in the table below.

Table 2.6: King Street and Holburn Street ANPR Counts (Two-Way AADF)

Section	Total		
	2017	2019	% Change
King Street			
Ellon Road to Parkway	31287	31696	1%
Parkway to North Donside Road	31373	28433	-9%
North Donside Road to Esplanade	23360	20006	-14%
Esplanade to St Machar Drive	23360	20006	-14%
St Machar Drive to Regent Walk	20875	19347	-7%
Regent Walk to Linkfield Road	18330	18548	1%
Linkfield Road to Pittodrie Place	17700	17762	0%
Pittodrie Place to Mounthooly Way	19230	18055	-6%
Mounthooly Way to Roslin Terrace	13279	13140	-1%
Roslin Terrace to West North Street	11406	13139	15%
West North Street to Castle Street	15181	13876	-9%
Holburn Street			
Holburn Junction	18558	17004	-8%
Holburn Junction to Union Grove	18818	20183	7%
Union Grove to Ashvale Place	19962	18595	-7%
Ashvale Place to Great Western Road	19655	18200	-7%
Great Western Road to Howburn Place	16833	15276	-9%
Howburn Place to Great Southern Road	18325	16529	-10%
Great Southern Road to Broomhill Road	21574	19197	-11%
Broomhill Road to Abergeldie Terrace	21574	19197	-11%
Abergeldie Terrace to Abergeldie Road	21574	19197	-11%
Abergeldie Road to Bridge of Dee	21574	19197	-11%

Road Safety

Analysis of recent road safety incident information along the study corridor using [CrashMap](#) found that three fatal incidents occurred between 2015 and 2019, including one pedestrian on King Street in 2018. The highest number of incidents involving vulnerable users were recorded along King Street and Holburn Street, which reflects the proximity of these areas to the city centre and the resultant higher levels of pedestrian movement. Overall, there were 45 slight incidents and 34 serious incidents recorded along the study corridor between 2015 and 2019.

2.5.4 Freight

Freight Routes

The diagram below provides an overview of the freight routes along the study corridor.

- The A90(T) between Ellon and Blackdog is a **priority** freight route, which are routes with major freight flows used particularly for accessing and bypassing Aberdeen.
- There is a **primary** freight route between Blackdog and St Machar Drive, which are key freight routes that are suitable for accessing parts of Aberdeen and Aberdeenshire.
- There is a small section of **secondary** freight route at the south of Holburn Street. This forms part of the freight diversion route associated with the width restrictions over the Bridge of Dee. Secondary freight routes should not be used for through freight traffic.
- There are a number of **local** freight routes in close proximity to the study corridor and between St Machar Drive and West North Street on King Street. There is also a small section of local freight route on Garthdee Road to provide access to the retail park in this area. These routes should not be used for through freight traffic.

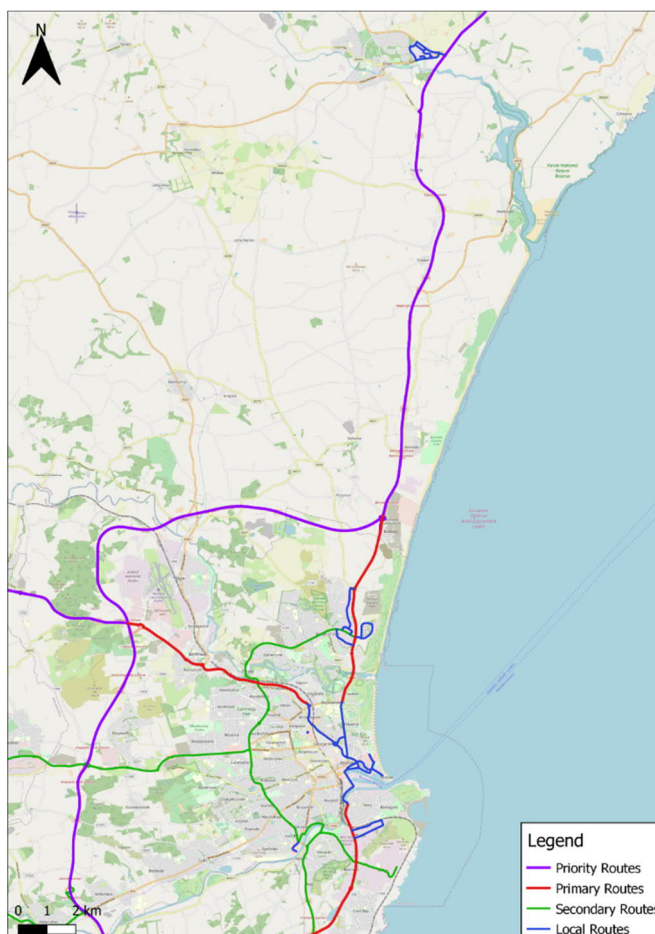


Figure 2.8: Freight Routes

Freight Counts

The table below illustrates average daily two-way HGV flows at key points of the road network between 2017 and 2020. It should be noted that counts are based on the last week of January each year and therefore figures for 2020 should be representative of flows prior to the COVID-19 pandemic. It should also be noted that A90 at Tipperty includes flows on the old A90 at Tipperty for 2017-18 and flows on the Balmedie to Tipperty dualling for 2019-20.

Table 2.7: Average Daily Two-Way HGV Flows (Source: Transport Scotland & ACC)

Location	2017	2018	2019	2020
A90 at Tipperty	2,431	2,431	5,697	6,485
A90 Balmedie to Bridge of Don	1,844	1,844	4,834	5,228
King Street	2,361	2,361	2,442	1,782

As shown, there has been a significant increase in HGV traffic on the A90 between Balmedie and Tipperty (167% increase) and between Balmedie and Bridge of Don (184% increase) over the survey period. This increase reflects the full opening of the AWPR in 2019, including full dualling of the A90 between Aberdeen and Ellon. There has been a 25% decrease in HGV traffic on King Street between 2017 and 2020. Whilst still reflecting a decrease following the opening of the AWPR, the relatively small percentage decrease (compared to Anderson Drive where there has been a 60% decrease) emphasises the continued importance of King Street as a key freight route, for example for access to Aberdeen Harbour.

2.6 Planning Context

The key findings from a detailed review of the planning context for the study are presented below.

2.6.1 Strategic Development Plan

The Aberdeen City and Shire Strategic Development Plan published in 2014 identified four Strategic Growth Areas to be the main focus for development in the area up to 2035. The Strategic Growth Areas included the Aberdeen to Peterhead corridor and Aberdeen City, and these were carried through to the Strategic Development Plan approved in 2020.

Within Aberdeen City, it is noted that tackling road congestion will be a key consideration along with reducing the effect of transport on the environment (including improving air quality), providing safe active travel opportunities and promoting the connectivity of green networks are also noted as key parts of tackling the road congestion.

The Aberdeen to Peterhead Strategic Growth Area includes the Energetica Corridor. The Plan notes that the focus for this area is on developing and diversifying the economy and it emphasises that upgrading the A90 to reduce safety concerns and improve journey times will be key to unlocking the area's potential.

2.6.2 Development in Aberdeenshire

Within Aberdeenshire, allocations within the Local Development Plan include proposals for over 3,000 new homes in key settlements along the study corridor (Ellon, Newburgh, Foveran, Balmedie, Potterton and Blackdog). Throughout 2019, an assessment was undertaken in line with Transport Scotland's Development Planning and Management Transport Appraisal Guidance (DPMTAG) to support the preparation of Aberdeenshire Council's Proposed Local Development Plan 2021. Key findings included:

- Completion of the AWPR/B-T has had an unanticipated effect of displacing congestion along the A90 between Balmedie and Tipperty to the two roundabouts that provide access into the south and north of **Ellon**. A southern bypass/distributor road is proposed to mitigate the effect of the OP1 Cromleybank development and it is noted that a number of other mitigation measures are also likely to be required.
- Delivery of development allocations at **Newburgh, Foveran, Balmedie, Potterton** and **Blackdog** are not anticipated to have a notable impact on the strategic transport network, particularly given the additional capacity that now exists on the A90 since the opening of the AWPR.

2.6.3 Development in Aberdeen City

Within Aberdeen City, allocations within the Local Development Plan include proposals for over 1,200 new homes along the study corridor as well as proposals for a number of mixed-use developments. One of the most significant developments for the study corridor is the OP2 Cloverhill development to the east of the A92 south of Murcar Roundabout. Planning Permission in Principle has been granted for 550 homes, local retail/community uses and sports facilities.

It proposes a number of changes to the local road network of relevance to this study, including:

- New vehicle junctions providing access to the site along the A92 Ellon Road. The primary access is proposed to be a centrally located signalised junction incorporating toucan crossing facilities at a core path/pedestrian crossing point of the A92 Ellon Road. A secondary access is proposed to the south of the site via a left-in/left-out arrangement.
- An additional toucan crossing to the south of Murcar Roundabout.
- Reduction of the speed limit on A92 Ellon Road from 70mph to 40mph to replicate the character of the A956 Ellon Road to the south of the site.
- Temporary 20mph speed limit on the A92 Ellon Road via the provision of 20mph flashing signs during times that children are travelling to and from school.

In addition, it is understood that various development sites are required to contribute to upgrades at The Parkway Roundabout and Murcar Roundabout. While there was previously a condition on the Berryhill development to deliver improvements at North Donside Road Roundabout, this has been removed following updated traffic analysis that indicated that the existing junction can operate within capacity.

2.7 Environmental Context

This section provides an overview of the environmental context of the study area. The numbers presented are based on identified environmental constraints within a 500m buffer zone of the main study corridor.

Table 2.8: Overview of Environmental Constraints

	Listed Buildings	Scheduled Monuments	Local Nature Reserve (LNR)	Ancient Woodland Inventory	Special Area of Conservation	Conservation Areas
Ellon to Murcar	12	1	None	None	None	None
Murcar to Bridge of Don	34	None	Donmouth Local Nature Reserve	3	None	1 Conservation Area: Old Aberdeen/Balgownie
King Street	433	1	Donmouth Local Nature Reserve	2	None	2 Conservation Areas: Union Street; Old Aberdeen/Balgownie
Holburn Street	422	None	None	None	River Dee	7 Conservation Areas: Albyn Place/Rubislaw; Bon Accord Crescent/Crown Street; Ferryhill; Marine Terrace; Great Western Road; Union Street; Rosemount & Westburn
Bridge of Dee to Garthdee	18	1	None	4	River Dee	1 Conservation Area: Pitfodels
Total within 500m buffer	919	3	1	9	1	9

3. Public and Stakeholder Engagement

3.1 Introduction

This chapter provides an overview of the public and stakeholder engagement exercise that was undertaken as part of this study. Further detail is provided in the *Problems, Issues, Opportunities and Constraints Technical Note* included in [Appendix A](#).

3.2 Part 1

To support the identification of problems, issues, constraints and opportunities on the study corridor, a series of targeted consultations with a number of stakeholders were undertaken. The diagram below provides an overview of those providing feedback as part of the study.



Figure 3.1: Stakeholders Providing Feedback as part of the Study

The table below presents the key findings from this phase of stakeholder consultation.

Table 3.1: Key Findings from Part 1 Stakeholder Consultation

Stakeholder	Key Findings
Aberdeen Cycle Forum	<ul style="list-style-type: none"> The lack of continuous, segregated cycle lanes in Aberdeen City is a barrier to uptake in cycling. The existing short sections of cycle lane need to be joined up in order to provide a coherent cycle network. Segregated cycle lanes must be incorporated onto main routes that provide a direct route to principal destinations. Directing cyclists onto parallel routes increases journey times and reduces the appeal of cycling. There are economic benefits to be gained from locating cycling infrastructure near to local services, enabling quick, safe and efficient access by bike. There are concerns about Golf Road as an active travel corridor due to the lack of direct access to the University of Aberdeen, which could impede use of the route. Aberdeen Cycle Forum have developed a cycle concept between Summerfield Terrace and south of the West North Street junction. The concept assumes that King Street is retained for two-way traffic and that existing traffic movements remain possible at the West North Street junction. The concept involves the provision of a one-way stepped cycle track (2m) on each side of the carriageway. To support the concept, it is proposed that the speed limit is reduced to 20mph and the centre line markings are removed. The concept additionally includes a wide kerb between the carriageway and cycle track to provide a visual buffer between the two areas and includes a gently sloping 'forgiving' kerb between the cycle track and the footway. It is suggested that use is made of 'boarder' bus stops whereby the cycle track becomes shared over a short distance so that people can board and alight from buses. The concept developed by Aberdeen Cycle Forum provides for fully protected cycling through the West North Street junction. The concept maintains the use of one-way cycle tracks around the junction which means that people turning left can avoid the signals, people cycling ahead use a crossing which runs in parallel to the pedestrian crossings and right turns would be undertaken in two stages. Pedestrians would cross via 'floating' crossing points. This junction design would reduce the crossing distance and subsequently reduce the overall crossing time for cyclists whilst enhancing safety.
ACC LDP	<ul style="list-style-type: none"> The most significant allocations on the study corridor within Aberdeen City are in the area between Murcar and Bridge of Don. Development in the area has been relatively slow to progress, due in part to the economic downturn and contraction of the oil and gas industry in recent years. The lack of direct access to the large housing allocation at Cloverhill had been a constraining factor prior to the detrunking of Ellon Road. It is understood that following the detrunking of this section, direct access to the site can be provided. It is considered that the slow build out rates for employment land were due to a combination of bad timing and unsuccessful marketing, with marketing previously focussed on the high-end office market and this market preferring to take up allocations at Kingswells and within Dyce.
Aberdeenshire Council Economic Development	<ul style="list-style-type: none"> There has been significant interest from developers for business space near the AWPR, particularly at Blackdog. Some junctions along the corridor are a limiting factor to economic development. The relocation of the AECC to Dyce has not helped the uptake of P&R at Bridge of Don, however demand for P&R in the area may still exist. Changes in working patterns as a result of COVID-19 may have a longer term impact on demand for P&R, with 60% of workers in the North East having a job that can be done from home.
Aberdeenshire Council LDP	<ul style="list-style-type: none"> The consultation on the emerging plan has concluded and representations are currently being reviewed. Allocations at Potterton have generated significant feedback from the community. The reporter will decide if the allocations are to remain and whether alternative locations for housing development will be required if they are removed from the Plan. It is anticipated that development will progress relatively quickly on the sites if they are approved.
Belhelvie Community Council	<ul style="list-style-type: none"> The majority of buses bypass the bus stops that serve Blackdog and the surrounding area, particularly on a Sunday.

Stakeholder	Key Findings
	<ul style="list-style-type: none"> • The service to Balmedie is reasonable for a settlement of its size. • Bus stops in Potterton appear to have up-to-date timetable information. • Improved public transport services along the corridor will be useful for students attending RGU and in the opposite direction for students attending Ellon Learning Centre from Aberdeen.
<p>Bridge of Dee West Study Consultation</p>	<ul style="list-style-type: none"> • 36% of respondents indicated that they do not feel able to easily walk in the Bridge of Dee area, with reasons given including the volume of traffic, the poor condition of pavements and path surfaces, the width of pavements and the lack of suitable crossing points. • 67% of respondents indicated that they do not feel able to easily cycle in the Bridge of Dee area, with reasons given including the poor condition of off-road paths, safety concerns cycling on the local road network, not owning a bike, the topography of the area, the lack of suitable lighting and the distances to their common destinations. • Respondents indicated that active travel infrastructure that separated pedestrians, cyclists and motor vehicles would be the most effective measure to encourage increased active travel use in the area. Secure cycle parking was also noted as being important to support active travel uptake. • The preferred option amongst respondents was the implementation of a shared-use path from the Bridge of Dee to RGU via the north bank of the River Dee. 54% of respondents indicated strong agreement and a further 29% indicated agreement with this option. • 72% of respondents supported ('strongly agree' or 'agree') the implementation of a segregated active travel route between the Bridge of Dee and the Deeside Way along Garthdee Road with separate lanes for pedestrians and cyclists. Some respondents expressed safety concerns when using shared use paths. • Respondents supported options that do not require cyclists to cycle on the carriageway itself, particularly along steep sections of Garthdee Road. • A number of respondents indicated that implementation of a new shared-use pedestrian and cycle bridge that links to Duthie Park would be a beneficial addition to the area. • 86% of respondents indicated they used the Deeside Way for active travel, but it was considered that improvements including increased lighting and improved signage would result in greater uptake of active travel use on the route. • 69% highlighted that improvements to the Riverside Path would promote active travel use, including improving the quality of the surface, improving the upkeep of surrounding vegetation and implementing additional seating.
<p>Bridge of Don Community Council</p>	<ul style="list-style-type: none"> • The P&R site at Bridge of Don has become a less attractive choice due to infrequent services, convoluted routes taken by services and because of the cost, particularly as charges at the site are now by passenger rather than by car. There are also concerns regarding the reduction of bus services in the Bridge of Don area in recent years. • It was agreed that the implementation of a footpath between the parking area and the bus stops on Ellon Road would be beneficial, particularly if there were specific fares and ticketing for P&R services. • There are concerns about proposals to reduce the speed limit to 20mph along a section of Ellon Road associated with the Cloverhill development, particularly in terms of potential impacts on other routes in the area. • A separate active travel bridge over the River Don may be appropriate if it was easily accessible from the existing network. • Concerns were raised regarding any reduction of space for general traffic between the Bridge of Don and the existing shared use path near Balgownie Crescent in terms of congestion and delays. • It is considered that previous investment in active travel infrastructure in the area has not generated new uptake in walking and cycling and the Community Council would like investment to be focussed on upgrading the condition of existing streets and pedestrian paths. • There are a number of estates within Bridge of Don with ageing/elderly residents, many of whom rely on cars to interact fully with society and therefore those with mobility constraints must be considered within future active travel developments.

Stakeholder	Key Findings
Danestone Community Council	<ul style="list-style-type: none"> • Cycling to work has become more popular in recent years and cycle lanes are needed to ensure the safety of these users. • Barriers to bus use amongst members of the community include the lack of direct services to where people want to go and therefore the requirement to interchange; inappropriate service times meaning that people would arrive too early or too late for work; and the cost. Residents want regular bus services with quick journey times and competitive prices. • To be effective, P&R should be located close to where the population lives as driving to work is seen as the most efficient otherwise.
First Bus	<ul style="list-style-type: none"> • There may be the potential to increase services at Bridge of Don P&R in the future if development planned for the area is realised. It was agreed that the current access to the site is circuitous which does not facilitate operations. • Services operating along the study corridor are student-led and there would be no anticipated need to cut service frequencies if students return. • While traffic levels are down at present as a result of the COVID-19 pandemic, previously there were issues from Blackdog into the city centre wherever the road narrows and bus priority is not provided. • Bus priority through junctions is especially important, particularly at the King Street junction with West North Street where there are currently two lanes provided for general traffic on the southbound approach to the traffic signals. • First Bus would be able to do more in order to encourage modal shift in terms of improved fares and marketing or increased frequency of services if investment was made in order to improve journey times.
Formartine Area Bus Forum	<ul style="list-style-type: none"> • Additional journeys and faster journey times requested between Balmedie and Ellon. • Daytime journeys requested between Newburgh and Ellon on Sundays. • Additional journeys operating via Eigie Road in Balmedie. • Requested re-routeing of evening peak journeys from Aberdeen to serve Ellon town centre as not all passengers have a car to drive to the P&R site.
Garthdee Community Council	<ul style="list-style-type: none"> • The provision of bus lay-bys would improve traffic flows along Garthdee Road. The existing arrangement causes delays at the junction with Craigievar Road, which often becomes blocked by traffic due to long boarding and alighting times at the nearby bus stop. • There can be overcrowding issues on the First Bus services due to use by students and this discourages members of the public from using the services. • There were mixed views about the provision of active travel infrastructure in the area, with options along Garthdee Road and along the riverside, via RGU and connecting to the Deeside Way. • Whilst the topography of Garthdee Road is challenging when travelling westbound, one member of the community indicated that this would not be a deterrent to some active travel users. It was suggested that bench provision for those travelling on foot could be provided. It was also noted that a link could be provided to the Deeside Way at the slip alongside Pitfodels Station Road. • The carriageway along Garthdee Road is constrained and there is a 2.2m brick pipe under the road that would have to be protected during any works, which could constrain the construction depth. • Given that parking in the area is limited with fees for non-residents, it is considered that a cycle option would be beneficial for these users. • Towards the west of Garthdee Road, the road is wider and therefore, it may be possible to implement a wide cycle/bus lane. • There is no viable cycle option on Bridge of Dee. A diversion via Riverside Drive and across King George VI Bridge or via Goals back to Bridge of Dee for South Deeside Road could be considered. 'Cyclists Dismount' signing could be implemented on the bridge itself for those not wishing to detour. • There are concerns over the proposed link road between North Deeside Road and Inchgarth Road that is linked to a development site. • Lighting along the Deeside Way could be improved and may encourage increased usage. • Enhanced zebra crossing provision would be beneficial. • There are concerns regarding any additional development in the area in terms of impacts on traffic levels. It was noted that the Leggart development will have an impact on the Garthdee community and there is opposition to a link road

Stakeholder	Key Findings
	<p>between the communities. The implementation of an active travel bridge would be supported.</p> <ul style="list-style-type: none"> Garthdee CC is opposed to the implementation of an additional road bridge over the Bridge of Dee through the Garthdee community. There is currently no safe crossing point of Garthdee Road at Gray's School of Art and The Treehouse Nursery and it is a difficult location to cross due to the volume and speed of traffic, particularly during peak times. Consideration should be given to the installation of a pedestrian or zebra crossing, or signalisation of the Auchinyell Road junction with pedestrian phasing, which could benefit active travel users and buses. There are safety concerns for road users making a right turn into Garthdee Farm Gardens from Garthdee Road as traffic is often travelling fast and there is poor visibility at this junction. Consideration should be given to improving safety at this location, including the potential for traffic calming measures and improved visibility.
<p>Grampian Cycle Partnership</p>	<ul style="list-style-type: none"> Currently there is no easy cycling route out of Ellon south other than using the Formartine & Buchan railway line, which is poorly surfaced, directly into Dyce. A safe active travel corridor out of Aberdeen is vital to attract cycle tourism and a safe route out of Aberdeen from the railway station is vital for that. It is important to link to other corridors into the city and to link to work that is already ongoing in the region. There are a number of signs urging cyclists to dismount on the Murcar to Balgownie Road shared use path when it is not necessarily required. The pavement over the Bridge of Don is a core path which is a shared path that cyclists can use but there is no signing to indicate this. The Great Western Road and Great Southern Road junctions with Holburn Street are safety concerns for cyclists. There is a narrow section of Holburn Street on approach to the mini-roundabout with Broomhill Road that is too narrow for two lanes of traffic and buses often get stuck on this section. The Bridge of Dee Roundabout is a safety concern for cyclists. The climb up Garthdee Road is quite steep and cyclists tend to be under pressure from traffic. The pavement on the south side is too narrow to walk on and cyclists end up passing pedestrians very closely.
<p>North East Freight Forum</p>	<ul style="list-style-type: none"> The Ellon Road/King Street corridor to the harbour remains a significant freight route. There is evidence of inappropriate routeing by freight via School Road, Golf Road and Park Road in order to avoid King Street. ACC has placed a ban on large vehicles using this route (buses exempt), which could lead to an increase of freight traffic on King Street as it is now the only direct route for freight going to Aberdeen from the north.
<p>Officer Workshop</p>	<ul style="list-style-type: none"> Circuitous access to Bridge of Don P&R for all users. Poor frequency of service at Bridge of Don P&R and no express services. Changes to junctions along Ellon Road anticipated, including an enlarged signalised roundabout at A92/B999, an enlarged signalised roundabout at A92/A956 and an enlarged signalised junction at A956/North Donside Road. It is important to maintain and improve the green space along the Ellon Road section of the corridor. An alternative bridge to the east of the existing Bridge of Don should form part of the long-list of options and additional land take will require consideration. The Donmouth area is a Local Nature Reserve and a breeding and feeding ground for birds and therefore environmental surveys would need to be undertaken if options for the area were to progress. Work is progressing on signalisation of the St Machar Drive Roundabout. There are a high number of bus stops on King Street and removal of certain stops could be considered as an option. On-street parking is a challenge along Holburn Street and a robust case would need to be made in terms of journey time savings for public transport for removal to be considered.

Stakeholder	Key Findings
	<ul style="list-style-type: none"> The Strategic Development Plan 2020 shows an active travel and green corridor running from Ellon to Aberdeen City and also identifies the need to improve active travel connectivity between Aberdeenshire and Aberdeen City.
<p>Old Aberdeen Community Council</p>	<ul style="list-style-type: none"> P&R buses stopping at limited bus stops should be considered. Boarding and alighting of buses can often be slow. It is considered that the coach-style buses used for the Buchan Xpress services are difficult to board due to small doors and steep staircases with limited alternative options for those with limited mobility. It was also suggested that simplification of the fare structure would reduce boarding times. The number of road markings and junctions are confusing – consideration should be given to the banning of some right-turns to improve traffic flows. Old Aberdeen Community Council is supportive of the Nestrans' 50:50 mode split target and suggests it could be even more ambitious (60:40). The surface of on-road cycle lanes is often poor – the 1m nearest the footpath often contains potholes and irregularities and the cycle route also contains rail gullies which are often lower than the adjacent road level. This forces the cyclist to take avoiding action by moving out into the flow of cars, thus increasing risk. Wherever an existing on-road cycle route reaches a pinch-point, the cycle route tends to disappear, and cars maintain priority. Safety would be enhanced if it was the driver's responsibility to give way. Additionally, recently drain gullies have often been blocked which creates large puddles when it rains. It is considered that the removal of the ticket buying process from the bus would help to reduce boarding times. The prioritisation of buses and cyclists on primary routes into the city centre will encourage rat-running through residential areas – an issue that must be rigorously addressed in parallel.
<p>Robert Gordon University</p>	<ul style="list-style-type: none"> 7.3% of respondents to the most recent RGU travel survey travel from postcodes in Aberdeenshire that may use the study corridor. Of these respondents, 61% indicated that they travel to RGU by car (as a lone driver), 22% car share and 17% travel by bus. 55% of drivers indicated that this was because there was no convenient bus route or the timetable was unsuitable. It is considered that plans included as part of the Bridge of Dee West Study would be beneficial, including better connections to the Deeside Way. However, issues remain with connecting the Deeside Way and Duthie Park to some student accommodations located in the city centre. Improving the access point to the Deeside Way on Holburn Street could increase the number of people opting for active travel modes when travelling to the campus. Congestion on Garthdee Road near the RGU campus is exacerbated by cars being unable to pass stationary buses during boarding and alighting times. There are issues with adherence to parking restrictions on roads near the university and in local shopping centre car parks due to the limited availability of parking on campus. Encouraging the use of active travel and public transport would ease existing parking issues. To promote sustainable travel, RGU is looking to improve active travel infrastructure within the campus and surrounding area. RGU is also looking to organise cycling confidence sessions on campus to promote cycling amongst staff and students. Prior to lockdown, RGU was encouraging the use of the Co-Wheels car club but uptake has been low in recent months due to the majority of meetings being held virtually. RGU is also a member of Liftshare and offers car sharing permits at a reduced cost to single occupancy car users, though car sharing is not currently being promoted due to social distancing requirements. Narrow paths and the topography of Garthdee Road is a barrier to active travel.
<p>Scottish Ambulance Service</p>	<ul style="list-style-type: none"> The AWPR has improved the efficiency of ambulances travelling to and from the northern sections of the route, though congestion is still having an impact in some locations. Ambulances have permission to use bus lanes when transporting patients and therefore the introduction of additional priority for buses could benefit ambulance vehicles in these instances. However, this would be offset against the potential congestion that could arise from reduced space for general traffic, which ambulance vehicles would be required to sit in when a patient is not on board.

Stakeholder	Key Findings
<p>Stagecoach</p>	<ul style="list-style-type: none"> Operational issues are experienced in Ellon, including access to and egress from the A90, and between the two roundabouts with the A90. This is particularly an issue during the PM peak. It was noted that the opening of the AWPR has resulted in a reduced provision of service in some communities, particularly Foveran and Balmedie. Whilst Foveran previously benefitted from a high frequency of service due to its location relative to the old alignment of the road, it is now bypassed and determining the right level of service has been challenging, particularly as development in Foveran has been slower to come on stream than had previously been anticipated. It was noted that a simple way to enhance provision at the Bridge of Don P&R site would be through the introduction of a footpath between the parking area and stops on Ellon Road. The bridge over the River Don is a constrained point on the network, though the bus priority traffic signals in place to the south of the bridge are effective. While conditions at the St Machar Drive Roundabout improved slightly following the opening of the Third Don Crossing, the junction remains problematic due to instances of indiscriminate parking on approach and the close proximity of stops on either side. Operational problems experienced along King Street from Mounthooly Way into the city centre, with the West North Street junction identified as a significant source of delay. While the AWPR has generated journey time improvements for public transport services, this is disproportionate to the gains in drive times for private cars. Issues are experienced along Holburn Street and there is a desire to provide a link to RGU from the south.
<p>University of Aberdeen</p>	<ul style="list-style-type: none"> Previous travel surveys undertaken indicated a trend of decreasing single occupancy car use and increasing cycling, with low public transport use. There is a perception that public transport use is poor in Aberdeen and that it is cheaper and easier to use in other cities. Additionally, frequently changing routes have caused a lack of consistency in the services. It is possible that looking ahead to the future, there may be a higher proportion of staff who choose to work from home on a regular basis and there may be an increased number who choose to drive or cycle due to discouragement of public transport during the pandemic. In terms of public transport provision, there is a tension between passengers in Ellon and passengers from the other communities along the route. Whereas those in Ellon desire quick and direct services from Ellon into Aberdeen, this comes at the expense of the other communities on the route which are bypassed. In terms of active travel, it was noted that there are missing links between Ellon and Tipperty and between Blackdog and Murcar. There are difficulties for active travel users between Murcar and Bridge of Don, as southbound travel required crossing of the carriageway to the south of Murcar Roundabout or remaining on the carriageway with traffic. There are a number of barriers to cycling along King Street, including narrowing of the carriageway which impacts on on-road cycle lanes; a high number of bus stops; and poor road surfaces. The Golf Road/Park Road route may be a suitable alternative. Given that this route would be less direct than King Street, it would need to offer a significant perceived safety benefit and would require effective signposting to encourage its use. There is an aspiration for a city-wide cycle hire scheme, which would have the potential to be well-used on this corridor given the large student population. There are opportunities to improve the P&R site at Bridge of Don as a transport interchange. A path connection from the parking area to the bus stop on Ellon Road would enable users access to a far greater frequency of service. There are also opportunities to enhance multi-modal provision at the site through the provision of additional cycle lockers.

3.3 Part 2

An online consultation was hosted by ACC during July/August 2021 to provide opportunity for members of the public and stakeholders to provide feedback on the options developed for the corridor. A Story Map was available online through the ACC website which outlined proposed options under consideration to improve transport between Ellon P&R and Garthdee. This was complemented by a questionnaire to enable members of the public to provide feedback on the options.

There were 51 responses to the questionnaire, including 45 from individuals and 6 responses from organisations. The table below presents the key findings from the second phase of consultation.

Table 3.2: Key Findings from Part 2 Consultation

	Key Findings
Travel Patterns	<ul style="list-style-type: none"> Driving was identified as the most regular transport mode amongst respondents. Walking uptake is half of driving for 5 or more journeys a week. Cycling uptake is half of journeys made by driving 3-4 days a week.
Journey Mode	<ul style="list-style-type: none"> In general, across journey types driving is the most common mode. 47.1% of respondents drive or are a passenger when commuting to and from work, indicating the car is the most common transport mode for daily commutes along the corridor. The questionnaire results suggest a greater variation in transport modes used for visiting friends and family with 21.1% of respondents travelling on foot, 15.5% cycling and a further 14.1% of journeys being made by public transport. Shopping journeys are most commonly made by car with 50.6% of respondents driving or travelling as a passenger in a car.
TPOs	<ul style="list-style-type: none"> The majority of respondents felt the TPOs met the needs of the corridor. TPO2 showed a divided opinion from respondents on whether the objective met the needs of the corridor with a smaller majority relative to other TPOs feeling it meets the needs of the corridor.
Bus Measures	<ul style="list-style-type: none"> Bus Quality Improvements (56%) and Improved Service provision (63.8%) were the key measures identified that would encourage people to travel by bus more often. Support was also shown for Bus Rapid Transit (33.3%) and Bus Lane (26.2%) measures. High Occupancy Vehicle lanes showed lower support with 21.3% of respondents indicating that these measures would encourage greater bus use.
Active Travel Measures	<ul style="list-style-type: none"> Long Distance Active Travel Routes (52.5%), Two-Way Segregated Cycleways (51.1%) and Improved Access to Key Locations (53.2%) were identified as measures by respondents that would encourage active travel uptake. Lower support was shown for with-flow segregated cycleways (36.2%) and with-flow light segregated cycleways (8.5%) in comparison to two-way segregated cycleways (51.1%). Improvements of both Pedestrian Crossings (36.2%) and Footway Provision (36.2%) received support from respondents.
Enabling Measures	<ul style="list-style-type: none"> Generally positive responses towards the enabling measures. Measures to integrate public transport and active travel were raised as key areas to improve to encourage uptake of both. Some concerns indicated to how the enabling measures will support public transport uptake.

4. Problems and Opportunities

4.1 Introduction

This chapter identifies actual and perceived problems, issues, constraints and opportunities (PICO) within the study area. Within STAG, PICOs are described as follows:

- **Problem:** existing and future problems within the transport and land use system;
- **Opportunity:** changes to improve the transport and land use system to realise opportunities;
- **Issue:** uncertainty that the study may not be in a position to resolve, but must work within the context of; and
- **Constraint:** representing the bounds within which a study is being undertaken.

Throughout this chapter, localised PICOs are presented at key junctions along the study corridor before consideration is given to wider strategic issues that should be borne in mind as the study progresses. Key junctions are presented across the following study sections as per the table below and the diagram in [Figure 4.1](#).

Table 4.1: Junctions included within Localised Corridor Review

Study Section	Key Junctions
Ellon to Murcar	1. A90/A948 Roundabout 2. A90/B9000 Roundabout 3. Balmedie Junction 4. Blackdog Junction
Murcar to Bridge of Don	5. A92/B999 Roundabout (Murcar) 6. A92/A956 Roundabout (The Parkway) 7. A956/North Donside Road Roundabout 8. Balgownie Road Junction
Bridge of Don	9. Bridge of Don
King Street	10. St Machar Drive Roundabout 11. Mounthooly Way Junction 12. West North Street Junction
Holburn Street	13. Holburn Junction 14. Great Western Road Junction 15. Great Southern Road Junction
Bridge of Dee to Garthdee	16. Garthdee Roundabout 17. Garthdee Road

The key below is used across the PICO diagrams in the following sections.

	Non mode specific problem
	Non mode specific opportunity
	Bus problem
	Bus opportunity
	Active travel problem
	Active travel opportunity
	Freight problem
	Issues
	Constraints
	Potential Low Traffic Neighbourhood

As indicated within the key, the localised corridor review diagrams include consideration of potential boundaries for Low Traffic Neighbourhoods (LTNs). LTNs are implemented to prevent people using motorised vehicles when travelling short distances. The proposed boundaries have been determined by the roads which will remain appropriate for through traffic based on ACC’s revised roads hierarchy. Within an LTN, non-resident vehicles are not permitted to travel and must transfer onto established boundary roads. It is important to establish that prior to the implementation of LTNs, boundary roads are capable to withstand the increased volumes of traffic they will

inevitably experience. The size of the LTN is critical to its success. If the LTN is too small it is unlikely that short car journeys will be transferred to active travel modes, minimising the potential for traffic evaporation. However, if the LTN is too big, people will be encouraged to drive a portion of their trip within the LTN by vehicle.

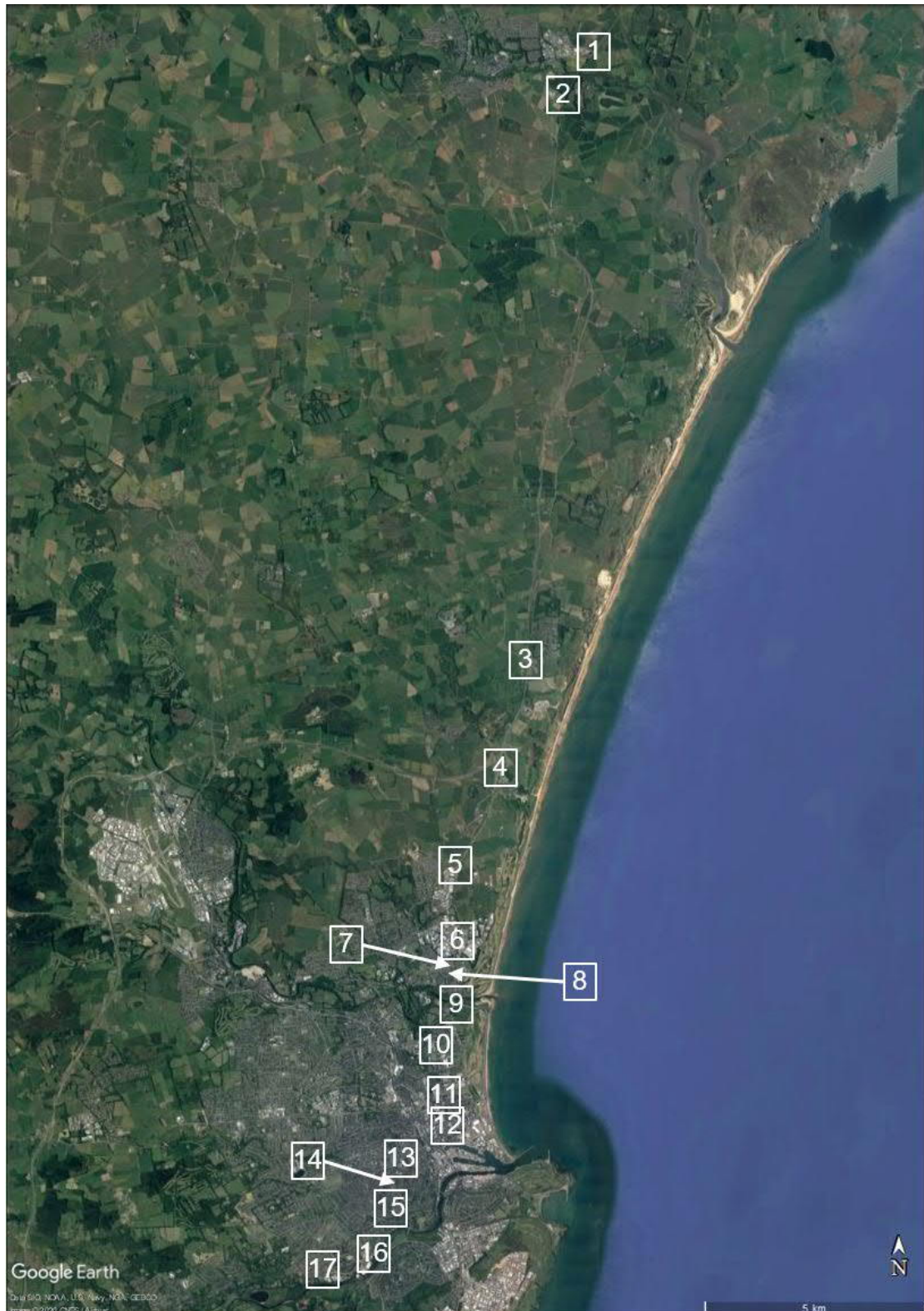


Figure 4.1: Junctions included within Localised Corridor Review

4.2 Localised Corridor Review

4.2.1 Ellon to Murcar

Ellon



Figure 4.2: Identified Ellon PICOs

Balmedie



Figure 4.3: Identified Balmedie PICOs

Blackdog



Figure 4.4: Identified Blackdog PICOs

Ellon to Murcar Summary

Table 4.2: Identified Ellon to Murcar PICOs

Mode	Problems, Opportunities, Issues and Constraints			
	Problems	Opportunities	Issues	Constraints
General	<p>B9005 (South Road) between A90(T) Ellon South Roundabout and Riverside Road/South Road traffic lights identified as a pinch point for traffic during the PM peak.</p> <p>A90(T) between Ellon South Roundabout and Ellon North Roundabout identified as a pinch point for traffic during the PM peak.</p> <p>A90 North: Ellon corridor sees a sharp rise in congestion as development is built out in the 2032 and 2037 scenarios.</p> <p>The Balmedie-Tipperty dualling encourages additional travel to and from the south.</p>	<p>Proposed future developments could create trip attractors for the uptake in active travel or bus services.</p> <p>No major land constraints evident between Ellon and Murcar.</p> <p>No major green corridor constraints evident between Ellon and Blackdog.</p>	<p>Potential stakeholder resistance to carriageway redistribution.</p> <p>Important freight corridor – priority freight route to the north of Blackdog Roundabout and primary freight route to the south of Blackdog Roundabout.</p>	<p>Bridge over the River Ythan is fixed width.</p> <p>Residential access to the south of the River Ythan needs to be maintained.</p> <p>Dual carriageway makes for greater difficulty in creating safe crossing points at Tipperty.</p> <p>Distance from Aberdeen prevents commuting by active travel being an attractive option.</p>
Bus	<p>Decreased patronage numbers at Ellon P&R in recent years (2014/15-2017/18).</p> <p>Delays at the A920/B9005 in forecast year scenarios would impact bus services and passenger journey times.</p> <p>B9005 (South Road) between A90(T) Ellon South Roundabout and Riverside Road/South Road traffic lights identified as a pinch point for traffic during the PM peak.</p> <p>Reduced service provision via communities located along the study corridor following the opening of the AWPR.</p>	<p>The reserve capacity at the Ellon P&R site can be viewed as an opportunity for future mode share capture by services operating at this site and potentially reduce the impact of development.</p> <p>Potential upgrades to crossing facilities at Tipperty to enhance public transport access.</p> <p>Potential to provide left-turn filter lane for buses at A90/B9005 Roundabout.</p> <p>Potential bus turning facility at Blackdog.</p> <p>Potential for terminus loop for bus services in Balmedie.</p>		
Active Travel	<p>Lack of dedicated cycling infrastructure along this section, including a lack of onward cycling links from Ellon to other towns and towards Aberdeen.</p>	<p>Potential to alter radii at a number of junctions to make more amenable to active travel.</p>		

Mode	Problems, Opportunities, Issues and Constraints			
	Problems	Opportunities	Issues	Constraints
	<p>Broken active travel links between Blackdog and Murcar.</p>	<p>Dualling proposals for Ellon Bypass could provide potential to unlock space for active travel infrastructure.</p> <p>Potential to link active travel to new development within Ellon and to Tipperty School.</p> <p>Potential to improve Formartine and Buchan Way to enable long-distance active travel route.</p> <p>Active travel opportunities along the old A90.</p> <p>Proposed footpath to allow users to access the bus stop at Blackdog.</p> <p>Aberdeenshire Council progressing active travel route design from Ellon to Newburgh.</p> <p>Proposed footpath to allow users access to bus stop at Blackdog.</p> <p>Work ongoing to extend active travel route between Murcar and Blackdog.</p> <p>Number of recognised tourist attractions can act as cycle attractors.</p>		

4.2.2 Murcar to Bridge of Don

Murcar Roundabout

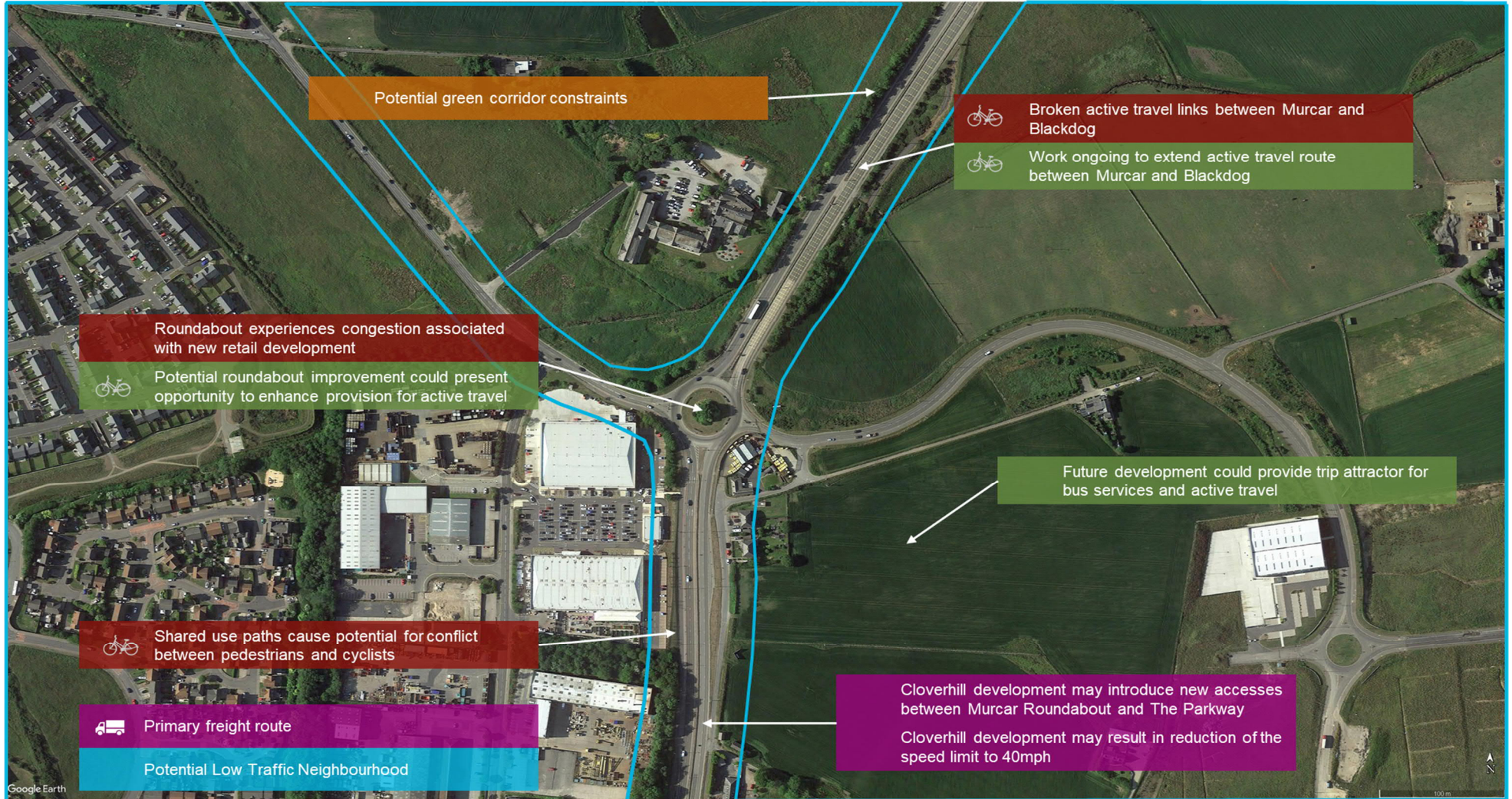


Figure 4.5: Identified Murcar PICOs

The Parkway and North Donside Road Roundabout



Figure 4.6: Identified Ellon Road PICOs

Balgownie Road



Figure 4.7: Identified Balgownie Road PICOs

Murcar to Bridge of Don Summary

Table 4.3: Identified Murcar to Bridge of Don PICOs

Mode	Problems, Opportunities, Issues and Constraints			
	Problems	Opportunities	Issues	Constraints
General	<p>Murcar Roundabout highlighted as a congestion point upon completion of retail development near the junction.</p> <p>The Parkway Roundabout identified as a pinch point for traffic.</p> <p>Circuitous access to Bridge of Don P&R for all modes.</p> <p>The close proximity of pedestrian crossings to Balgownie Road junction causes confusion for motorists.</p> <p>Anecdotal evidence of congestion between Balgownie Crescent and Bridge of Don.</p>	<p>Future development could provide trip attractor for bus services and active travel.</p> <p>Opportunity to maintain and improve green space on Ellon Road.</p>	<p>Slow build-out rates of development at Murcar.</p> <p>Potential new access junction from detrunked A92 with associated speed limit reduction connected to the Cloverhill development to the south of Murcar Roundabout.</p> <p>Levels of general traffic on Ellon Road could increase once proposed development at Murcar is built out.</p> <p>Potential stakeholder resistance to carriageway redistribution.</p> <p>Important freight corridor – primary freight route along this section of the corridor.</p> <p>Any reduction of carriageway space for general traffic near Balgownie Road would be likely to cause delays at the junction.</p>	<p>Potential green corridor constraints along several sections, including to the north of Murcar Roundabout, to the south of The Parkway Roundabout and to the south of North Donside Road Roundabout.</p> <p>Existing utilities and signage to west of Ellon Road.</p> <p>Challenging topography along some sections (e.g. to the north of the Bridge of Don).</p> <p>Land constraints from north of Balgownie Road to the Bridge of Don.</p> <p>Retaining wall on the west of the carriageway north of the Bridge of Don constrains the ability to extend shared use link to the south or introduce segregated facilities.</p>
Bus	<p>Lack of frequent and direct bus services from Bridge of Don P&R.</p> <p>Decreasing patronage at Bridge of Don P&R in recent years.</p> <p>Relocation of AECC has been detrimental to uptake at Bridge of Don P&R.</p>	<p>The reserve capacity at the Bridge of Don P&R site can be viewed as an opportunity for future mode share capture by services operating at this site and potentially reduce the impact of development.</p> <p>Opportunity to implement footway connecting Bridge of Don P&R to Ellon Road to enable P&R users access to frequent bus services.</p> <p>Potential opportunity to increase bus services at Bridge of Don P&R if planned development is realised.</p> <p>Opportunity to add North Donside Road junction to the SCOOT network.</p>		

Mode	Problems, Opportunities, Issues and Constraints			
	Problems	Opportunities	Issues	Constraints
Active Travel	<p>Requirement to cross the road for active travellers as shared use path is on the west side of the carriageway only.</p> <p>Discontinuous path provision and missing links for active travel.</p> <p>Shared use paths cause potential for conflict between pedestrians and cyclists.</p> <p>Poor pedestrian permeability due to absence of controlled crossing points on Ellon Road.</p>	<p>Potential upgrade to Murcar Roundabout and The Parkway Roundabout could present opportunity to enhance provision for active travel.</p> <p>Bridge of Don P&R is a potential location for a cycle hire scheme.</p> <p>Opportunity to provide protected return to carriageway for cyclists at North Donside Road Roundabout.</p> <p>Extension of the Murcar to Balgownie shared use path to the south along the west side of the road.</p> <p>The reduction of traffic levels post-COVID-19 could create opportunities for improved active travel facilities.</p> <p>Active travel movements at Balgownie Road could be supported through the introduction of crossing facilities and the implementation of protected junctions through the reallocation of road space.</p> <p>Island crossing on Balgownie Road could be removed, freeing up space to reduce corner radii.</p>		

4.2.3 Bridge of Don

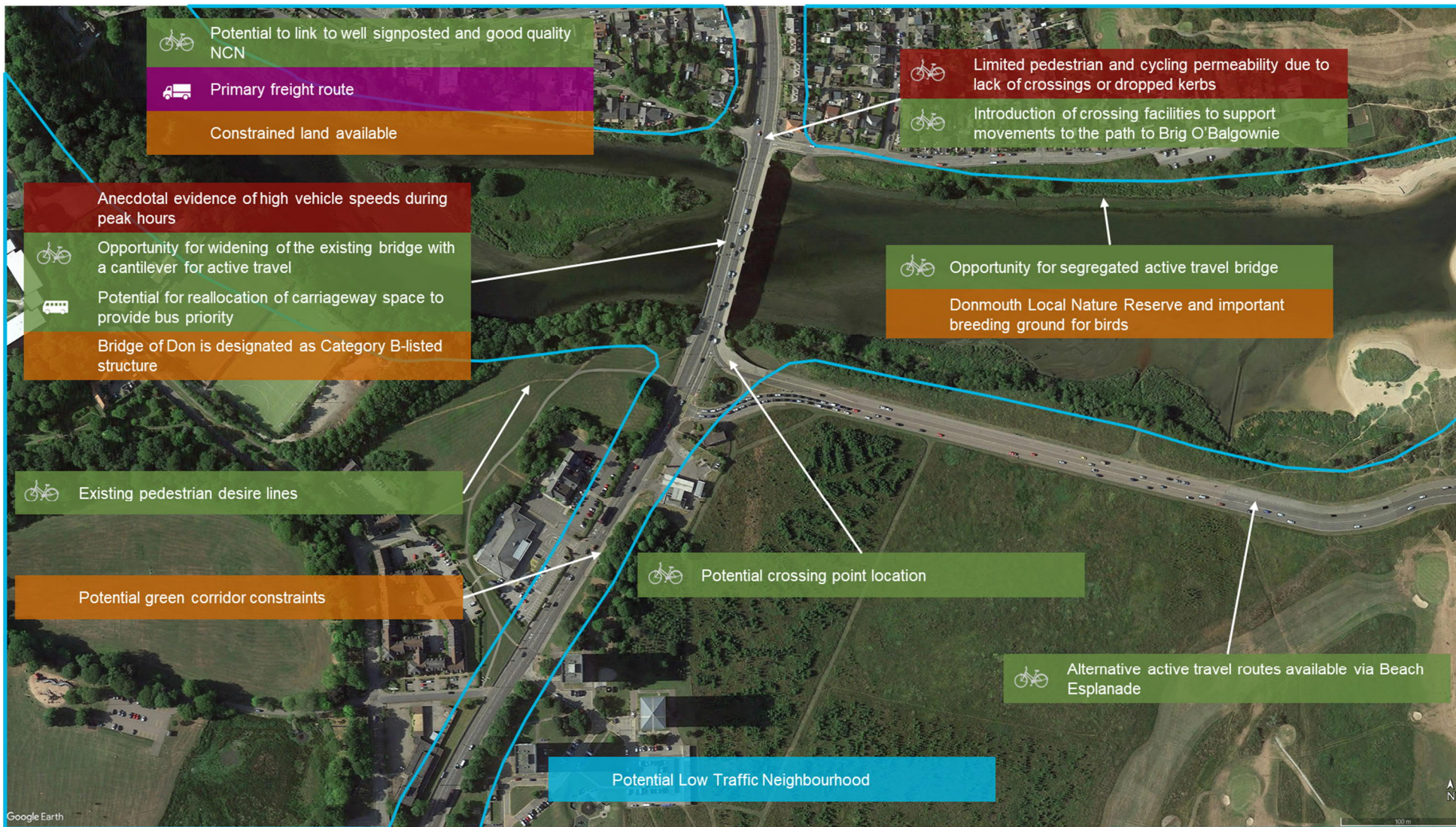


Figure 4.8: Identified Bridge of Don PICOs

Bridge of Don Summary

Table 4.4: Bridge of Don Identified PICOs

Mode	Problems, Opportunities, Issues and Constraints			
	Problems	Opportunities	Issues	Constraints
General	Anecdotal evidence of large vehicles travelling at high speeds during peak hours.		Traffic levels could increase at the Bridge of Don once proposed development at Murcar is built out.	Multiple traffic movements at the Esplanade junction.
Bus	Bridge of Don identified as a congestion point for buses.	Potential for reallocation of carriageway space to provide bus priority.		Bridge of Don is designated as Category B-listed structure.
Active Travel	<p>Bridge of Don is a barrier to north-south movement due to limited safe pedestrian crossing opportunities.</p> <p>Reducing carriageway space for general traffic to accommodate active travel infrastructure would cause a significant pinch point.</p> <p>Limited permeability for pedestrians and cyclists due to restricted pavement widths, limited crossing points and lack of dropped kerbs.</p> <p>Lack of lighting and unclear signage exacerbates problems for cyclists.</p>	<p>Introduction of crossing facilities to support movements to path to Brig O’Balgownie.</p> <p>Potential for crossing point at Esplanade arm of junction with King Street.</p> <p>Existing pedestrian desire lines to west of the Esplanade junction present opportunity to provide formal footways.</p> <p>Opportunity to implement segregated active travel bridge across River Don.</p> <p>Scope to improve pedestrian access via wider footpaths and increased provision of pedestrian crossings.</p> <p>Opportunity for widening of the existing bridge with a cantilever for active travel.</p> <p>Potential to link to NCN1 which is good quality and well signposted.</p> <p>Alternative active travel routes available south of the bridge.</p>	<p>Risk that cyclists may continue to use the existing carriageway if a new active travel bridge did not provide a direct enough connection over the River Don.</p> <p>Potential stakeholder resistance to carriageway redistribution.</p> <p>Important freight corridor – primary freight route along this section of the corridor.</p> <p>Any reduction of carriageway space for general traffic on the bridge could cause delays on the network.</p>	<p>Donmouth area is Local Nature Reserve and important breeding ground for birds which may constrain options around the bridge.</p> <p>Potential green corridor constraints to the south of the bridge.</p> <p>Land constraints to the north and south of the bridge.</p>

4.2.4 King Street

St Machar Drive

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Figure 4.9: Identified St Machar Drive PICOs

Mounthooly Way

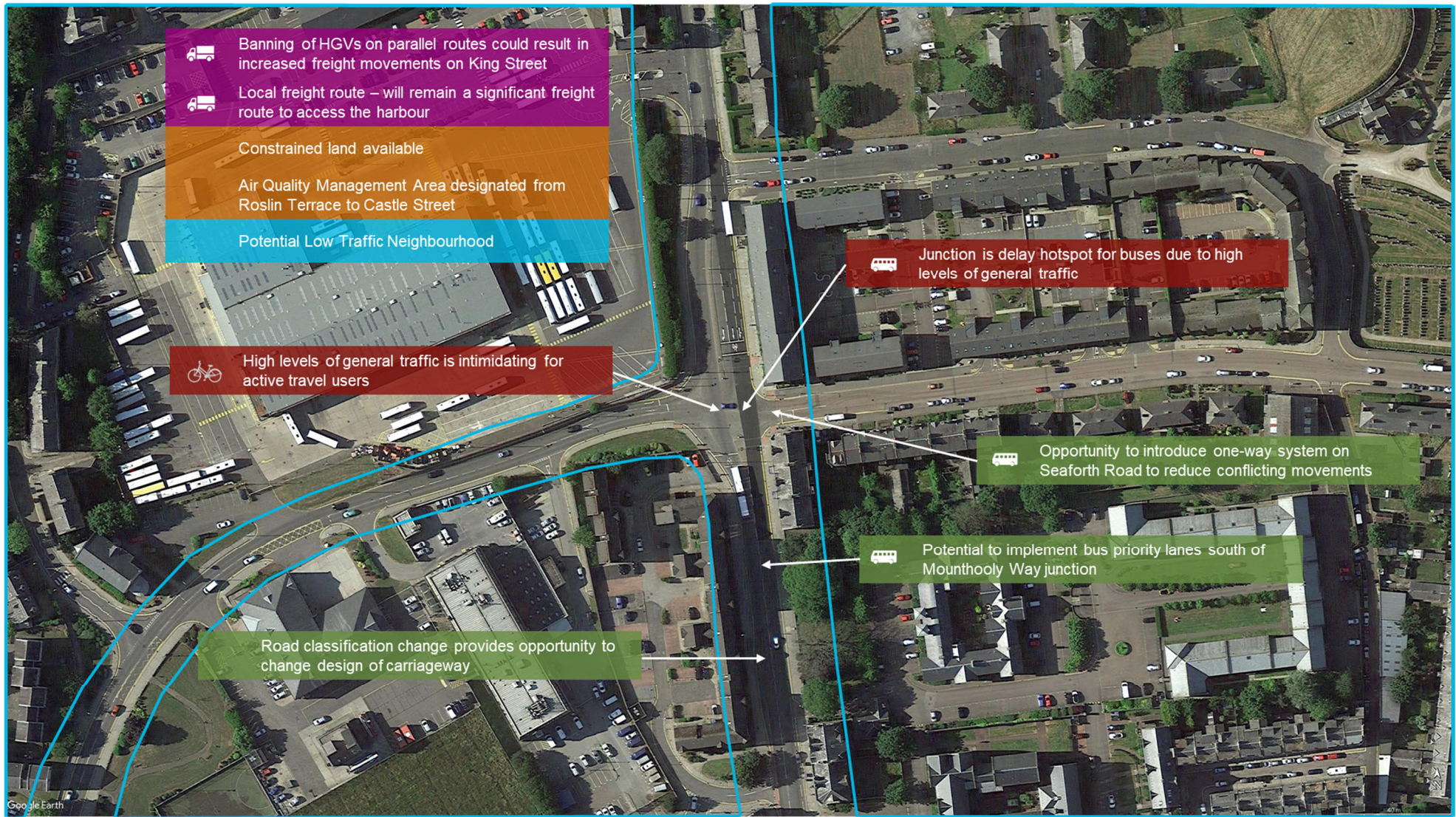


Figure 4.10: Identified Mounthooly Way PICOs

West North Street

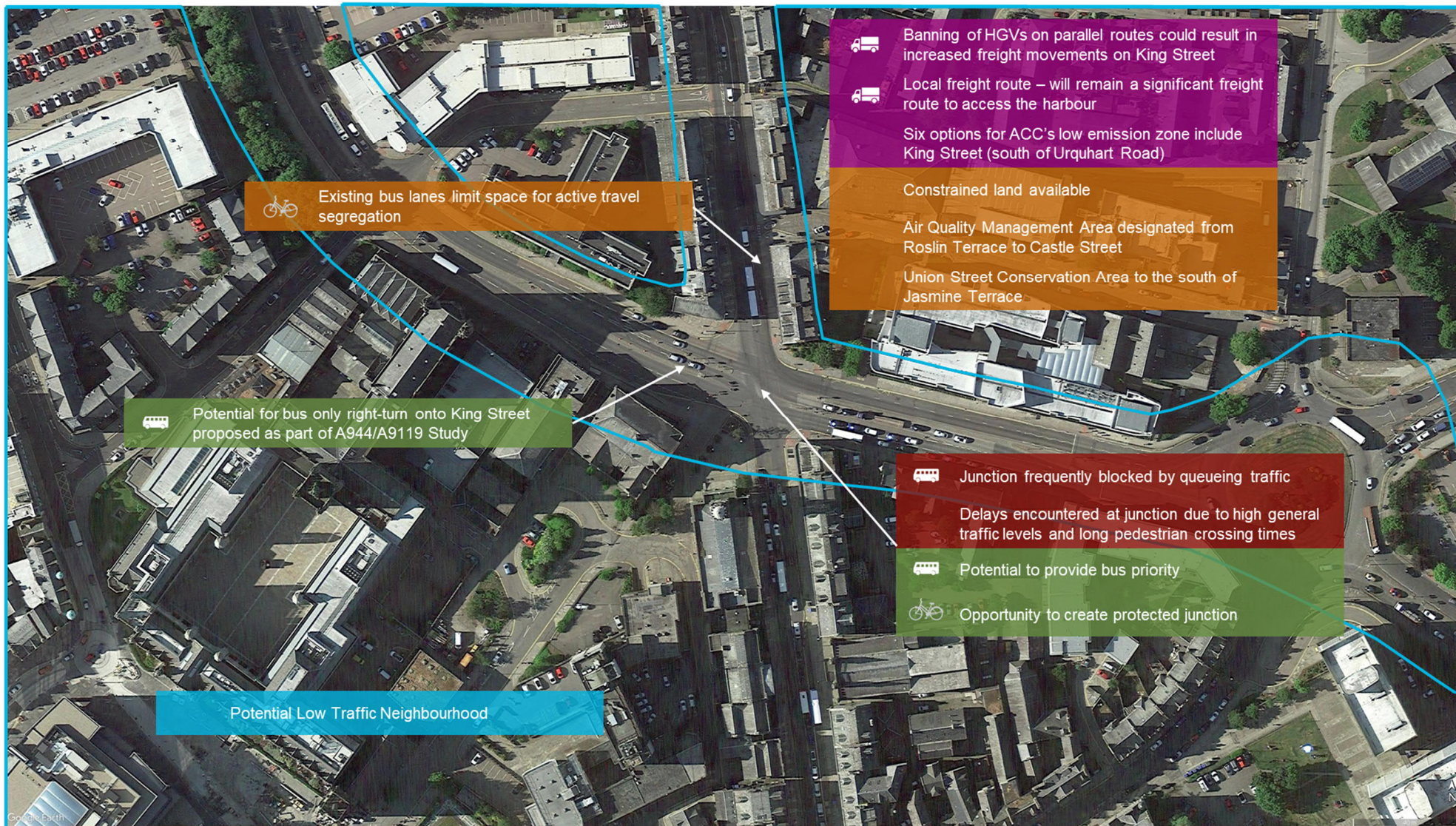


Figure 4.11: Identified West North Street PICOs

King Street Summary

Table 4.5: Identified King Street PICO's

Mode	Problems, Opportunities, Issues and Constraints			
	Problems	Opportunities	Issues	Constraints
General	<p>Anecdotal evidence of large vehicles travelling at relatively high speeds during peak hours.</p> <p>Inappropriate routing of freight via School Road/Golf Road/Park Road.</p> <p>King Street/West North Street junction can become blocked by queueing traffic.</p>	<p>Potential to reduce hatched markings near St Peter's Cemetery to increase space.</p> <p>Road classification change to the south of Mounthooly Way provides opportunity to change design of the carriageway.</p>	<p>Bus services along this corridor are student-led, meaning they are at risk if students do not return as normal post-COVID-19.</p> <p>Potential stakeholder resistance to carriageway redistribution.</p>	<p>Multiple vehicle movements to accommodate at various junctions, including Mounthooly Way and West North Street.</p> <p>Narrow effective carriageway width due to parked vehicles.</p>
Bus	<p>Road segments along King Street are identified in the worst 20 bus passenger weighted delays.</p> <p>Bus services expected to be impacted by congestion along King Street in future years where bus priority is not provided.</p> <p>Trees and shelters along King Street can cause issues with proximity to bus lanes/nearside kerbs, particularly with leaves on the road.</p> <p>Excessive number of bus stops on King Street.</p> <p>Delays are encountered between St Peter's Cemetery and Seaton Drive as a result of congestion caused by high general traffic levels.</p> <p>Bus lane widths are constrained to the north of St Machar Roundabout.</p> <p>Congestion as a result of high levels of general traffic at St Machar Drive Roundabout causes delays for buses.</p> <p>Delays at Regent Walk due to the long pedestrian green time. The yellow box junction results in reduced capacity for the northbound lane.</p>	<p>Opportunity to implement increased bus priority, particularly inbound.</p> <p>Opportunity to remove bus stops/implement floating bus stops on King Street.</p> <p>Potential to raise kerbs to aid accessibility for buses.</p> <p>Opportunity to introduce one-way system on Seaforth Road to reduce conflicting movements.</p> <p>Potential to provide bus priority through the West North Street Junction.</p> <p>Potential for bus only right-turn onto King Street from West North Street.</p>	<p>Important freight corridor – primary freight route to the north of St Machar Drive and local freight route to the south of St Machar Drive. King Street will remain a significant freight route for accessing the Harbour from the north.</p> <p>Banning of heavy goods vehicles on parallel routes could result in increased freight movements on King Street.</p> <p>Six options for ACC's low emission zone include the southern section of King Street (south of Urquhart Road).</p>	<p>Existing bus lanes limit space for active travel segregation.</p> <p>Land constraints along the King Street corridor.</p> <p>Air Quality Management Area designated between Roslin Terrace and Castle Street.</p> <p>Union Street Conservation Area on southern section of King Street.</p>

Mode	Problems, Opportunities, Issues and Constraints			
	Problems	Opportunities	Issues	Constraints
	<p>Signals at Linksfield Road junction can cause delay for buses due to long phases.</p> <p>Delays at Mounthooly Way and West North Street junctions due to high traffic levels, competing movements and long, straight pedestrian crossings. Long pedestrian crossings require long green-time phases and intergreen periods.</p> <p>Narrow southbound bus lane between St Andrew's Cathedral and Castlegate.</p>			
Active Travel	<p>On-road cycling is unattractive due to prevalence of potholes; poor road surfaces; high traffic volumes (including HGVs); limited allocation of road space; cars driving within hatched lines resulting in cyclists being blocked; and narrow bus lanes meaning that buses drive close to cyclists.</p> <p>Limited off-road cycling routes available.</p> <p>Pedestrian crossings located close to the give way lines at St Machar Drive Roundabout generate conflicting messages for car drivers at green signals, with consequent safety issues.</p>	<p>Opportunity for continuous footways on King Street.</p> <p>Potential to narrow junction radii along section to reduce vehicle speeds and improve safety.</p> <p>Opportunity to connect to NCN1.</p> <p>Topography of King Street is conducive to walking and cycling.</p> <p>Potential to convert existing advisory lanes into mandatory with Spaces for People type segregation.</p> <p>Signalisation of St Machar Drive Roundabout provides opportunity to implement CYCLOPS or similar junction design for active travel.</p> <p>Banning of HGVs on streets parallel to King Street could providing an opportunity to cater for active travel along these routes.</p> <p>Potential to create a protected junction at Regent Walk to support cycle movements into university.</p>		

4.2.5 Holburn Street

Holburn Junction

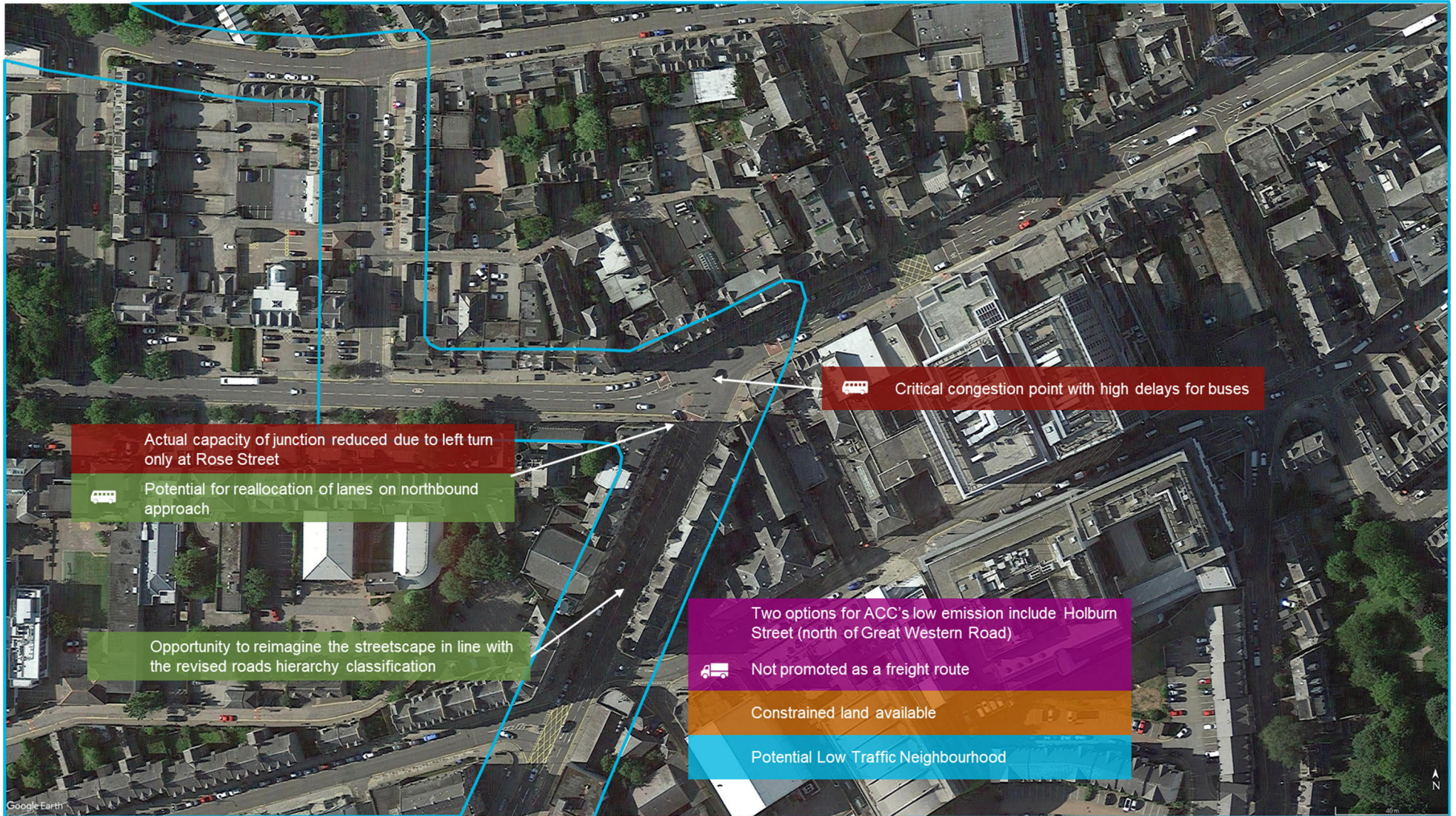


Figure 4.12: Identified Holburn Junction PICOs

Great Western Road

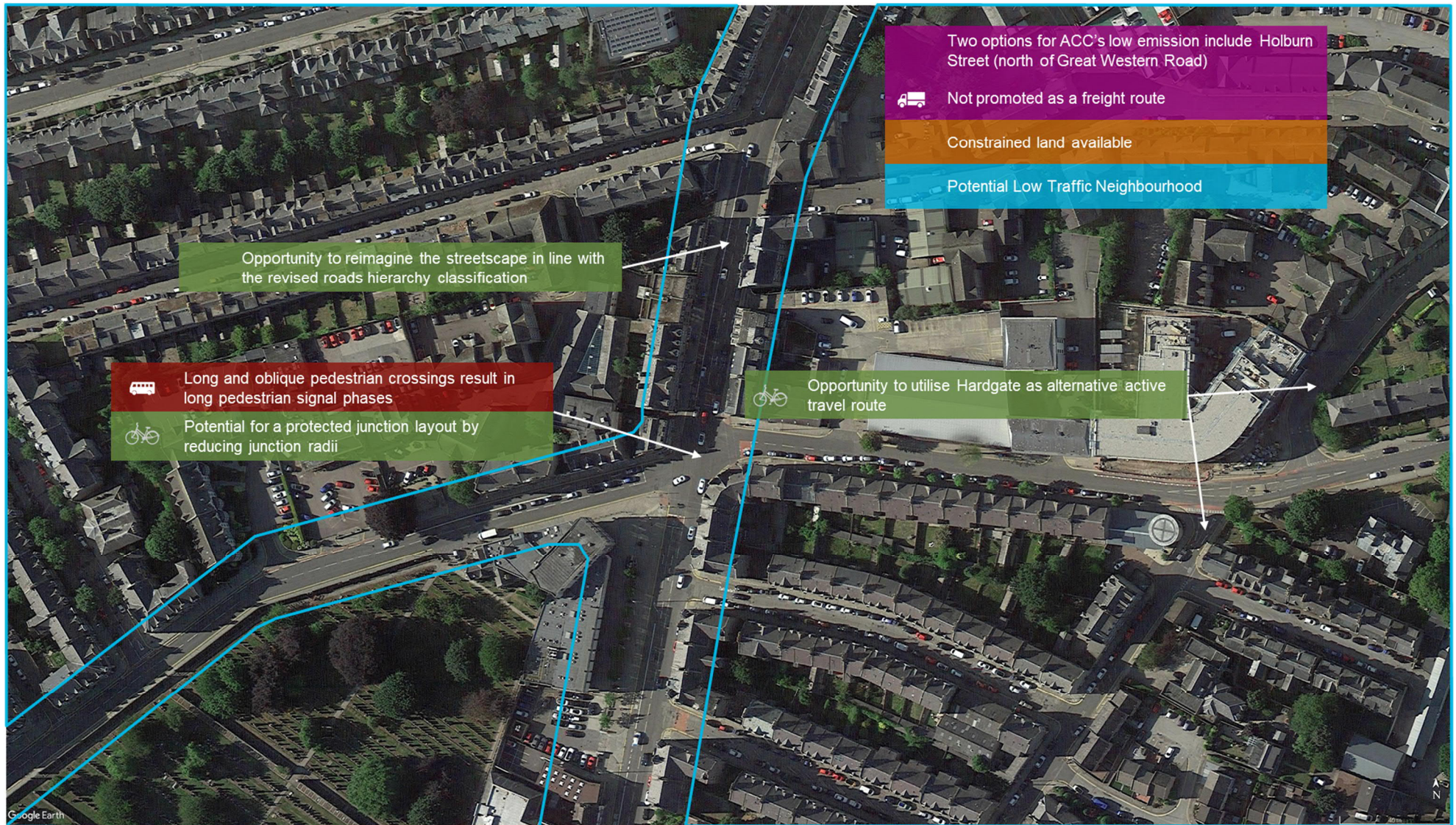


Figure 4.13: Identified Great Western Road PICOs

Great Southern Road



Figure 4.14: Identified Great Southern Road PICOs

Holburn Street Summary

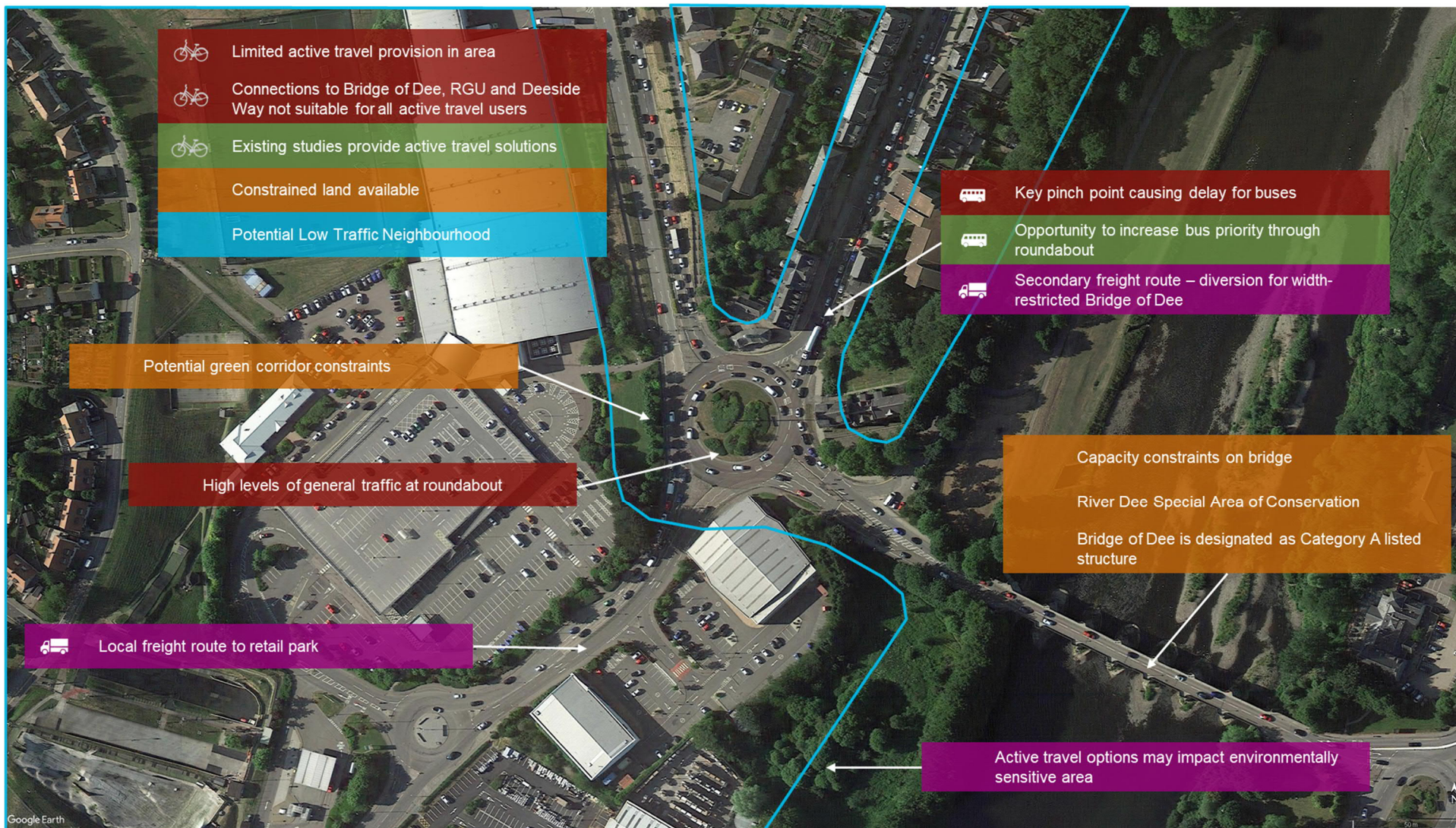
Table 4.6: Identified Holburn Street PICOs

Mode	Problems, Opportunities, Issues and Constraints			
	Problems	Opportunities	Issues	Constraints
General	<p>Issues raised regarding parking in the bus lane on Holburn Street.</p> <p>The actual capacity for the ahead movement from Holburn Street consists of one lane only due to the dedicated left turn lane into Rose Street when travelling northbound.</p>	<p>Opportunity to reimagine the streetscape of the northern section of Holburn Street between Great Western Road at Union Street in line with the revised roads hierarchy classification.</p>	<p>Potential stakeholder resistance to carriageway redistribution.</p>	<p>Land constraints along the Holburn Street corridor.</p>
Bus	<p>Holburn Junction identified as a critical congestion point with long queues on all arms and significant delays for buses.</p> <p>The northbound bus lane on Holburn Street ends south of the Union Grove junction, where a long yellow box is located.</p> <p>Long and oblique pedestrian crossings at Great Western Road result in long pedestrian signal phases and intergreens.</p> <p>Holburn Junction to Broomhill Road identified as a key area of delay affecting bus passengers.</p> <p>Difficulties for southbound vehicles exiting the Nellfield Place bus stop due to parked vehicles.</p> <p>Delays along Holburn Street at the roundabout junction with Fonthill Road and Great Southern Road due to high traffic levels.</p> <p>Delays for buses on Broomhill Road due to parked vehicles on approach to Holburn Street.</p> <p>The numerous side road accesses and on-street parking along Holburn Street causes delay, particularly where the carriageway is narrow to the south of the junction with Broomhill Road.</p>	<p>Opportunity to reallocate lanes on the northbound approach to Holburn Junction in order to improve priority for buses at the junction.</p> <p>Opportunity to review layout of the Holburn Street/Great Southern Road junction, including consideration of a northbound filter bypass for buses.</p>	<p>Two options for ACC's low emission zone include the northern section of Holburn Street (north of Great Western Road).</p> <p>The majority of Holburn Street is not promoted as a freight route. The section to the south of Riverside Drive is a secondary freight route associated with the need for diversion at the width-restricted Bridge of Dee.</p> <p>Anecdotal evidence of cross city movements occurring from Great Southern Road to Holburn Road which are no longer supported by the roads hierarchy.</p>	<p>Fixed width bridge over Union Glen.</p> <p>Numerous side roads and on-street parking along Holburn Street.</p> <p>Historic wall on Holburn Street near Gray Street.</p>

Mode	Problems, Opportunities, Issues and Constraints			
	Problems	Opportunities	Issues	Constraints
Active Travel	<p>Roundabouts cause major issue for less confident people cycling on carriageway.</p> <p>Parked cars narrow effective carriageway making this less attractive for cyclists.</p>	<p>Potential to improve crossing points along section to aid pedestrian movements, including for a protected junction layout by reducing radii at Great Western Road Junction.</p> <p>Opportunity to link to existing path on Deeside Way.</p> <p>Opportunity to utilise Hardgate as active travel route.</p>		

4.2.6 Bridge of Dee to Garthdee

Garthdee Roundabout



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Figure 4.15: Identified Garthdee Roundabout PICO

Garthdee Road



Figure 4.16: Identified Garthdee Road PICOs

Bridge of Dee to Garthdee Summary

Table 4.7: Identified Bridge of Dee to Garthdee PICOs

Mode	Problems, Opportunities, Issues and Constraints			
	Problems	Opportunities	Issues	Constraints
General	<p>Impacts of traffic making diversionary movements to avoid congestion and HGVs making diversionary movements due to Bridge of Dee restrictions.</p> <p>High levels of general traffic at Garthdee Roundabout.</p> <p>Safety concerns regarding the right-hand turn from Garthdee Road to Garthdee Farm Gardens.</p>		<p>Proposed link roads from Stonehaven Road to Garthdee Road and from North Deeside Road to Garthdee Road could exacerbate traffic flow issues in the area.</p>	<p>Capacity constraints on Bridge of Dee due to narrow carriageway.</p> <p>River Dee Special Area of Conservation.</p> <p>Bridge of Dee is designated as a Category A listed structure.</p>
Bus	<p>Garthdee Roundabout identified as a pinch point for traffic; noted as a potential priority area due to issues.</p> <p>Gaitside Drive at RGU Campus is a busy junction with buses often experiencing delay turning right onto Auchinyell Road.</p> <p>Long alighting and boarding times at the bus stops in proximity to the University result in long queues and delays along Garthdee Road, particularly at the junction with Craigievar Road.</p> <p>Anecdotal evidence of overcrowding on buses due to students in the area, which discourages the public from using the services.</p>	<p>Opportunity to increase bus priority through Garthdee Roundabout.</p> <p>Opportunity to enhance passenger waiting facilities at bus stops in proximity to RGU on Garthdee Road.</p> <p>Opportunity to provide priority for buses turning right at Auchinyell Road.</p> <p>Opportunity to implement bus lay-bys on Garthdee Road to ease congestion.</p>	<p>The eastern section of Garthdee Road is a local freight route to retail parks; the western section is not promoted as a freight route.</p> <p>Potential stakeholder resistance to carriageway redistribution.</p> <p>Implementing active travel options on Garthdee Road could impact on bus journey times.</p> <p>Active travel options may impact on environmentally sensitive areas, such as the River Dee</p>	<p>Constrained land available on southern section of Holburn Street and eastern section of Garthdee Road.</p> <p>Potential green corridor constraints at Garthdee Roundabout.</p>
Active Travel	<p>Limited provision for active travel in the Bridge of Dee area.</p> <p>Existing connections between Bridge of Dee, RGU Campus and Deeside Way are not suitable for all pedestrians and cyclists.</p> <p>The Garthdee Road corridor has no segregated infrastructure for cyclists, creating an unsafe environment and conflicts between motorised vehicles and vulnerable road users at crossing points.</p>	<p>There are areas where active travel route options could be used to enhance the existing conditions for biodiversity.</p> <p>Alternatives to infrastructure solutions could support an increase in cycling within the study area, including roll-out of affordable electric bike hire/purchase for local residents and/or RGU students.</p> <p>Space to expand into grass verge to the north of Garthdee Road.</p>		<p>The topography of Garthdee Road presents challenges to people moving on foot, wheel or by cycle.</p> <p>Public utilities could constrain construction depth.</p>

Mode	Problems, Opportunities, Issues and Constraints			
	Problems	Opportunities	Issues	Constraints
	<p>Substandard footway construction on the south side of Garthdee Road.</p> <p>Existing personal safety issues, real or perceived, when using a remote foot/cycle path.</p> <p>No dropped kerb provision or tactile paving at the island crossing to the west of the roundabout at Sainsbury's.</p> <p>Substandard footway construction along the riverside path – narrow, uneven, wet and overgrown in summer and wet, muddy and slippery in winter.</p> <p>Lack of safe crossing point of Garthdee Road for active travel users at Auchinyell Road.</p>	<p>Opportunity to widen pedestrian facilities on southern side of carriageway on Garthdee Road.</p> <p>Potential to link active travel facilities to Deeside Way.</p> <p>Improving active travel connections within and through the study area could help to address existing social isolation.</p>	<p>corridor and Deeside Way.</p>	<p>Deeside Way Local Nature Conservation Site.</p> <p>Pitfodels Conservation Area.</p>

4.3 Strategic Corridor Review

In addition to the localised PICOs set out in the preceding sections, consideration has been given to strategic issues for the corridor.

4.3.1 Problems

The key strategic problems identified within the study area are as follows:

- High Car Usage in Key Settlements:** The car mode share for travel to work along the corridor is high, with the majority of settlements along the corridor recording rates of driving to work significantly above the national average (with the exception of Garthdee). This has implications in terms of national, regional and local objectives to reduce carbon emissions, meeting air quality objectives and delivering reliable bus services.
- Active Travel Provision:** While there are sections of active travel provision along the corridor, there is a lack of direct, coherent and segregated cycling infrastructure. With the exception of shared use infrastructure between Murcar and Balgownie, the majority of cycling infrastructure is on-road, which is unattractive to cyclists due to safety concerns and poor road surfaces. There is no dedicated, continuous cycle infrastructure within the Aberdeenshire section of the study corridor between Ellon and Blackdog, though initial feasibility work has been undertaken for a strategic route between Ellon and Balmedie.
- Bus Service Provision:** Following the opening of the AWPR, there has been reduced bus service provision in some of the Aberdeenshire settlements along the corridor, with a requirement to balance the need to ensure communities remain connected whilst maximising the benefits that the AWPR brings for passengers from Ellon and communities further north.

- **Bus Service Competitiveness:** Journey times are often significantly longer by bus than by car to key destinations from key settlements along the study corridor. This is particularly notable for access to key destinations that are not on or in close proximity to the study corridor and require an interchange due to a lack of direct services. Congestion has additionally been highlighted as a problem for buses, particularly prior to the COVID-19 pandemic, with the King Street corridor representing 13% of the entire First Bus network delay and the Union Street to Garthdee corridor representing 9% of the overall delay²⁶.
- **Electric Vehicle Infrastructure:** There is limited provision of electric vehicle charging infrastructure along the corridor, particularly between Ellon and Aberdeen.
- **Impact of Development:** The study corridor is identified as a Strategic Growth Area within the Strategic Development Plan and there are therefore proposals for significant development over the next 20 years. Findings from a Cumulative Transport Appraisal that was undertaken to support the development of the Strategic Development Plan indicate that while delivery of committed transport schemes provides congestion relief and improves network operations at locations along the corridor, time savings are likely to be eroded as development is built out through to 2032 and 2037, with network operations deteriorating to that evidenced prior to the opening of the AWPR.

4.3.2 Opportunities

The key strategic opportunities identified within the study area are as follows:

- **Policy Context:** The study aims strongly align with the local, regional and national policy context, including support for more trips to be undertaken using sustainable modes of travel. This includes the reclassification of certain sections of the corridor in the roads hierarchy, which provides the opportunity to provide enhanced priority to sustainable modes. There are regional aspirations outlined within the draft RTS 2040 to implement an Aberdeen Rapid Transit system, providing a fresh approach to public transport through the development of a high quality, high frequency mass transit network across the city. Initial corridors under consideration for this includes Kingswells to Bridge of Don via Union Street and King Street.
- **Bus Service Partnerships:** The Transport (Scotland) Act 2019 has provided new powers for Councils to enable greater control and operation of local bus services as well as enhanced partnership working arrangements under Bus Service Improvement Partnerships (BSIPs). A Quality Partnership Agreement was signed by parties in the region in 2018 to form the North East Bus Alliance, providing renewed impetus to the identification of measures that can enhance the attractiveness of bus services in the region.
- **Funding:** The Scottish Government has recently announced funding for active travel and bus priority. The 2020/21 Programme for Government outlines a commitment towards delivering on health, economic and environment goals by investing £500m over the next five years in active travel infrastructure, access to bikes and behaviour change schemes to promote walking, wheeling and cycling. It also outlines a reaffirmed commitment to a £500m Bus Partnership fund to support authorities' ambitions around tackling congestion so that bus journeys are quicker and more reliable, and more people make the choice to take the bus. The Bus Partnership Fund was officially launched in November 2020.
- **Distances to Work for Aberdeen City Settlements:** The majority of those living in Bridge of Don and Garthdee travel less than 10km for work. This presents opportunities to encourage active travel use for journeys to work from these settlements.
- **Locking in the Benefits of the AWPR:** The opening of the AWPR has significantly changed travel patterns and journey times, reducing delays in many areas throughout the network. There is therefore an opportunity to incentivise public transport along the corridor, locking in the benefits of reduced congestion and journey time savings.
- **Increased Active Travel Use during COVID-19 Pandemic:** There has been a significant increase in active travel since the COVID-19 restrictions were introduced in March 2020. There is opportunity to maintain and build on this trend looking ahead to the future.

4.3.3 Issues

The key strategic issues identified within the study area are as follows:

- **Future Attitudes to Travel and Travel Behaviour:** There are significant uncertainties regarding future attitudes to travel and travel behaviour given the unprecedented times brought about by the COVID-19 pandemic.

²⁶ Cities Study Aberdeen, First Bus (2020)

Significant changes have been observed in the short term, with a shift to working from home and flexible working, a reduction in overall travel demand and an increased uptake of active travel. While there is evidence that travel demand is returning following the easing of lockdown restrictions, it is unclear whether some of the observed changes will be short-term or result in a structural change in how society operates.

- **Growing / Ageing Population:** Population growth in the region between 2001 and 2019 outstripped the average for Scotland, with an average increase across Aberdeen City and Aberdeenshire of 11.5% compared to the national average of 8%. This trend was also evident in the majority of key settlements along the study corridor. Population projections from the National Records of Scotland²⁷ indicate that this trend is expected to continue into the future and it is anticipated that the biggest increases will be amongst those of pensionable age and over. There will therefore be a need to ensure that the transport system can support the needs of an ageing population.
- **Climate Change:** In May 2019, the Scottish Government declared a 'Climate Emergency'. The Climate Change (Scotland) Act 2019 sets a legally binding net-zero target for all greenhouse gases by 2045. It is likely that climate change will have an increasing impact on the region in future years, bringing rising sea levels and a potential increase in extreme weather events and it will therefore be important to build resilience into the transport network looking ahead to the future.

4.3.4 Constraints

The key strategic constraints identified within the study area are as follows:

- **Political Will:** Due to the historic prevalence of private car travel in much of the study area, measures focussed on enhancing walking, cycling and public transport use may not be supported by the public, which could reduce political support for such measures. This has been evidenced recently with the Spaces for People scheme, where plans for measures along Ellon Road and King Street were refused and the decision was made to remove the bi-directional cycleway that was implemented along the Beach Esplanade.
- **Funding:** While the availability of increased funding at a national level provides an opportunity for investment in sustainable modes, funding streams will be competitive. Furthermore, a 2019 report by Audit Scotland²⁸ found that Scottish Government revenue funding to local authorities has been increasingly constrained in recent years, with national policy initiatives making up an increasing proportion of Council budgets, which limits flexibility for local authorities to plan how to allocate funds.
- **Environment:** There are a number of environmental constraints that will require consideration as the study develops.
- **Competing Demands along Corridor:** The study corridor is an important movement corridor for all modes of travel and therefore it will be a challenge to cater for all modes of travel, particularly within Aberdeen City where the road space is more constrained.

²⁷ [Population Projections for Scottish Areas \(2018-based\)](#)

²⁸ https://www.audit-scotland.gov.uk/uploads/docs/report/2019/nr_190321_local_government_performance.pdf

5. Transport Planning Objectives

5.1 Introduction

This chapter presents the TPOs that have been developed for the Ellon P&R to Garthdee Study. Central to the appraisal of options using STAG is that the process should be objective-led rather than solution-led. A number of TPOs have been developed to reflect the identified problems, issues, constraints, and opportunities within the study area. The TPOs reflect the outcomes sought from the study and will play an integral role in the appraisal process when assessing the performance of each option.

5.2 Approach

A top-down, bottom-up approach has been considered in developing the TPOs for the study. On the one hand, it has been important to consider how the objectives align with the national, regional and local policy and strategy framework; drawing on the significant work undertaken by ACC and partners in relation to active travel and public transport, but, in line with a robust STAG approach, emphasis has been placed on linking the identified problems, issues, constraints and opportunities to the derived objectives.

The objectives included within relevant policy and strategy documents were collated and those of direct relevance to the study were themed. The draft TPOs that were developed were mapped against the finalised list of problems and opportunities for each section of the study corridor. The results of these reviews are presented in the *Transport Planning Objectives Technical Note* included in [Appendix B](#).

5.3 Final Transport Planning Objectives

The TPOs developed for the study are:

- **TPO1** – Improve walking and cycling infrastructure on the corridor to provide safer and more attractive routes, enabling and encouraging trips to be undertaken actively and increasing the modal share of walking and cycling for all journey types.
- **TPO2** – Increase the competitiveness of walking and cycling options for short trips by reducing the convenience of using private cars for such trips.
- **TPO3** – Implement public transport measures between Ellon P&R and Garthdee which support year-on-year recovery and growth in bus patronage on the study corridor and which promote innovation and emerging technologies that reflect the ambition of providing a step-change in public transport provision along the corridor.
- **TPO4** – Improve public transport reliability and journey times between Ellon P&R and Garthdee and between the study corridor, Bridge of Don P&R and villages in Aberdeenshire; to achieve a step-change in the competitiveness of public transport compared with private car travel.
- **TPO5** – Lock-in journey time benefits delivered by the AWPR to ensure efficient access to the city from the north to reflect the corridor's priority status within the roads hierarchy and to discourage use of adjacent secondary and tertiary routes for through trips.

5.4 SMART Objectives

STAG notes that TPOs should be developed with 'SMART' principles in mind, which will enable the TPOs to be sharpened and refined as the study progresses and more information becomes available. A SMART 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.

The table below highlights how the developed TPOs relate to the SMART principles.

Table 5.1: SMART Objectives

TPO	Specific	Measurable	Attainable	Relevant	Timed
TPO1: Improve walking and cycling infrastructure on the corridor to provide safer and more attractive routes, enabling, and encouraging trips to be undertaken actively and increasing the modal share of walking and cycling for all journey types	TPO identifies the need to facilitate active travel improvements in the study area.	<p>Surveys (such as Census or Scottish Household Survey) to measure proportion of active travel trips for journeys to work and education and for leisure journeys.</p> <p>Citizens Panel surveys to assess changing perceptions.</p> <p>Pedestrian and cycle counts along the corridor can monitor changes in those travelling actively.</p>	<p>Delivery of TPO will require further feasibility work to assess locations and implementability of potential options for improving infrastructure.</p>	<p>TPO is consistent with the overall aim of the Ellon P&R to Garthdee Study.</p> <p>Consultation highlighted missing links in the strategic active travel network between Ellon and Aberdeen.</p> <p>Consultation highlighted lack of off-road cycling links from the Bridge of Don to Garthdee.</p>	Within next 5-10 years.
TPO2: Increase the competitiveness of walking and cycling options for short trips by reducing the convenience of using private cars for such trips	TPO identifies the need to increase the competitiveness of active travel in comparison to private car travel for short trips.	<p>Surveys (such as Census or Scottish Household Survey) to measure proportion of active travel trips.</p> <p>Citizens Panel surveys to assess changing perceptions.</p> <p>Pedestrian and cycle counts along the corridor can monitor changes in those travelling actively.</p>	<p>Delivery of TPO will require modal shift from car to active travel (walking and cycling) in some sections of the corridor, which may require demand management measures.</p>	<p>TPO is consistent with the overall aim of the Ellon P&R to Garthdee Study.</p> <p>Problems and opportunities analysis highlighted high car mode share in several of the key settlements along the corridor.</p>	Within next 5-10 years.
TPO3: Implement public transport measures between Ellon P&R and Garthdee which support year-on-year recovery and growth in bus patronage on the study corridor and which promote innovation and emerging technologies that reflect the ambition of providing	TPO identifies the need to grow bus patronage in the study area.	<p>Surveys (such as Census or Scottish Household Survey) to measure proportion of public transport trips for journeys to work and education and for leisure journeys.</p> <p>Citizens Panel surveys to assess changing perceptions.</p>	<p>Delivery of TPO may require collaboration between ACC, partners and bus operators.</p>	<p>TPO is consistent with the overall aim of the Ellon P&R to Garthdee Study.</p> <p>Problems and opportunities analysis highlighted that bus patronage in the region has been in decline in recent years.</p>	Within next 5-6 years.

TPO	Specific	Measurable	Attainable	Relevant	Timed
<p>a step-change in public transport provision along the corridor</p>		<p>Satisfaction of bus passengers.</p> <p>Scottish Access to Bus Index (SABI) can be monitored to assess changes in accessibility to bus services.</p> <p>TRACC accessibility tool can be used to measure changes in connectivity.</p> <p>Fares can be monitored in line with rates of inflation and real cost of living and can be benchmarked against other areas and the costs of city centre parking.</p> <p>Future proofing for Bus Rapid Transit (checks on different types of bus vehicle movements such as Belfast Glider).</p>		<p>Consultation highlighted that bus is currently not an attractive option for some trips along the study corridor.</p>	
<p>TPO4: Improve public transport reliability and journey times between Ellon P&R and Garthdee and between the study corridor, Bridge of Don P&R and villages in Aberdeenshire; to achieve a step-change in the competitiveness of public transport compared with private car travel</p>	<p>TPO identifies the need to facilitate public transport reliability and journey time improvements in the study area.</p>	<p>Bus journey times between key origins and destinations.</p> <p>Proportion of buses delivering services in line with the timetable.</p> <p>Satisfaction of bus passengers.</p>	<p>Delivery of TPO may require collaboration between ACC, partners and bus operators.</p>	<p>TPO is consistent with the overall aim of the Ellon P&R to Garthdee Study.</p> <p>Problems and opportunities analysis highlighted that bus journey times were often significantly longer than those by car.</p>	<p>Within next 5-6 years.</p>
<p>TPO5: Lock-in journey time benefits delivered by the AWPR to ensure efficient access to the city from the north to reflect</p>	<p>TPO identifies the need to ensure there is no net detriment to journey times associated with planned</p>	<p>Journey times between key origins and destinations.</p> <p>Proportion of sustainable trips for journeys to work</p>	<p>Delivery of TPO will require modal shift from car to sustainable modes in some sections of the corridor,</p>	<p>Problems and opportunities analysis highlighted that time savings generated by the AWPR are likely to be eroded as development is</p>	<p>Within next 5-10 years.</p>

TPO	Specific	Measurable	Attainable	Relevant	Timed
<p>the corridor's priority status within the roads hierarchy and to discourage use of adjacent secondary and tertiary routes for through trips</p>	<p>development on the study corridor.</p>	<p>and education and for leisure journeys. Development travel plan monitoring (where applicable).</p>	<p>which may require demand management measures.</p>	<p>built out, with network operations deteriorating to that evidenced prior to AWPR opening.</p>	

6. Option Generation, Sifting and Development

6.1 Introduction

This chapter presents an overview of the option generation, sifting and development process that has been undertaken to arrive at a set of options for appraisal for the Ellon P&R to Garthdee Study. The aim is to identify a set of options that could potentially deliver the Transport Planning Objectives (TPOs) and in turn, help to address the problems, issues and constraints identified while helping to realise the opportunities. Further detail is provided in the *Option Generation, Sifting & Development Technical Note* included in [Appendix C](#).

6.2 Do-Minimum Scenario

In line with Scottish Transport Appraisal Guidance (STAG), all generated options must be appraised against a Do-Minimum scenario. Transport Scotland define the Do-Minimum in STAG as:

‘the most likely transport situation over the course of the appraisal period if no intervention were to occur... The do-minimum should also include minor changes which can be expected to be carried out as conditions deteriorate, should the proposed interventions not go ahead. These improvements should not be significant, with any significant changes considered as an option in their own right as part of Option Generation, Sifting and Development.’²⁹

The Do-Minimum for the Ellon P&R to Garthdee study assumes the interventions presented in the table below are in place.

Table 6.1: Committed Transport Projects included within the Ellon P&R to Garthdee Study

Scheme	Description
Ellon P&R Expansion	<ul style="list-style-type: none"> Ellon P&R currently consists of 290 car parking spaces, bus passenger waiting facilities and a bus turning circle. The expansion project includes an additional 91 spaces and a new access road to a new set of bus stances. Expansion anticipated to be completed in 2021, which introduces further opportunity to travel by public transport on the Ellon P&R to Garthdee corridor.
Haudagain Roundabout Improvement	<ul style="list-style-type: none"> Improvement scheme includes approximately 500m of new dual carriageway connecting the A92 North Anderson Drive and A96 Auchmill Road to assist in reducing traffic congestion and improving journey time reliability. Improvement scheme anticipated to be completed during 2021. Provides wider context for access beyond the Ellon P&R to Garthdee corridor.
SCOOT Network Updates	<ul style="list-style-type: none"> Regent Walk junction to be added to the SCOOT network during FY2020/21.
Berryden Corridor Improvement	<ul style="list-style-type: none"> Road improvement scheme to improve traffic flow between Skene Square and St Machar Drive. The scheme will provide substantial benefits across the north of Aberdeen and beyond (including on the Ellon P&R to Garthdee corridor), improving journey times and connections, reducing congestion and improving pedestrian and cycle provision. It is anticipated that the CPO process will be concluded in 2021.
Rail Revolution	<ul style="list-style-type: none"> Various rail proposals, including Aberdeen to Inverness rail improvements, which aims to provide incremental benefits throughout the life of the scheme, with the whole project being delivered by 2030. Aberdeen to Central Belt enhancements, with a funding commitment to improve rail connectivity between Aberdeen and the Central Belt by reducing inter-city express journey times. Rail improvements may provide city centre traffic reduction from the northwest (and south), potentially affecting future travel patterns on the Ellon P&R to Garthdee corridor.

In addition to those schemes included in the table above, it has also been assumed that transport schemes associated with the CCMP are in place for the purposes of the Ellon P&R to Garthdee Study.

²⁹ <https://www.transport.gov.scot/publication/stag-technical-database/section-2/#s23>

6.3 Transport Projects in Development

In addition to the schemes outlined above, there are a number of transport projects in development in the study area, as shown in the table below.

Table 6.2: Transport Projects in Development in the Study Area

Scheme	Description
Ellon to Balmedie Strategic Cycle Route	<ul style="list-style-type: none"> Initial feasibility work undertaken outlining an active travel route between Ellon and Balmedie. Aberdeenshire Council looking to commission further work on the Ellon – Foveran – Newburgh link.
Murcar to Blackdog Shared Use Path	<ul style="list-style-type: none"> ACC is progressing the detailed design of a shared use path between Murcar and Blackdog with the aim to tender works soon after designs are finalised.
Bridge of Don to City Centre Active Travel Options	<ul style="list-style-type: none"> Active travel routes via Golf Road/Park Road, King Street and the Beach Esplanade agreed to provide the most benefit in terms of creating a cohesive network of active travel routes across the north of the city to the city centre. Preliminary design to be taken forward of the active travel route via the Beach Esplanade following monitoring and evaluation of the temporary works that were in place through Spaces for People interventions.
St Machar Drive Junction	<ul style="list-style-type: none"> ACC is progressing detailed design of signalisation of the roundabout.
City Centre Low Emission Zone	<ul style="list-style-type: none"> The Scottish Government has committed to the introduction of LEZs in Aberdeen, Dundee, Edinburgh and Glasgow, with anticipated implementation by May 2022. A grace period will follow for enforcement of the restrictions to allow people and businesses to change vehicles or journey patterns following implementation. A preferred option for Aberdeen's LEZ has been identified, which includes a section of King Street to the south of the junction with West North Street; East North Street, Commerce Street and Virginia Street immediately to the east of the study corridor; Union Street, which provides a connection between two sections of the study corridor; and a section of Holburn Street to the north of the A93.
Rose Street Junction	<ul style="list-style-type: none"> Work is ongoing to look at converting the eastbound left-turn dedicated lane from Union Street into Rose Street to left and ahead for buses, taxis and cyclists, to support ACC's Bus Partnership Fund works.
Bridge of Dee West Active Travel Options	<ul style="list-style-type: none"> ACC looking to progress preliminary and detailed design of Phase 1 – connecting RGU to Deeside Way.

For the purpose of this study, it has not been assumed that these interventions are in place. Where appropriate, the above options are therefore included within the long list of options to be assessed in their own right.

6.4 Option Generation

6.4.1 Approach

A long list of options has been developed based on a number of sources, including consultation with officers, stakeholders and Community Council groups; a review of previous studies to identify historical proposals that remain viable options; a review of statutory planning and policy documents; and professional judgement.

6.4.2 Active Travel Options

The active travel options that have been generated are presented in the table below. The following definitions are used throughout:

- **With-flow kerb segregated cycleway** – cycleway that travels with the flow of traffic and is separated from the carriageway by a segregation island;
- **With-flow light segregated cycleway** – cycleway that travels with the flow of traffic and is separated from the carriageway by dividing features such as low level humps or thin bollards;
- **Two-way segregated cycleway** – cycleway that travels in both directions on one side of the road and is separated from the carriageway.

Table 6.3: Active Travel Options

Ref	Title	Description	Source
Whole Corridor Measures			
AT1	Creation of a city-wide cycle hire scheme	Implementation of a city-wide cycle hire scheme in Aberdeen, with particular focus on the two universities.	Consultation
AT2	Improve signage for active travel	Improved signage for active travel to fully utilise active travel infrastructure throughout the city.	Consultation
Ellon to Murcar			
AT3	Implement long distance active travel route between Ellon and Murcar alongside carriageway	Creation of a long distance active travel route in both directions between Ellon and Murcar in the form of a shared use path alongside the existing carriageway, including the proposed extension of the current scheme between Murcar and Blackdog.	Planning and policy; Consultation
AT4	Implement long distance active travel route between Ellon and Blackdog using the old A90	Creation of a long distance active travel route in both directions between Ellon and Blackdog making use of detrunked sections of the old A90 to provide formalised active travel provision.	Planning and policy; Previous study
AT5	Improve the surface of the long distance active travel route between Ellon and Aberdeen via the Formartine & Buchan Way	Improving the surface of the Formartine & Buchan Way active travel corridor between Aberdeen and Ellon to make it more attractive for cycling to encourage use for utility trips and local tourism.	Planning and policy
AT6	Implement active travel route between Ellon and Newburgh using B9005, west of A90 and B9000	Creation of an active travel route in both directions between Ellon and Newburgh via the B9005, a two-way shared cycle path to the west of the A90 to the grade separated junction at Newburgh and then via the B9000.	Previous study; Consultation
AT7	Implement active travel bridge over the A90 Ellon Bypass	Implementation of an active travel bridge over the A90 Ellon Bypass to link between Ellon Academy and the rural road network to the east of the A90 Ellon Bypass.	Consultation

Ref	Title	Description	Source
Murcar to Bridge of Don			
AT8	Implement with-flow kerb segregated cycleway between Murcar and Bridge of Don	Implementation of a with-flow kerb segregated cycleway in both directions between Murcar and Bridge of Don.	Professional judgement
AT9	Implement with-flow light segregated cycleway between Murcar and Bridge of Don	Implementation of a with-flow light segregated cycleway in both directions between Murcar and Bridge of Don.	Professional judgement
AT10	Implement two-way segregated cycleway between Murcar and Bridge of Don	Implementation of a two-way segregated cycleway between Murcar and Bridge of Don.	Professional judgement
AT11	Implement active travel route via local residential network to the west of the study corridor	Implementation of active travel infrastructure in both directions between Murcar and Bridge of Don via the local residential network to the west of the study corridor including Denmore Road, Woodside Road, Silverburn Place, Cloverhill Road, Gordon Road, North Donside Road, Simpson Road and Balgownie Crescent.	Professional judgement
AT12	Extend the Ellon Road shared use path on the west side of the Bridge of Don	Extension of the Ellon Road shared use path along the west side of the Bridge of Don.	Consultation
AT13	Implement active travel links to support the development of a local active travel network	Implement active travel link in both directions between Ellon Road and Dubford via Greenbrae Drive and off-road parallel to Dubford Road. Implement active travel link in both directions between Grandhome and Dubford via Whitestripes Avenue, Jesmond Avenue North, Whitestripes Avenue, Jesmond Drive, Scotstown Road and Dubford Road.	Previous study
AT14	Implement a crossing point for active travel users on Ellon Road south of Murcar Roundabout	Implementation of a toucan crossing on Ellon Road to the south of Murcar Roundabout to aid active travel movements in the area.	Planning and policy
AT15	Implement upgrades to the Ellon Road/Parkway junction to improve active travel provision	Implementation of improvements at the Parkway Roundabout to enhance opportunities for active travel.	Professional judgement
AT16	Implement a crossing point for active travel users on Ellon Road south of Parkway Roundabout	Implementation of a pedestrian crossing on Ellon Road to the south of The Parkway Roundabout to aid pedestrian movements in the area.	Previous study
AT17	Implement crossing facilities for active travel users on Ellon Road at the junction with Balgownie Road	Creation of a pedestrian crossing at the Ellon Road/Balgownie Road junction to allow for safe pedestrian crossing.	Professional judgement
AT18	Implement protected junction with reduced corner radii at Ellon Road/Balgownie Road junction	Creation of a protected junction for cyclists at the Ellon Road/Balgownie Road junction by reallocating carriageway space and reducing corner radii.	Professional judgement
AT19	Implement a community cycle hub in the Bridge of Don area	Support Sport Aberdeen in the implementation of a community cycle hub in the Bridge of Don area, building on feasibility work undertaken in recent years to identify suitable locations.	Planning and policy
AT20	Maintain and improve cycle parking provision at Bridge of Don Park and Ride	Maintain and improve the provision of cycle parking at the Bridge of Don Park and Ride site to encourage its use as a multi-modal interchange point.	Planning and policy
AT21	Implement improvements to cycle and pedestrian access at Bridge of Don Park and Ride from King Robert's Way to Exhibition Avenue	Access improvements to Bridge of Don Park and Ride by walking and cycling on the east side of Ellon Road.	Professional judgement
AT22	Implement an active travel link between Bridge of Don Park and Ride and Ellon Road	Implementation of a footpath link between Bridge of Don Park and Ride and the bus stops on Ellon Road to enable Park and Ride users access to more frequent bus services.	Consultation
Bridge of Don			
AT23	Implement with-flow kerb segregated cycleway on the Bridge of Don	Implementation of a with-flow kerb segregated cycleway in both directions on the Bridge of Don.	Professional judgement

Ref	Title	Description	Source
AT24	Implement with-flow light segregated cycleway on the Bridge of Don	Implementation of a with-flow light segregated cycleway in both directions on the Bridge of Don.	Professional judgement
AT25	Implement two-way segregated cycleway on the Bridge of Don	Implementation of a two-way segregated cycleway on the Bridge of Don.	Professional judgement
AT26	Implement active travel route via a fully segregated active travel bridge across the River Don	Creation of an active travel route across the River Don via a fully segregated active travel bridge to the east of the existing Bridge of Don.	Previous study
AT27	Implement active travel route on the Bridge of Don through widening of the existing structure	Implementation of an active travel route on the Bridge of Don through widening of the existing structure via a cantilever.	Consultation; Professional judgement
AT28	Implement a crossing point for active travel users to the north of the Bridge of Don	Introduction of crossing facilities to north of Bridge of Don to support movements to the Brig O'Balgownie.	Professional judgement
AT29	Implement a crossing point for active travel users to the south of Bridge of Don on the Esplanade arm of the King Street/Esplanade junction	Provide a crossing point on the Esplanade arm of the King Street/Esplanade junction.	Professional judgement
King Street			
AT30	Implement with-flow kerb segregated cycleway on King Street	Implementation of a with-flow kerb segregated cycleway in both directions on King Street between Bridge of Don and West North Street.	Consultation; Previous study; Professional judgement
AT31	Implement with-flow light segregated cycleway on King Street	Implementation of a with-flow light segregated cycleway in both directions on King Street between Bridge of Don and West North Street.	Consultation; Previous study; Professional judgement
AT32	Implement two-way segregated cycleway on King Street	Implementation of a two-way segregated cycleway on King Street between Bridge of Don and West North Street.	Professional judgement
AT33	Implement active travel route via Beach Esplanade	Creation of an active travel route in both directions via the Beach Esplanade, using existing alignments with increased segregation, shared use paths and footway improvements.	Previous study
AT34	Implement active travel route via Golf Road and Park Road	Creation of an active travel route in both directions east of King Street via Golf Road and Park Road using a mix of existing carriageway and new segregated routes.	Previous study
AT35	Implement floating bus stops on King Street	Implementation of floating bus stops along King Street, which involves a cycleway running behind the passenger boarding area at a stop.	Professional judgement
AT36	Signalisation of the St Machar Drive junction	Implement traffic signals at the St Machar Drive junction with King Street, including consideration of a CYCLOPS design in order to fully segregate active travel users from general traffic.	Consultation; Professional judgement
AT37	Restrict the right turn from West North Street to King Street to buses, taxis and cyclists only.	Introduce a right turn restriction from West North Street to King Street for general traffic, allowing priority for buses, taxis and cyclists.	Previous Study
AT38	Create protected junction at King Street/West North Street junction for cyclists	Creation of protected junction at King Street/West North Street for cyclists, improving safety and efficiency of movement for cyclists through the junction, including cycle crossing points parallel to pedestrian crossings.	Consultation
AT39	Tighten junction radii and reduce side road width along the full length of King Street	Tighten junction radii and reduce side road width along the full length of King Street to reduce conflict with cycle traffic and improve crossing facilities for pedestrians.	Professional judgement
AT40	Review requirement for standalone pedestrian crossings along the full length of King Street	Review requirement for standalone pedestrian crossings along the full length of King Street, with potential rationalisation to improve link capacity.	Professional judgement

Ref	Title	Description	Source
Holburn Street			
AT41	Implement with-flow kerb segregated cycleway on Holburn Street	Implementation of a with-flow kerb segregated cycleway in both directions on Holburn Street between Union Street and Garthdee Roundabout.	Planning and policy; Previous study; Professional judgement
AT42	Implement with-flow light segregated cycleway on Holburn Street	Implementation of a with-flow light segregated cycleway in both directions on Holburn Street between Union Street and Garthdee Roundabout.	Planning and policy; Previous study; Professional judgement
AT43	Implement two-way segregated cycleway on Holburn Street	Implementation of a two-way segregated cycleway on Holburn Street between Union Street and Garthdee Roundabout.	Planning and policy; Previous study; Professional judgement
AT44	Implement active travel route via Bon Accord Terrace and Hardgate	Creation of an active travel route in both directions via Bon Accord Terrace and Hardgate between Union Street and Riverside Terrace.	Consultation; Professional judgement
AT45	Create protected junction at Holburn Street/Great Western Road junction for cyclists	Creation of protected junction at Holburn Street/Great Western Road for cyclists, improving safety and efficiency of movement for cyclists through the junction, including cycle crossing points parallel to pedestrian crossings.	Professional judgement
AT46	Upgrade the Holburn Street/Broomhill Road Roundabout to support active travel	Upgrade the Holburn Street/Broomhill Road Roundabout to support active travel and improve pedestrian and cycle access through the junction.	Professional judgement
AT47	Improvements to access point to the Deeside Way on Holburn Street	Improve access to the Deeside Way from Holburn Street by creating a more direct and efficient access for active travel users.	Consultation
Bridge of Dee to Garthdee			
AT48	Implement with-flow kerb segregated cycleway on Garthdee Road	Implementation of a with-flow kerb segregated cycleway in both directions on Garthdee Road between Garthdee Roundabout and Auchinyell Road.	Previous study; Professional judgement
AT49	Implement with-flow light segregated cycleway on Garthdee Road	Implementation of a with-flow light segregated cycleway in both directions on Garthdee Road between Garthdee Roundabout and Auchinyell Road.	Previous study; Professional judgement
AT50	Implement two-way segregated cycleway on Garthdee Road	Implementation of a two-way segregated cycleway on Garthdee Road between Garthdee Roundabout and Auchinyell Road.	Previous study; Professional judgement
AT51	Implement shared use facility on Garthdee Road	Implementation of a shared use facility on the south side of Garthdee Road between Robert Gordon University Campus and Garthdee Farm Gardens utilising the existing 3m wide footway.	Previous study
AT52	Implement new active travel connections to the Deeside Way	Implementation of active travel connections from Robert Gordon University to the Deeside Way to provide safer and more attractive routes for people connecting between the Garthdee area and the city centre.	Previous study
AT53	Implement traffic calming measures on Garthdee Road	Trialling of temporary on-street traffic calming measures on Garthdee Road between Robert Gordon University Campus and Garthdee Farm Gardens to affect a reduction in motor vehicle speeds to an average speed which is considered suitable for on-carriageway cycling (20-25mph).	Consultation; Previous study
AT54	Widen narrow footways on Garthdee Road	Widening of the narrow footways on the south side of Garthdee Road to aid pedestrian movements.	Professional judgement
AT55	Provide crossing facility on Garthdee Road at Gray's School of Art	Provide a pedestrian crossing facility on Garthdee Road to the west of Auchinyell Road to allow safe access to and from the Robert Gordon University Campus.	Consultation

Ref	Title	Description	Source
AT56	New non-motorised user crossing adjacent to Bridge of Dee	Implementation of a new non-motorised user crossing adjacent to the existing Bridge of Dee to aid active travel movements over the River Dee.	Previous study
AT57	Reconfiguration of the Bridge of Dee for non-motorised user use only	Reconfiguration of the existing Bridge of Dee for use by non-motorised users only.	Previous study
AT58	Upgrade the junction at Asda/Garthdee Road to improve cycle provision	Upgrade the junction at Asda/Garthdee Road to improve cycle provision and support active travel movements along this section of the study corridor.	Professional judgement
AT59	Upgrade the junction at Sainsbury's/Garthdee Road to improve cycle provision	Upgrade the junction at Sainsbury's/Garthdee Road to improve cycle provision and support active travel movements along this section of the study corridor.	Professional judgement

6.4.3 Bus Options

The bus options that have been generated are presented in the table below.

Table 6.4: Bus Options

Ref	Title	Description	Source
Whole Corridor Measures			
BU1	Review ticketing structure	Review the ticketing structure for services on the Ellon P&R to Garthdee corridor to identify any potential gaps in ticket types and to consider expansion of fares capping technology.	Previous study
BU2	Review bus stop infrastructure on the corridor	Review bus stop infrastructure on the Ellon P&R to Garthdee corridor to consider the need for enhanced shelter provision, improved timetabling information and improved Real Time Passenger Information provision.	Previous study
BU3	Review of bus stop provision on the corridor	Review of bus stop provision on the Ellon P&R to Garthdee corridor to identify the potential for rationalisation.	Consultation
BU4	Review how accessibility is being provided on vehicles operating on the corridor	Review the accessibility of vehicles operating on the Ellon P&R to Garthdee corridor, working with local communities and bus users to ensure the needs of those with restricted mobility or other disabilities are met.	Previous study
BU5	Fare improvements delivered through a BSIP	Implement fare improvements on the Ellon P&R to Garthdee corridor through a Bus Service Improvement Partnership.	Professional judgement
BU6	Frequency improvements delivered through a BSIP	Implement frequency improvements on the Ellon P&R to Garthdee corridor through a Bus Service Improvement Partnership.	Professional judgement
BU7	Quality improvements delivered through a BSIP	Implement quality improvements on the Ellon P&R to Garthdee corridor through a Bus Service Improvement Partnership.	Professional judgement
BU8	Decarbonise the bus fleet operating on the corridor	Work with bus operators to fully decarbonise the bus fleet operating on the Ellon P&R to Garthdee corridor.	Previous study
BU9	Enhance bus monitoring capability	Enhance monitoring capability on the Ellon P&R to Garthdee corridor to collect real-time user information across all modes, to input to journey planning tools and real-time network management.	Previous study
BU10	Extend bus lane hours of operation on the corridor	Extend the hours of existing bus lanes in operation on the Ellon P&R to Garthdee corridor and ensure consistency of operational hours.	Previous study

Ref	Title	Description	Source
BU11	Improve bus lane enforcement on the corridor	Enhanced enforcement of bus lanes on the Ellon P&R to Garthdee corridor, to discourage inappropriate use of the lanes by general traffic and for parking.	Previous study
BU12	Implement Aberdeen Rapid Transit connecting Kingswells to Bridge of Don	Implementation of a bus rapid transit scheme connecting Kingswells to Bridge of Don via Union Street and King Street.	Planning and policy
BU13	Review opportunities to utilise Intelligent Transport Systems (ITS) to aid bus priority along the study corridor	Review opportunities to utilise Intelligent Transport Systems (ITS) to aid bus priority along the study corridor at traffic signal-controlled junctions.	Professional judgement
BU14	Develop a Quality Bus Corridor Design Toolkit	Develop a Quality Bus Corridor Design Toolkit to identify a suite of bus priority measures that when applied appropriately to hotspots along the study corridor will provide a whole route improvement.	Professional judgement
Ellon to Murcar			
BU15	Implement bus or bus/trial high occupancy vehicle lane between Balmedie and Murcar Roundabout	Implementation of a bus/trial high occupancy vehicle lane in both directions with junction priority between Balmedie and Murcar Roundabout.	Previous study
BU16	Implement left-turn filter for buses at A90/B9005 Roundabout	Implementation of a left-turn filter lane for use by buses at the A90/B9005 Roundabout to the south of Ellon.	Professional judgement
BU17	Improve service provision in the settlements between Ellon and Aberdeen	Improve service provision in the settlements between Ellon and Aberdeen including Foveran and Balmedie.	Consultation
Murcar to Bridge of Don			
BU18	Implement bus or bus/trial high occupancy vehicle lane between Murcar Roundabout and the Bridge of Don	Implementation of a bus/trial high occupancy vehicle lane in both directions with junction priority between Murcar Roundabout and the Bridge of Don.	Previous study
BU19	Implement new circular bus route via Murcar – Dubford – Grandhome – Stoneywood – Craibstone P&R – Dyce Rail Station – Newhills – Kingswells P&R – Countesswells – Friarsfield – City Centre – Murcar	Implementation of a new circular bus route via Murcar – Dubford – Grandhome – Stoneywood – Craibstone P&R – Dyce Rail Station – Newhills – Kingswells P&R – Countesswells – Friarsfield – City Centre – Murcar to connect new areas of development and key transport interchanges.	Previous study
BU20	Implement upgrades to the Ellon Road/Parkway junction to improve northbound bus priority	Implementation of improvements at the Parkway Roundabout to enhance priority for buses travelling north into Aberdeenshire.	Professional judgement
BU21	Implement a footpath between Bridge of Don Park and Ride and Ellon Road	Implementation of a footpath link between Bridge of Don Park and Ride and the bus stops on Ellon Road to enable Park and Ride users access to more frequent bus services, with consideration of improved waiting facilities on Ellon Road.	Consultation
BU22	Reconfigure access/egress from Bridge of Don Park and Ride to Ellon Road	Reconfiguring access/egress from the site addressing current convoluted routeing and minimising journey times for all vehicles utilising the site.	Professional judgement
BU23	Implement junction upgrades at the Ellon Road/North Donside Road junction to improve bus priority from North Donside Road	Implementation of junction upgrades to improve bus priority from North Donside Road.	Professional judgement
Bridge of Don			
BU24	Implement bus or bus/trial high occupancy vehicle lane on the Bridge of Don	Implementation of a bus/trial high occupancy vehicle lane in both directions on the Bridge of Don.	Previous study

Ref	Title	Description	Source
King Street			
BU25	Implement bus or bus/trial high occupancy vehicle lane for the full length of King Street between Bridge of Don and Castle Street	Implementation of a bus/trial high occupancy vehicle lane in both directions with junction priority for the full length of King Street between Bridge of Don and Castle Street.	Previous study; Professional judgement
BU26	Implement bus or bus/trial high occupancy vehicle lane between Bridge of Don and St Machar Drive	Implementation of a bus/trial high occupancy vehicle lane in both directions with junction priority between Bridge of Don and St Machar Drive.	Previous study
BU27	Implement southbound bus lane between Seaton Drive and St Peter's Cemetery	Implementation of a southbound bus lane on King Street between Seaton Drive and St Peter's Cemetery, including traffic signal priority through junctions in order to mitigate against bus delays along this section.	Previous study
BU28	Implement northbound bus lane between Roslin Terrace and Mounthooly Way	Implementation of a northbound bus lane on King Street between Roslin Terrace and Mounthooly Way in order to reduce bus delays at the Mounthooly Way junction.	Previous study
BU29	Signalisation of the St Machar Drive junction	Implement traffic signals at the St Machar Drive junction with King Street, with consideration of specialised bus priority through the junction.	Previous study
BU30	Review the layout of the Regent Walk junction	Review the layout of the Regent Walk junction with King Street.	Previous study
BU31	Review the layout of the Orchard Street/Linksfild Road junction, including consideration of signal timings	Review the layout of the Orchard Street/Linksfild Road junction with King Street, including consideration of converting Linksfild Road into a one-way eastbound link and optimising signal timings to prioritise bus-heavy northbound and southbound movements.	Previous study
BU32	Review the layout of the Mounthooly Way junction	Review the layout of the Mounthooly Way junction with King Street, including consideration of staggered pedestrian crossings to reduce and optimise signal staging and phasing.	Previous study
BU33	Review the layout of the West North Street junction, including consideration of signal timings	Review the layout of the West North Street junction with King Street, including consideration of staggered pedestrian crossings to reduce and optimise signal staging and phasing. Consideration to be given to restricting the right turn movement from West North Street to King Street and implementing Traffic Signal Priority technology to grant priority to buses approaching the junction.	Previous study
BU34	Review of on-street parking along King Street to identify possible relocation to adjacent streets	Review on-street parking along King Street to identify spaces that could be relocated to adjacent streets.	Previous study
BU35	Review of bus stop provision on King Street	Review of bus stop provision on King Street to identify the potential for rationalisation.	Consultation
Holburn Street			
BU36	Implement bus or bus/trial high occupancy vehicle lane for the full length of Holburn Street between Holburn Junction and Garthdee Roundabout	Implementation of a bus/trial high occupancy vehicle lane in both directions with junction priority for the full length of Holburn Street between Holburn Junction and Garthdee Roundabout.	Previous study; Professional judgement
BU37	Review the layout of Holburn Junction	Review the layout of Holburn Junction to increase capacity for all arms and provide bus priority measures, including consideration of reallocating lanes on the northbound approach to the junction to prioritise bus movements. Consideration to be given to improved synchronisation of Holburn Junction, Rose Street and Chapel Street signalisation junctions.	Previous study; Professional judgement
BU38	Review the layout of the Union Grove junction	Review the layout of the Union Grove junction with Holburn Street, including consideration of reducing the yellow box markings to improve saturation flows at Holburn Junction.	Previous study
BU39	Review the layout of the Great Western Road junction, including consideration of signal timings	Review the layout of the Great Western Road junction with Holburn Street, including consideration of the junction alignment and length of pedestrian crossings. Review signal	Previous study

Ref	Title	Description	Source
		timings to reduce the inter-green times and consider northbound and southbound bus signal priorities.	
BU40	Review the layout of the Great Southern Road Roundabout	Review the layout of the Great Southern Road Roundabout, including consideration of a southbound bus lane on approach to the roundabout (through the removal of parking bays) and a northbound filter bypass for buses.	Previous study
BU41	Review Holburn Street/Broomhill Road Junction	Review Holburn Street/Broomhill Road junction to minimise delay for buses.	Previous study
BU42	Enforcement of parking restrictions along Broomhill Road	Enforcement of parking restrictions to reduce incidence of vehicles creating blockages along Broomhill Road.	Previous study
BU43	Implement bus gate(s) at the Holburn Street/Broomhill Road junction	Implement bus gate(s) at the Holburn Street/Broomhill Road junction to improve bus priority and junction capacity.	Professional judgement
BU44	Review of on-street parking spaces along Holburn Street to the south of the Broomhill Road junction	Review of on-street parking spaces along Holburn Street to determine the potential for relocation to adjacent streets to reduce congestion and pinch points close to bus stops.	Previous study
Bridge of Dee to Garthdee			
BU45	Bus laybys on Garthdee Road	Implementation of laybys on Garthdee Road at bus stops in close proximity to Robert Gordon University in order to ease congestion.	Previous study
BU46	Signalisation of the Auchinyell Road junction	Implement traffic signals at the Auchinyell Road junction with Garthdee Road, including consideration of pedestrian crossing facilities.	Previous study; Consultation
BU47	Review priorities at the Auchinyell Road junction	Review traffic priorities at the Auchinyell Road junction with Garthdee Road, including consideration of providing priority to buses turning right from Garthdee Road to Auchinyell Road.	Previous study; Professional judgement

6.4.4 Other Options

The other options that have been generated are presented in the table below.

Table 6.5: Other Options

Ref	Title	Description	Source
Whole Corridor Measures			
O1	Review road signage along the corridor	Review road signage along the corridor to ensure it reflects the adopted roads hierarchy.	Professional judgement
O2	Review and revalidation of the SCOOT system	Review current junctions under SCOOT system and consider junctions to add to the SCOOT network to ensure optimal flow.	Professional judgement
O3	Increase green space throughout corridor	Increase green space throughout the corridor, improving the attractiveness of the route and enhancing the environmental conditions along the corridor.	Consultation
Ellon to Murcar			
O4	Upgrade A90(T)/B9005 Roundabout (1)	Upgrade the A90/B9005 Roundabout to the south of Ellon by increasing the size to 60m diameter with increase to two lanes on northbound exit to the A90(T) Ellon bypass.	Previous study

Ref	Title	Description	Source
O5	Upgrade A90(T)/B9005 Roundabout (2)	Upgrade the A90/B9005 Roundabout to the south of Ellon by increasing the size to 60m diameter with increase to two lanes on all entry and exit arms.	Previous study
O6	Upgrade A90(T)/B9005 Roundabout (3)	Upgrade the A90/B9005 Roundabout to the south of Ellon by increasing the size to 60m diameter with increase to two lanes on all entry and exit arms plus additional left turn filter lane for northbound traffic to Ellon.	Previous study
O7	Implement dual carriageway on A90(T) Ellon Bypass – B9005 to River Ythan Bridge	Implement dual carriageway on A90(T) Ellon Bypass to the south of the River Ythan Bridge, with north of the bridge remaining single carriageway.	Previous study
O8	Implement dual carriageway on A90(T) Ellon Bypass – B9005 to River Ythan Bridge and A948 to River Ythan Bridge	Implement dual carriageway on A90(T) Ellon Bypass to the north and south of the River Ythan Bridge, with the bridge remaining single carriageway.	Previous study
O9	Implement dual carriageway on A90(T) Ellon Bypass – full length	Implement dual carriageway on A90(T) Ellon Bypass for the full length, including the River Ythan Bridge.	Previous study
O10	Implement southern east-west link road between A920 and B9005 South Road	Construction of a new link road to the south of Ellon, connecting the A920 and B9005, bypassing the traffic signals at the B9005/Riverside Road junction.	Previous study
Murcar to Bridge of Don			
O11	Review the Ellon Road/Parkway Junction	Review the Ellon Road/Parkway Junction in line with the adopted roads hierarchy, with a view to improving general capacity and interchange between Ellon Road and the Parkway, with possible consideration of junction signalisation.	Previous study; Professional judgement
O12	Review the Ellon Road/North Donside Road Junction	Review the Ellon Road/North Donside Road Junction in line with the adopted roads hierarchy, with a view to improving general capacity.	Previous study; Professional judgement
O13	Review the Ellon Road/Balgownie Road Junction	Review the Ellon Road/Balgownie Road Junction in line with the adopted roads hierarchy.	Previous study
King Street			
O14	Application of red route clearway restrictions along the full length of King Street	Application of red route clearway restrictions along the full length of King Street to improve link and junction capacity for all traffic (specifically buses).	Professional judgement
O15	Widen the carriageway on King Street between the Esplanade and St Machar Drive to provide four standard width lanes	Widen the carriageway on King Street between the Esplanade and St Machar Drive to provide four standard width lanes to improve link capacity for freight and bus travel.	Professional judgement
O16	Widen the carriageway on King Street between St Machar Drive and Mounthooly Way to provide four standard width lanes	Widen the carriageway on King Street between St Machar Drive and Mounthooly Way to provide four standard width lanes to improve link capacity for freight and bus travel.	Professional judgement
O17	Review the routeing of freight at the Mounthooly Way junction	Review the routeing of freight at the Mounthooly Way junction, including consideration of diverting freight away from King Street and onto Mounthooly Way and West North Street, for example through the introduction of width restrictions to limit HGV routeing along King Street.	Professional judgement
O18	Implement traffic calming measures on King Street to the south of Mounthooly Way	Implementation of traffic calming measures on King Street to the south of Mounthooly Way (in line with its reduced priority in the adopted roads hierarchy), including consideration of a 20mph speed restriction and removal of the centre line.	Consultation; Professional judgement
O19	Review of on-street parking spaces along King Street between St Clair Street and West North Street	Review of on-street parking spaces along King Street between St Clair Street and West North Street to determine the potential for relocation to adjacent streets.	Previous study

Ref	Title	Description	Source
O20	Close or restrict movements into side roads along the full length of King Street	Close or restrict movements into side roads along the full length of King Street to improve link capacity for freight and bus travel and reduce conflict with cycle traffic.	Professional judgement
O21	Remove parking and loading opportunities along the full length of King Street	Remove parking and loading opportunities along the full length of King Street, systematically creating short-term parking and loading opportunities on appropriate side roads.	Professional judgement
Holburn Street			
O22	Implement 20mph speed restriction on Holburn Street	Implementation of a 20mph speed restriction on Holburn Street in line with its reduced priority in the adopted roads hierarchy.	Professional judgement
O23	Reimagining of Holburn Street streetscape between Great Western Road and Holburn Junction	Reimagining of the Holburn Street streetscape between Great Western Road and Holburn Junction to provide priority for sustainable travel modes in line with adopted position in the roads hierarchy.	Previous study; Professional judgement
O24	Implement left-turn ban at Holburn Street onto Alford Place	Implement left-turn ban at Holburn Street onto Alford Place, improving junction capacity.	Professional judgement
O25	Implement right-turn ban at Holburn Street onto Justice Mill Lane	Implement right-turn ban at Holburn Street onto Justice Mill Lane, improving link capacity.	Professional judgement
O26	Widen the carriageway on Holburn Street between Holburn Junction and Nellfield Place to provide four standard width lanes	Widen the carriageway on Holburn Street between Holburn Junction and Nellfield Place to provide four standard width lanes to improve link capacity for bus travel.	Professional judgement
O27	Close or restrict access to Holburn Road	Close or restrict access to Holburn Road to remove ability for general traffic to use "inner ring road", reinforcing the adopted roads hierarchy and improving junction capacity.	Professional judgement
O28	Implement width restriction on Holburn Street at Riverside Drive	Implement width restriction on Holburn Street at Riverside Drive to restrict HGV access and encourage use of the HGV diversion route.	Professional judgement
Bridge of Dee to Garthdee			
O29	Review the layout of Garthdee Roundabout	Review the layout of Garthdee Roundabout, including consideration of conversion to signalised junction, allowing bus priority measures and enhanced pedestrian and cycle provision to be introduced.	Previous study; Professional judgement
O30	Implement 20mph speed restriction on Garthdee Road	Implementation of a 20mph speed restriction on Garthdee Road in line with its tertiary route status in the adopted roads hierarchy.	Professional judgement
O31	Implement traffic calming measures on Garthdee Road to the west of Auchinyell Road	Implementation of traffic calming measures on Garthdee Road to the west of Auchinyell Road to enhance safety for those accessing and exiting Garthdee Farm Gardens.	Consultation

6.5 Option Sifting

Based on the high level performance of options against TPOs, Deliverability Criteria, Position in the Sustainable Investment Hierarchy and Identified Problems and Opportunities in the study area, it is recommended that the options presented in the table below are sifted from further consideration at this stage.

It should be noted that options proposed for sifting include those relating to the implementation of with-flow light segregated cycleways (i.e. Options AT9, AT24, AT31, AT42 and AT49). It is understood that light segregation is not a preferred permanent solution for Sustrans and would likely not compete against other projects proposing permanent solutions with a longer design life. However, in any instances where full construction was prohibitive, they would be considered. It is also understood that temporary trials of light segregation could be regarded as fairly competitive proposals, if, for example, they were rolled out as an initial pilot/long term trial to test ambitious active travel infrastructure, and then monitoring, evaluation and engagement was focussed around this. At this time however, the specific options referred to above in this study are not recommended for further consideration, but cognisance should be taken of Sustrans' position on light segregation.



Figure 6.1: With-flow light segregated cycleway example

Table 6.6: Options to be Sifted from Further Consideration

Ref	Title	Rationale
AT1	Creation of a city-wide cycle hire scheme	Option has limited impacts on the TPOs developed for this study. It is recommended that this option is progressed via other means.
AT5	Improve the surface of the long distance active travel route between Ellon and Aberdeen via the Formartine & Buchan Way	Option has limited impacts on the TPOs developed for this study. It is recommended that this option is progressed via other means.
AT6	Implement active travel route between Ellon and Newburgh using B9005, west of A90 and B9000	Option has limited impacts on the TPOs developed for this study. It is recommended that this option is progressed via other means.
AT7	Implement active travel bridge over the A90 Ellon Bypass	Option has limited impacts on the TPOs developed for this study and is considered to be high risk in terms of feasibility and affordability.
AT9	Implement with-flow light segregated cycleway between Murcar and Bridge of Don	Option is considered inappropriate due to the traffic volumes on the route. Sustrans advice on light segregation is detailed above.
AT13	Implement active travel links to support the development of a local active travel network	Whilst option has the potential to support delivery of TPOs developed for this study; it does not address an identified problem or opportunity from the previous work package.
AT19	Implement a community cycle hub in the Bridge of Don area	Option has limited impacts on the TPOs developed for this study. It is recommended that this option is progressed via other means.
AT24	Implement with-flow light segregated cycleway on the Bridge of Don	Option is considered inappropriate due to the traffic volumes on the route. Sustrans advice on light segregation is detailed above.
AT27	Implement active travel route on the Bridge of Don through widening of the existing structure	Does not constitute an option in its own right - will be considered as an enabler for delivery of AT23 or AT25.
AT29	Implement a crossing point for active travel users to the south of Bridge of Don on the Esplanade arm of the King Street/Esplanade junction	Option has limited impacts on the TPOs developed for this study.
AT31	Implement with-flow light segregated cycleway on King Street	Option is considered inappropriate due to the traffic volumes on the route. Sustrans advice on light segregation is detailed above.
AT35	Implement floating bus stops on King Street	Option has limited impacts on the TPOs developed for this study. Option may be incorporated through further option development.

Ref	Title	Rationale
AT36	Signalisation of the St Machar Drive junction	ACC is progressing a design for the signalisation of this junction and therefore appraisal of this option is not required as part of the study.
AT40	Review requirement for standalone pedestrian crossings along the full length of King Street	Option conflicts with delivery of a number of the TPOs developed for this study. Further consideration to be given to pedestrian crossing rationalisation as part of the option development stage.
AT42	Implement with-flow light segregated cycleway on Holburn Street	Option is considered inappropriate due to the traffic volumes on the route. Sustrans advice on light segregation is detailed above.
AT49	Implement with-flow light segregated cycleway on Garthdee Road	Option is considered inappropriate due to the traffic volumes on the route. Sustrans advice on light segregation is detailed above.
AT52	Implement new active travel connections to the Deeside Way	Option has limited impacts on the TPOs developed for this study. It is recommended that this option is progressed via other means.
AT56	New non-motorised user crossing adjacent to Bridge of Dee	Option has limited impacts on the TPOs developed for this study and there are considered to be potential deliverability risks, particularly in terms of affordability and public acceptability. It is recommended that this option is progressed via other means.
AT57	Reconfiguration of the Bridge of Dee for non-motorised user use only	While option supports delivery of a number of the TPOs developed for this study, it is considered that there are significant deliverability risks as all motorised traffic would be required to use King George VI Bridge, which is likely to generate significant public acceptability issues.
BU8	Decarbonise the bus fleet operating on the corridor	Option has limited impacts on the TPOs developed for this study. It is recommended that this option is progressed via other means.
BU14	Develop a Quality Bus Corridor Design Toolkit	A Quality Bus Corridor Design Toolkit has been developed as part of this study and has been supplied to the Client separately.
BU15	Implement bus or bus/trial high occupancy vehicle lane between Balmedie and Murcar Roundabout	Whilst option has the potential to support delivery of TPOs developed for this study; it does not address an identified problem or opportunity from the previous work package.
BU19	Implement new circular bus route via Murcar – Dubford – Grandhome – Stonewood – Craibstone P&R – Dyce Rail Station – Newhills – Kingswells P&R – Countesswells – Friarsfield – City Centre – Murcar	Option has limited impacts on the TPOs developed for this study.
BU29	Signalisation of the St Machar Drive junction	ACC is progressing a design for the signalisation of this junction and therefore appraisal of this option is not required as part of the study.
BU34	Review of on-street parking along King Street to identify possible relocation to adjacent streets	Does not constitute an option in its own right - will be considered as an enabler for active travel measures or bus/high occupancy vehicle lanes.
BU42	Enforcement of parking restrictions along Broomhill Road	Option is considered to be outwith the scope of this study.
BU44	Review of on-street parking spaces along Holburn Street to the south of the Broomhill Road junction	Does not constitute an option in its own right - will be considered as an enabler for active travel measures or bus/high occupancy vehicle lanes.
BU45	Bus laybys on Garthdee Road	Option has limited impacts on the TPOs developed for this study and could have a negative impact on bus journey times.
BU46	Signalisation of the Auchinyell Road junction	Whilst option has the potential to support delivery of TPOs developed for this study; it does not address an identified problem or opportunity from the previous work package.
O3	Increase green space throughout corridor	Option has limited impacts on the TPOs developed for this study.
O10	Implement southern east-west link road between A920 and B9005 South Road	Option has limited impacts on the TPOs developed for this study.

Ref	Title	Rationale
O12	Review Ellon Road/North Donside Road Junction	Covered by BU23
O15	Widen the carriageway on King Street between the Esplanade and St Machar Drive to provide four standard width lanes	Does not constitute an option in its own right - will be considered as an enabler for active travel measures or bus/high occupancy vehicle lanes.
O16	Widen the carriageway on King Street between St Machar Drive and Mounthooly Way to provide four standard width lanes	Does not constitute an option in its own right - will be considered as an enabler for active travel measures or bus/high occupancy vehicle lanes.
O19	Review of on-street parking spaces along King Street between St Clair Street and West North Street	Does not constitute an option in its own right - will be considered as an enabler for active travel measures or bus/high occupancy vehicle lanes.
O26	Widen the carriageway on Holburn Street between Holburn Junction and Nellfield Place to provide four standard width lanes	Does not constitute an option in its own right - will be considered as an enabler for active travel measures or bus/high occupancy vehicle lanes.
O31	Implement traffic calming measures on Garthdee Road to the west of Auchinyell Road	Option has limited impacts on the TPOs developed for this study. It is recommended that this option is progressed via other means.

6.6 Option Development

The remaining options have been consolidated where appropriate for the purposes of appraisal. Where options have been consolidated, the change is summarised in the table below.

Table 6.7: Consolidation of Remaining Options

Ref	Original Option Title	Revised Option Title	Original Option Description	Revised Option Description	Incorporated Options
AT3	Implement long distance active travel route between Ellon and Murcar alongside carriageway	Implement active travel route between Ellon and Murcar	Creation of a long distance active travel route in both directions between Ellon and Murcar in the form of a shared use path alongside the existing carriageway, including the proposed extension of the current scheme between Murcar and Blackdog.	Creation of a long distance active travel route in both directions between Ellon and Murcar, including the proposed extension of the current shared use path scheme between Murcar and Blackdog.	Option AT4
AT8	Implement with-flow kerb segregated cycleway between Murcar and Bridge of Don	Implement segregated cycleway between Murcar and Bridge of Don	Implementation of a with-flow kerb segregated cycleway in both directions between Murcar and Bridge of Don.	Implementation of a segregated cycleway in both directions between Murcar and Bridge of Don.	Option AT10
AT12	Extend the Ellon Road shared use path on the west side of the Bridge of Don	Extend the Ellon Road shared use path on the west side of the carriageway to the Bridge of Don	Extension of the Ellon Road shared use path along the west side of the Bridge of Don.	Extension of the Ellon Road shared use path on the west side of the carriageway to the Bridge of Don.	No changes
AT15	Implement upgrades to the Ellon Road/Parkway Junction to improve active travel provision	Improve active travel provision at the Ellon Road/Parkway junction	Implementation of improvements at the Parkway Roundabout to enhance opportunities for active travel.	Improve active travel provision at the Ellon Road/Parkway junction, including consideration of junction signalisation and implementation of a crossing point to the south of the roundabout.	Option AT16; Option O11

Ref	Original Option Title	Revised Option Title	Original Option Description	Revised Option Description	Incorporated Options
AT17	Implement crossing facilities for active travel users on Ellon Road at the junction with Balgownie Road	Improve active travel facilities at the Ellon Road/Balgownie Road junction	Creation of a pedestrian crossing at the Ellon Road/Balgownie Road junction to allow for safe pedestrian crossing.	Improve active travel facilities at the Ellon Road/Balgownie Road junction, including implementation of crossing facilities and consideration of a protected junction for cyclists by reallocating carriageway space and reducing corner radii. Signal timings to be reviewed in line with the revised roads hierarchy.	Option AT18; Option O13
AT21	Implement improvements to cycle and pedestrian access at Bridge of Don Park and Ride from King Robert's Way to Exhibition Avenue	Improve active travel access to Bridge of Don Park and Ride	Access improvements to Bridge of Don Park and Ride by walking and cycling on the east side of Ellon Road.	Improve active travel access to Bridge of Don Park and Ride, including consideration of improved access from King Robert's Way to Exhibition Avenue and implementation of a footpath link between the site and the bus stops on Ellon Road.	Option AT22; Option BU21
AT23	Implement with-flow kerb segregated cycleway on the Bridge of Don	Implement segregated cycleway on the Bridge of Don	Implementation of a with-flow kerb segregated cycleway in both directions on the Bridge of Don.	Implementation of a segregated cycleway in both directions on the Bridge of Don.	Option AT25
AT30	Implement with-flow kerb segregated cycleway on King Street	Implement segregated cycleway on King Street	Implementation of a with-flow kerb segregated cycleway in both directions on King Street between Bridge of Don and West North Street.	Implementation of a segregated cycleway in both directions on King Street.	Option AT32
AT41	Implement with-flow kerb segregated cycleway on Holburn Street	Implement segregated cycleway on Holburn Street	Implementation of a with-flow kerb segregated cycleway in both directions on Holburn Street between Union Street and Garthdee Roundabout.	Implementation of a segregated cycleway in both directions on Holburn Street.	Option AT43
AT48	Implement with-flow kerb segregated cycleway on Garthdee Road	Implement segregated cycleway on Garthdee Road	Implementation of a with-flow kerb segregated cycleway in both directions on Garthdee Road between Garthdee Roundabout and Auchinyell Road.	Implementation of a segregated cycleway in both directions on Garthdee Road.	Option AT50; Option AT51
AT53	Implement traffic calming measures on Garthdee Road	Reduce traffic speeds on Garthdee Road	Trialling of temporary on-street traffic calming measures on Garthdee Road between Robert Gordon University Campus and Garthdee Farm Gardens to affect a reduction in motor vehicle speeds to an average speed which is considered suitable for on-carriageway cycling (20-25mph).	Reduce traffic speeds on Garthdee Road between RGU and Garthdee Farm Gardens through trialling of temporary on-street traffic calming measures or reducing the speed limit to 20mph.	Option O30
BU3	Review of bus stop provision on the corridor	Review of bus stop provision on the corridor	Review of bus stop provision on the Ellon P&R to Garthdee corridor to identify the potential for rationalisation.	Review of bus stop provision on the Ellon P&R to Garthdee corridor to identify the potential for rationalisation.	Option BU35

Ref	Original Option Title	Revised Option Title	Original Option Description	Revised Option Description	Incorporated Options
BU25	Implement bus or bus/trial high occupancy vehicle lane for the full length of King Street between Bridge of Don and Castle Street	Implement bus or bus/trial high occupancy vehicle lane for the full length of King Street between Bridge of Don and Castle Street	Implementation of a bus/trial high occupancy vehicle lane in both directions with junction priority for the full length of King Street between Bridge of Don and Castle Street.	Implementation of a bus/trial high occupancy vehicle lane in both directions with junction priority for the full length of King Street between Bridge of Don and Castle Street, with specific focus on a southbound lane between Seaton Drive and St Peter's Cemetery and a northbound lane between Roslin Terrace and Mounthooly Way.	Option BU26; Option BU27; Option BU28
BU33	Review the layout of the West North Street junction, including consideration of signal timings	Review the layout of the West North Street junction	Review the layout of the West North Street junction with King Street, including consideration of staggered pedestrian crossings to reduce and optimise signal staging and phasing. Consideration to be given to restricting the right turn movement from West North Street to King Street and implementing Traffic Signal Priority technology to grant priority to buses approaching the junction.	Review the layout of the West North Street junction with King Street, including consideration of staggered pedestrian crossings to reduce and optimise signal staging and phasing, restricting the right turn movement from West North Street to King Street for general traffic and implementing Traffic Signal Priority technology to grant priority to buses approaching the junction.	Option AT37
BU37	Review the layout of Holburn Junction	Review the layout of Holburn Junction	Review the layout of Holburn Junction to increase capacity for all arms and provide bus priority measures, including consideration of reallocating lanes on the northbound approach to the junction to prioritise bus movements. Consideration to be given to improved synchronisation of Holburn Junction, Rose Street and Chapel Street signalised junctions.	Review the layout of Holburn Junction to increase capacity for all arms and provide bus priority measures, including consideration of reallocating lanes on the northbound approach to the junction to prioritise bus movements, improved synchronisation of Holburn Junction, Rose Street and Chapel Street signalised junctions and implementation of a left-turn ban onto Alford Place.	Option O24
BU41	Review Holburn Street/Broomhill Road Junction	Review Holburn Street/Broomhill Road Junction	Review Holburn Street/Broomhill Road junction to minimise delay for buses.	Review Holburn Street/Broomhill Road junction to minimise delay for buses, including consideration of bus gate(s) and restricted access to Holburn Road.	Option AT46; Option BU43; Option O27
O4	Upgrade A90(T)/B9005 Roundabout (1)	Upgrade A90(T)/B9005 Roundabout	Upgrade the A90/B9005 Roundabout to the south of Ellon by increasing the size to 60m diameter with increase to two lanes on northbound exit to the A90(T) Ellon bypass	Upgrade the A90/B9005 Roundabout to the south of Ellon by increasing the size to 60m diameter with a) increase to two lanes on northbound exit, b) increase to two lanes on all arms or c) increase to two lanes on all arms + left turn filter lane for northbound traffic to Ellon.	Option BU16; Option O5; Option O6

Ref	Original Option Title	Revised Option Title	Original Option Description	Revised Option Description	Incorporated Options
O7	Implement dual carriageway on A90(T) Ellon Bypass – B9005 to River Ythan Bridge	Implement dual carriageway on A90(T) Ellon Bypass	Implement dual carriageway on A90(T) Ellon Bypass to the south of the River Ythan Bridge, with north of the bridge remaining single carriageway.	Implement dual carriageway on A90(T) Ellon Bypass south of the River Ythan Bridge, north and south of the River Ythan Bridge or for the full length.	Option O8; Option O9
O14	Application of red route clearway restrictions along the full length of King Street	Application of red route clearway restrictions along the full length of King Street	Application of red route clearway restrictions along the full length of King Street to improve link and junction capacity for all traffic (specifically buses).	Application of red route clearway restrictions along the full length of King Street to improve link and junction capacity for all traffic (specifically buses), including parking and loading opportunities. Systematic creation of short-term parking and loading opportunities on appropriate side roads would be required.	Option O21

6.6.1 Finalised Option List for Appraisal

The finalised option list for appraisal is shown in the table below.

Table 6.8: Finalised Option List for Appraisal

Ref	Option Title
AT2	Improve signage for active travel
AT3	Implement long distance active travel route between Ellon and Murcar
AT8	Implement segregated cycleway between Murcar and Bridge of Don
AT11	Implement active travel route via local residential network to the west of the study corridor
AT12	Extend the Ellon Road shared use path on the west side of the carriageway to the Bridge of Don
AT14	Implement a crossing point for active travel users on Ellon Road south of Murcar Roundabout.
AT15	Improve active travel provision at the Ellon Road/Parkway junction
AT17	Improve active travel facilities at the Ellon Road/Balgownie Road junction
AT20	Maintain and improve cycle parking provision at Bridge of Don Park and Ride
AT21	Improve active travel access to Bridge of Don Park and Ride
AT23	Implement segregated cycleway on the Bridge of Don
AT26	Implement active travel route via a fully segregated active travel bridge across the River Don
AT28	Implement a crossing point for active travel users to the north of the Bridge of Don
AT30	Implement segregated cycleway on King Street
AT33	Implement active travel route via Beach Esplanade
AT34	Implement active travel route via Golf Road and Park Road
AT38	Create protected junction at King Street/West North Street junction for cyclists
AT39	Tighten junction radii and reduce side road width along the full length of King Street
AT41	Implement segregated cycleway on Holburn Street
AT44	Implement active travel route via Bon Accord Terrace and Hardgate
AT45	Create protected junction at Holburn Street/Great Western Road junction for cyclists
AT47	Improvements to access point to the Deeside Way on Holburn Street.
AT48	Implement segregated cycleway on Garthdee Road
AT53	Reduce traffic speeds on Garthdee Road
AT54	Widen narrow footways on Garthdee Road
AT55	Provide crossing facility on Garthdee Road at Gray's School of Art.
AT58	Upgrade the junction at Asda/Garthdee Road to improve cycle provision
AT59	Upgrade the junction at Sainsbury's/Garthdee Road to improve cycle provision
BU1	Review ticketing structure
BU2	Review bus stop infrastructure on the corridor
BU3	Review of bus stop provision on the corridor
BU4	Review how accessibility is being provided on vehicles operating on the corridor
BU5	Fare improvements delivered through a BSIP
BU6	Frequency improvements delivered through a BSIP
BU7	Quality improvements delivered through a BSIP
BU9	Enhance bus monitoring capability
BU10	Extend bus lane hours of operation on the corridor

Ref	Option Title
BU11	Improve bus lane enforcement on the corridor
BU12	Implement Aberdeen Rapid Transit connecting Kingswells to Bridge of Don
BU13	Review opportunities to utilise Intelligent Transport Systems (ITS) to aid bus priority along the study corridor
BU17	Improve service provision in the settlements between Ellon and Aberdeen
BU18	Implement bus or bus/trial high occupancy vehicle lane between Murcar Roundabout and the Bridge of Don
BU20	Implement upgrades to the Ellon Road/Parkway junction to improve northbound bus priority
BU22	Reconfigure access/egress from Bridge of Don Park and Ride to Ellon Road
BU23	Implement junction upgrades at the Ellon Road/North Donside Road junction to improve bus priority from North Donside Road
BU24	Implement bus or bus/trial high occupancy vehicle lane on the Bridge of Don
BU25	Implement bus or bus/trial high occupancy vehicle lane for the full length of King Street between Bridge of Don and Castle Street
BU30	Review the layout of the Regent Walk junction
BU31	Review the layout of the Orchard Street/Linksfield Road junction, including consideration of signal timings
BU32	Review the layout of the Mounthooly Way junction
BU33	Review the layout of the West North Street junction
BU36	Implement bus or bus/trial high occupancy vehicle lane for the full length of Holburn Street between Holburn Junction and Garthdee Roundabout
BU37	Review the layout of Holburn Junction
BU38	Review the layout of the Union Grove junction
BU39	Review the layout of the Great Western Road junction, including consideration of signal timings
BU40	Review the layout of the Great Southern Road Roundabout
BU41	Review Holburn Street/Broomhill Road Junction
BU47	Review priorities at the Auchinyell Road junction
O1	Review road signage along the corridor
O2	Review and revalidation of the SCOOT system
O4	Upgrade A90(T)/B9005 Roundabout
O7	Implement dual carriageway on A90(T) Ellon Bypass
O14	Application of red route clearway restrictions along the full length of King Street
O17	Review the routeing of freight at the Mounthooly Way junction
O18	Implement traffic calming measures on King Street to the south of Mounthooly Way
O20	Close or restrict movements into side roads along the full length of King Street
O22	Implement 20mph speed restriction on Holburn Street
O23	Reimagining of Holburn Street streetscape between Great Western Road and Holburn Junction
O25	Implement right-turn ban at Holburn Street onto Justice Mill Lane
O28	Implement width restriction on Holburn Street at Riverside Drive
O29	Review the layout of Garthdee Roundabout

7. Option Appraisal

7.1 Introduction

This chapter presents a high-level appraisal of the options against the TPOs, STAG Criteria (Environment, Safety, Economy, Integration and Accessibility & Social Inclusion) and Implementability Criteria (Feasibility, Affordability and Public Acceptability).

7.2 Approach

7.2.1 Scale of Impacts

In line with STAG, a seven-point scale assessment has been undertaken for each option against the TPOs and STAG Criteria. This considers the relative size and scale of the likely impacts, in qualitative terms.

Table 7.1: STAG Guidance Seven-Point Scale

Impact	Description
Major beneficial impact (✓✓✓)	These are benefits or positive impacts which, depending on the scale of benefit or severity of impact, 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 negative 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.

7.2.2 Transport Planning Objectives

Each option will be subject to a qualitative appraisal against each of the TPOs.

Table 7.2: TPOs

TPO	Description
TPO1	Improve walking and cycling infrastructure on the corridor to provide safer and more attractive routes, enabling, and encouraging trips to be undertaken actively and increasing the modal share of walking and cycling for all journey types.
TPO2	Increase the competitiveness of walking and cycling options for short trips by reducing the convenience of using private cars for such trips.
TPO3	Implement public transport measures between Ellon P&R and Garthdee which support year-on-year recovery and growth in bus patronage on the study corridor and which promote innovation and emerging technologies that reflect the ambition of providing a step-change in public transport provision along the corridor.
TPO4	Improve public transport reliability and journey times between Ellon P&R and Garthdee and between the study corridor, Bridge of Don P&R and villages in Aberdeenshire; to achieve a step-change in the competitiveness of public transport compared with private car travel.
TPO5	Lock-in journey time benefits delivered by the AWPR to ensure efficient access to the city from the north to reflect the corridor's priority status within the roads hierarchy and to discourage use of adjacent secondary and tertiary routes for through trips.

7.2.3 STAG Criteria

Each option will be subject to a qualitative appraisal against each of the STAG Criteria.

Table 7.3: STAG Criteria

STAG Criteria	Description
Environment	Indicates the environmental impact of an option against a number of environment sub-criteria including: Noise and Vibration; Global Air Quality (CO ₂); Local Air Quality particulates (PM ₁₀) and nitrogen dioxide (NO ₂); Water Quality, Drainage and Flood Defence; Geology; Biodiversity and Habitats; Landscape; Visual Amenity; Agriculture and Soils; Cultural Heritage; and Physical Fitness.
Safety	Comprises two sub-criteria of Accidents and Security.
Economy	Comprises two sub-criteria of Transport Economic Efficiency and Wider Economic Impacts.
Integration	Comprises three sub-criteria of Transport Integration, Transport and Land Use-Integration and Policy Integration.
Accessibility & Social Inclusion	Comprises two sub-criteria of Community Accessibility and Comparative Accessibility.

7.2.4 Implementability Criteria

Options will also be assessed in terms of their implementability, covering Feasibility, Affordability and Public Acceptability. The Implementability Criteria have been assessed based on the extent of risk (low, medium and high). Affordability takes account of the anticipated cost of the option; whilst high-level cost estimates have been provided as part of the option appraisal, further work will be required to develop costs during further stages of option development.

Table 7.4: Implementability Criteria

STAG Criteria	Description
Feasibility	Initial assessment of the feasibility of construction or implementation of an option as well as any associated cost, timescale or deliverability risks.
Affordability	An assessment of the scale of financial burden on the promoting authority and other possible funding organisations, as well as associated risks.
Public Acceptability	An assessment of the likely public response to an option, including consideration of the outcomes of consultation thus far.

In terms of affordability, it should be noted that sources of funding are available to apply to in order to support the delivery of active travel and public transport interventions.

The main funding source for active travel projects in Scotland is ‘Places for Everyone³⁰’, which is managed by Sustrans on behalf of Transport Scotland. The minimum criteria for a successful Places for Everyone bid is outlined below.

<p>Design Principles</p> <ol style="list-style-type: none"> 1. Develop ideas collaboratively and in partnership with communities. 2. Facilitate independent walking, cycling, and wheeling for everyone, including an unaccompanied 12-year old. 3. Design places that provide enjoyment, comfort and protection. 4. Ensure access for all and equality of opportunity in public space. 5. Ensure all proposals are developed in a way that is context-specific and evidence-led. 6. Reallocate road space, and restrict motor traffic permeability to prioritise people walking, cycling and wheeling over private motor vehicles. <p>All designs will be assessed against how well they achieve the design principles.</p>

Figure 7.1: Sustrans Design Principles

³⁰ https://www.sustrans.org.uk/media/5769/places_for_everyone_application_guide_v20.pdf

Sustrans outline seven project stages for the design and construction of active travel projects (as shown below). Currently, Sustrans are not accepting new projects until 2022/2023 and advise that projects should only look to achieve two stages within a year. Therefore, design and construction of the proposed linear routes under consideration as part of this study would take a minimum of 3 to 4 years to deliver.



Figure 7.2: Sustrans Project Stages

Currently, the main funding source for bus priority interventions in Scotland is the Bus Partnership Fund, with the Scottish Government committed to providing a long-term investment of over £500m to deliver targeted bus priority measures on local and trunk roads. The initial tranche of funding was awarded in June 2021, including £12m for the North East Bus Alliance to develop the business cases and designs for city centre and radial corridor bus priority measures, the Aberdeen Rapid Transit system and planned improvements at South College Street.

The Bus Partnership Fund application criteria³¹ notes that the infrastructure projects will be owned by local roads authorities, and therefore Transport Scotland will not mandate design requirements but will expect local authorities to follow good practice guidance, such as the National Roads Development Guide. It further notes that applications which demonstrate innovation and ambition to address the negative impacts of congestion on bus services and address the decline in bus patronage, will be particularly welcomed.

7.2.5 Other Criteria

In addition to the criteria discussed above, the option appraisal tables that follow include consideration of:

- Conflicting options – outlines which options would not be possible or required in combination with each other.
- Cost – estimates the cost of options within the categories of ‘less than £250k’, ‘£250k - £2m’, and ‘over £2m’.
- Programme – estimates the timescale for delivery of options within the categories of ‘less than 2 years’, ‘2-5 years’ and ‘more than 5 years’.

7.2.6 Spatial Analysis

To assist the development of the option appraisal, a comprehensive review of the corridor was undertaken to understand spatial constraints along the route. An initial review established the pinch-points along the corridor, which permitted an understanding of the widths available to better understand the deliverability of options.

Table 7.5: Pinch Point Widths by Corridor Section

Corridor Section	Pinch Point Width (Rear of Footway to Rear of Footway)
1 – Ellon to Murcar	20.4m
2 – Murcar to Bridge of Don	20.4m
3 – Bridge of Don	19.8m
4 – King Street	17.0m
5 – Holburn Street	13.2m
6 – Garthdee Road	9.0m

Within the initial review, typical cross sections were established which highlighted the users/facilities required to be included within the corridor. These permitted an understanding of the constraints along the corridor in respect of the requirement for carriageway redistribution to permit the future delivery of the proposed options.

This was further explored with drawings produced to show the key considerations along the corridor for the installation of bus/trial high occupancy vehicle lanes and bus priority³². The segregated cycle route requirements were included at key locations along Ellon Road and Holburn Street to understand the additional width required to deliver bus and active travel in tandem.

The drawings produced highlight (at pinch points only) where additional land/redistribution of the carriageway would be required to deliver the promoted bus and active travel infrastructure. The requirement for land and carriageway redistribution varies throughout the corridor depending on the existing infrastructure that is present. For instance,

³¹ <https://www.transport.gov.scot/public-transport/buses/bus-partnership-fund/criteria/>

³² <https://storymaps.arcgis.com/stories/accf3d87746e4d2abfe1a5fda75ed85f>.

central reservations along Ellon Road and Bridge of Don, on-street parking along King Street and Holburn Street and existing verges in Garthdee.



Figure 7.3: Example Option Development Drawings

At the next design stage of the routes, it is therefore proposed that the primary function of the carriageway is established and further spatial analysis is undertaken to finalise carriageway redistribution and potential land take. An example of this is shown below at the existing pinch points along King Street and Holburn Street, highlighting the widths required to deliver segregated cycling facilities at the narrowest sections of the corridor, whilst retaining the existing carriageway lanes. The cross section for Holburn Street highlights that compromises will be required as space is not available to deliver verge treatments between cyclists and the main carriageway.

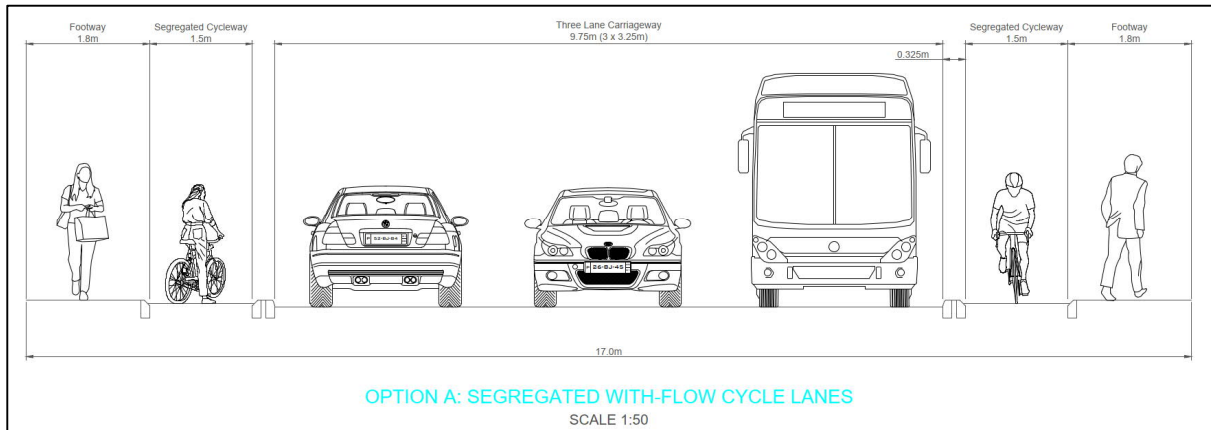


Figure 7.4: King Street - With-Flow Cycleway Cross Section

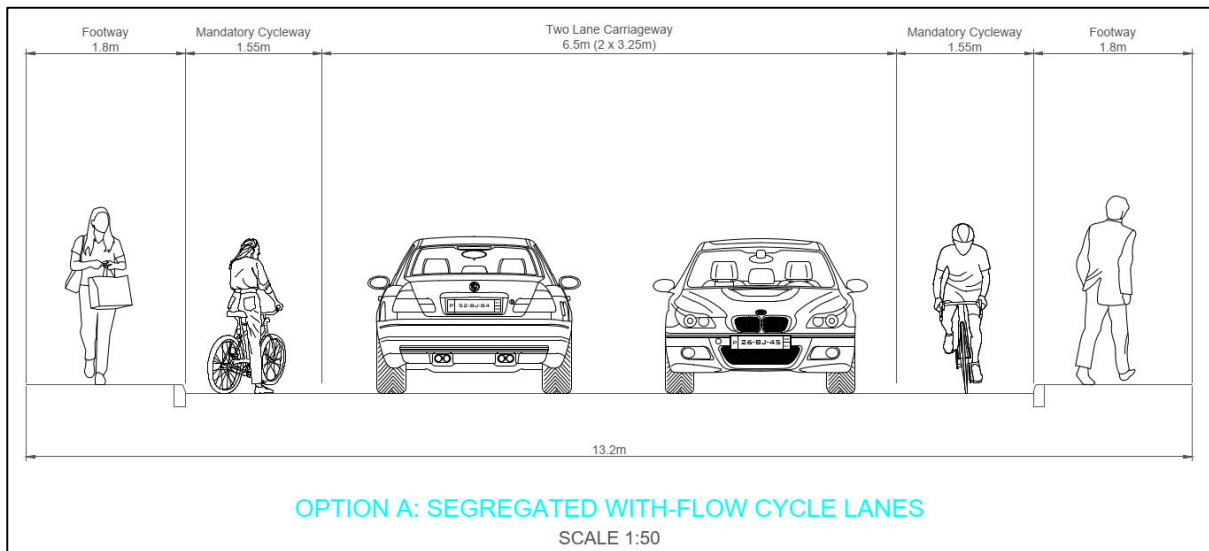


Figure 7.5: Holburn Street - With-Flow Cycleway Cross Section

In addition to the linear review, junctions along the corridor were reviewed for the inclusion of bus priority, highlighting key considerations required to be addressed to permit delivery of the linear route. Key challenges are faced at junctions when delivering bus and active travel routes along a key corridor, however, junctions are a vital component of the delivery of coherent networks of bus and active travel interventions.

BU 32 – Mounthooly

The existing signalised junction contains straight crossings on both King Street approaches, with small central islands which contain dropped kerb facilities and no visi-rail fencing. Standards indicate that for crossing distances of up to 10.5metres, a staggered crossing should be considered, and for distances of 15metres or greater, a staggered crossing is required. This is to minimise extremely long pedestrian green times and the potential for pedestrians to become stranded in the middle of the junction. While there are refuge islands currently provided, they are of a substandard width and offer no real protection to pedestrians as the intention is that pedestrians make the full crossing rather than use these to wait.



Figure 7.6: Junction Review Diagram for Mounthooly Way


Overall, the corridor has a variety of constraints. The next stage of the design process will be to establish the preferred design solution and thereafter establish the carriageway distribution and land take required to deliver preferred solutions along the corridor.

7.3 Option Appraisal

This section outlines the appraisal of options.

7.3.1 Active Travel Options

Table 7.6: Option AT2 Appraisal

AT2: Improve signage for active travel															
Description	<p>Improved signage for active travel to fully utilise active travel infrastructure throughout the city.</p> <p>Walking, wheeling and cycling signage along the corridor can assist people to make informed decisions on the route and journey they will take.</p> <p>It can be used to provide information on local connections and inform users of the distance and time journeys along the route will take, as is currently provided within the city centre of Aberdeen.</p> <p>Signage could additionally display estimated journey times for all modes and outline how the active travel and public transport network link e.g. outlining cycle routes, pedestrian routes, bus routes and journey times as well as information about cycle parking and accessibility information.</p>														
TPO Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A5A; color: white;">TPO1</th> <th style="background-color: #004A5A; color: white;">TPO2</th> <th style="background-color: #004A5A; color: white;">TPO3</th> <th style="background-color: #004A5A; color: white;">TPO4</th> <th style="background-color: #004A5A; color: white;">TPO5</th> </tr> </thead> <tbody> <tr> <td style="background-color: #D9EAD3;">✓</td> <td style="background-color: #D9EAD3;">-</td> <td style="background-color: #D9EAD3;">✓</td> <td style="background-color: #D9EAD3;">-</td> <td style="background-color: #D9EAD3;">-</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> TPO1 – Improved wayfinding signage may increase the attractiveness of active travel routes, which could provide minor benefits in terms of enabling and encouraging more trips to be undertaken actively. TPO3 – Improved wayfinding signage may support bus patronage growth if it was to provide information about bus routes and estimated journey times by bus. No significant impacts are anticipated with regards TPO2, TPO4 and TPO5. 					TPO1	TPO2	TPO3	TPO4	TPO5	✓	-	✓	-	-
TPO1	TPO2	TPO3	TPO4	TPO5											
✓	-	✓	-	-											
STAG Criteria Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A5A; color: white;">Environment</th> <th style="background-color: #004A5A; color: white;">Safety</th> <th style="background-color: #004A5A; color: white;">Economy</th> <th style="background-color: #004A5A; color: white;">Integration</th> <th style="background-color: #004A5A; color: white;">Accessibility & Social Inclusion</th> </tr> </thead> <tbody> <tr> <td style="background-color: #D9EAD3;">-</td> <td style="background-color: #D9EAD3;">-</td> <td style="background-color: #D9EAD3;">-</td> <td style="background-color: #D9EAD3;">✓✓</td> <td style="background-color: #D9EAD3;">✓</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> Improved wayfinding signage would not be anticipated to generate significant environmental, safety or economic impacts. Improved wayfinding signage would improve the integration of the active travel network. It would also increase integration between the pedestrian realm and public transport provision through the inclusion of information regarding bus routes and estimated bus journey times. Improved wayfinding signage would contribute to improved local accessibility for active travel users. 					Environment	Safety	Economy	Integration	Accessibility & Social Inclusion	-	-	-	✓✓	✓
Environment	Safety	Economy	Integration	Accessibility & Social Inclusion											
-	-	-	✓✓	✓											

AT2: Improve signage for active travel			
Implementability Criteria Appraisal	Summary		
	Feasibility	Affordability	Public Acceptability
	Low Risk	Low Risk	Low Risk
	Key Points		
	<ul style="list-style-type: none"> • There are no significant feasibility concerns associated with the provision of improved wayfinding signage. • Improved wayfinding signage is not expected to incur significant capital or revenue costs and therefore, there is low risk to ACC in terms of affordability. • There are no significant public acceptability concerns associated with the provision of improved wayfinding signage. 		
Conflicting Options	None		
Cost	Less than £250k		
Programme	Less than 2 years		
Selection/Rejection	Select		
Rationale	It is recommended that this option is progressed. Improved wayfinding signage may improve the attractiveness of active travel routes and support integration and local accessibility. It is considered to be low risk in terms of feasibility, affordability and public acceptability and it could be implemented within the next 2 years as a standalone option to improve active travel facilities on the study corridor.		

Table 7.7: Option AT3 Appraisal

AT3: Implement long distance active travel route between Ellon and Murcar															
Description	Creation of a long distance active travel route in both directions between Ellon and Murcar, including the proposed extension of the shared use path scheme between Murcar and Blackdog.														
TPO Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">TPO1</th> <th style="background-color: #004A69; color: white;">TPO2</th> <th style="background-color: #004A69; color: white;">TPO3</th> <th style="background-color: #004A69; color: white;">TPO4</th> <th style="background-color: #004A69; color: white;">TPO5</th> </tr> </thead> <tbody> <tr> <td style="background-color: #C6E0B4;">✓✓</td> <td style="background-color: #C6E0B4;">-</td> <td style="background-color: #C6E0B4;">-</td> <td style="background-color: #C6E0B4;">-</td> <td style="background-color: #C6E0B4;">✓</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> TPO1 – A long distance active travel route between Ellon and Murcar would improve the safety and attractiveness of walking and cycling for longer distance trips and for shorter distance trips between communities on the route, both for leisure and commuting purposes. TPO5 – A long distance active travel route between Ellon and Murcar could encourage some modal shift to walking and cycling for trips along the corridor and between communities, which would support aims to lock in the benefits of the AWPR. No significant impacts are anticipated with regards TPO2, TPO3 and TPO4. 					TPO1	TPO2	TPO3	TPO4	TPO5	✓✓	-	-	-	✓
TPO1	TPO2	TPO3	TPO4	TPO5											
✓✓	-	-	-	✓											
STAG Criteria Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">Environment</th> <th style="background-color: #004A69; color: white;">Safety</th> <th style="background-color: #004A69; color: white;">Economy</th> <th style="background-color: #004A69; color: white;">Integration</th> <th style="background-color: #004A69; color: white;">Accessibility & Social Inclusion</th> </tr> </thead> <tbody> <tr> <td style="background-color: #C6E0B4;">✓</td> <td style="background-color: #C6E0B4;">✓✓</td> <td style="background-color: #C6E0B4;">✓</td> <td style="background-color: #C6E0B4;">-</td> <td style="background-color: #C6E0B4;">✓</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> Provision of a long distance active travel route between Ellon and Murcar could encourage a degree of modal shift which would have environmental benefits in terms of physical fitness and improved air quality. A long distance active travel route between Ellon and Murcar may lead to modal shift to active travel, which could generate knock-on benefits in terms of safety in numbers. Provision of a long distance active travel route between Ellon and Murcar could lead to increased active travel trips, with associated economic benefits for society. Provision of a long distance active travel route between Ellon and Murcar would not be anticipated to generate significant integration impacts. Provision of a long distance active travel route between Ellon and Murcar would provide more travel options for people without a car. 					Environment	Safety	Economy	Integration	Accessibility & Social Inclusion	✓	✓✓	✓	-	✓
Environment	Safety	Economy	Integration	Accessibility & Social Inclusion											
✓	✓✓	✓	-	✓											
Implementability Criteria Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">Feasibility</th> <th style="background-color: #004A69; color: white;">Affordability</th> <th style="background-color: #004A69; color: white;">Public Acceptability</th> </tr> </thead> <tbody> <tr> <td style="background-color: #D62728; color: white;">High Risk</td> <td style="background-color: #C6E0B4;">Medium Risk</td> <td style="background-color: #2CA02C; color: white;">Low Risk</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> There are two main options for delivery of a long distance active travel route between Ellon and Murcar – a shared use path alongside the A90(T) carriageway and using the old A90. 					Feasibility	Affordability	Public Acceptability	High Risk	Medium Risk	Low Risk				
Feasibility	Affordability	Public Acceptability													
High Risk	Medium Risk	Low Risk													

AT3: Implement long distance active travel route between Ellon and Murcar	
	<ul style="list-style-type: none"> • Delivery of a long distance route alongside the carriageway would be a significant multidisciplinary undertaking. Multiple pinch points are present at private dwellings with frontages onto the main road and there are a number of locations where alternatives or re-routing would be required including the River Ythan Bridge, AWPR Roundabout and the B977 Roundabout. Significant land take would be required to provide sufficient offset from the carriageway. The A90(T) is under the control of Transport Scotland and therefore a Minute of Agreement would be required for any changes to the road. Engagement with Transport Scotland should be undertaken early in the option development process should this option progress. • Delivery of a long distance route using the old A90 would require reduction of the speed limit from 60mph to (at least) 40mph and this would require a Traffic Regulation Order (TRO). In addition, signage would be required to highlight to users that the route should be treated as an active travel route. It is not considered that dedicated active travel infrastructure (e.g. segregated cycleways) would be required along this section of the corridor due to its rural nature and anticipated low traffic flows. • Provision of a long distance active travel route between Ellon and Murcar is considered to present a low-medium risk in terms of affordability. Delivery of a route using the old A90 would be low risk in terms of affordability as the main cost would be for new signage along the route, which would be low cost. Delivery of a long distance route alongside the carriageway is considered to be medium risk in terms of affordability. Whilst funding streams would be available, they are competitive and Sustrans are placing priority on schemes within urban areas. • There are no significant public acceptability concerns associated with the implementation of a long distance active travel route between Ellon and Murcar. Public consultation highlighted that long distance active travel routes would encourage 52.5% of respondents to travel actively.
Conflicting Options	None
Cost	Over £2m
Programme	More than 5 years
Selection/Rejection	Select
Rationale	It is recommended that this option is progressed, likely using a combination of the old A90 and a new shared use route alongside the carriageway. A long distance active travel route between Ellon and Murcar would improve the safety and attractiveness of active travel along the corridor and is considered to perform well against the STAG Criteria.

Table 7.8: Option AT8 Appraisal

AT8: Implement segregated cycleway between Murcar and Bridge of Don															
Description	Implementation of a segregated cycleway in both directions between Murcar and Bridge of Don.														
TPO Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">TPO1</th> <th style="background-color: #004A69; color: white;">TPO2</th> <th style="background-color: #004A69; color: white;">TPO3</th> <th style="background-color: #004A69; color: white;">TPO4</th> <th style="background-color: #004A69; color: white;">TPO5</th> </tr> </thead> <tbody> <tr> <td style="background-color: #4F7942; color: white;">✓✓✓</td> <td style="background-color: #D9E1F2; color: black;">-</td> <td style="background-color: #D9E1F2; color: black;">-</td> <td style="background-color: #D9E1F2; color: black;">-</td> <td style="background-color: #709238; color: white;">✓✓</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> TPO1 – Provision of a segregated cycleway between Murcar and Bridge of Don would significantly improve the safety and attractiveness of active travel by reducing conflicts between different users. It would be anticipated to encourage more people to walk and cycle for trips along this section (although it should be noted that consistency of provision along the corridor is key to encouraging modal shift). TPO5 – Provision of a segregated cycleway between Murcar and Bridge of Don could encourage some modal shift to walking and cycling for trips along the corridor, which would support aims to lock in the benefits of the AWPR. No significant impacts are anticipated with regards TPO2, TPO3 and TPO4. 					TPO1	TPO2	TPO3	TPO4	TPO5	✓✓✓	-	-	-	✓✓
TPO1	TPO2	TPO3	TPO4	TPO5											
✓✓✓	-	-	-	✓✓											
STAG Criteria Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">Environment</th> <th style="background-color: #004A69; color: white;">Safety</th> <th style="background-color: #004A69; color: white;">Economy</th> <th style="background-color: #004A69; color: white;">Integration</th> <th style="background-color: #004A69; color: white;">Accessibility & Social Inclusion</th> </tr> </thead> <tbody> <tr> <td style="background-color: #709238; color: white;">✓✓</td> <td style="background-color: #4F7942; color: white;">✓✓✓</td> <td style="background-color: #D9E1F2; color: black;">✓</td> <td style="background-color: #D9E1F2; color: black;">✓</td> <td style="background-color: #709238; color: white;">✓✓</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> Provision of a segregated active travel route between Murcar and Bridge of Don could encourage modal shift which would have environmental benefits in terms of physical fitness and improved air quality. Segregated active travel infrastructure between Murcar and Bridge of Don would reduce the risk of collisions between pedestrians and cyclists and between active travel users and general traffic. It would also provide benefits in terms of perceived safety improvements. It could lead to modal shift to active travel, which could generate knock-on benefits in terms of safety in numbers. Provision of a segregated active travel route between Murcar and Bridge of Don could lead to increased active travel trips, with associated economic benefits for society. Provision of a segregated active travel route between Murcar and Bridge of Don could support integration if cycling provision is linked to Bridge of Don P&R. This would encourage use of people parking and then cycling south or cycling and then taking the bus into the city centre. Provision of a segregated active travel route between Murcar and Bridge of Don would improve local accessibility and provide more travel options for people without a car. 					Environment	Safety	Economy	Integration	Accessibility & Social Inclusion	✓✓	✓✓✓	✓	✓	✓✓
Environment	Safety	Economy	Integration	Accessibility & Social Inclusion											
✓✓	✓✓✓	✓	✓	✓✓											
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Feasibility	Affordability	Public Acceptability													
High Risk	Low Risk	Low Risk													

AT8: Implement segregated cycleway between Murcar and Bridge of Don	
	<p>Key Points</p> <ul style="list-style-type: none"> • It is anticipated that this option would be deliverable if bus lanes (BU18) are provided through reallocation of existing carriageway space to public transport (i.e. four traffic lanes are provided in total, with two allocated for public transport use during peak times). It is anticipated that this option could be delivered through use of verge space in the north of this section. Thereafter, redistribution of the carriageway and removal of the central reserve would be required at Balgownie Road. To the south of Balgownie Road, there is not adequate space for delivery of a segregated route without reallocation of carriageway space or additional land take. • It should be noted that this option would not be deliverable if bus lanes were provided in both directions in addition to the existing lanes for general traffic (i.e. 6 traffic lanes in total). • Delivery of a segregated cycleway between Murcar and Bridge of Don is considered to be low risk in terms of affordability. Funding the provision of segregated infrastructure in an urban environment is the highest priority for Sustrans and therefore it would be anticipated that ACC could be successful in obtaining funding for such an intervention. • There are no significant public acceptability concerns associated with the implementation of a segregated cycleway between Murcar and Bridge of Don.
Conflicting Options	Further consideration of the relationship with Option BU18 is required.
Cost	Over £2m
Programme	More than 5 years
Selection/Rejection	Select
Rationale	It is recommended that this option is progressed. It has the potential to perform well against a number of the TPOs and STAG Criteria. Further consideration is required to understand the deliverability of this option in combination with BU18.

Table 7.9: Option AT11 Appraisal

AT11: Implement active travel route via local residential network to the west of the study corridor															
Description	Implementation of active travel infrastructure in both directions between Murcar and Bridge of Don via the local residential network to the west of the study corridor including Denmore Road, Woodside Road, Silverburn Place, Cloverhill Road, Gordon Road, North Donside Road, Simpson Road and Balgownie Crescent. This could either be in the form of on-road advisory cycle lanes or widening one of the footways and redetermining as a shared use path.														
TPO Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">TPO1</th> <th style="background-color: #004A69; color: white;">TPO2</th> <th style="background-color: #004A69; color: white;">TPO3</th> <th style="background-color: #004A69; color: white;">TPO4</th> <th style="background-color: #004A69; color: white;">TPO5</th> </tr> </thead> <tbody> <tr> <td style="background-color: #C6E0B4;">✓</td> <td style="background-color: #C6E0B4;">-</td> <td style="background-color: #C6E0B4;">-</td> <td style="background-color: #C6E0B4;">-</td> <td style="background-color: #C6E0B4;">-</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> TPO1 – Implementation of an active travel route to the west of the study corridor between Murcar and Bridge of Don could provide minor benefits against TPO1 by enhancing the safety of walking and cycling through the local residential network. No significant impacts are anticipated with regards TPO2, TPO3, TPO4 and TPO5. 					TPO1	TPO2	TPO3	TPO4	TPO5	✓	-	-	-	-
TPO1	TPO2	TPO3	TPO4	TPO5											
✓	-	-	-	-											
STAG Criteria Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">Environment</th> <th style="background-color: #004A69; color: white;">Safety</th> <th style="background-color: #004A69; color: white;">Economy</th> <th style="background-color: #004A69; color: white;">Integration</th> <th style="background-color: #004A69; color: white;">Accessibility & Social Inclusion</th> </tr> </thead> <tbody> <tr> <td style="background-color: #C6E0B4;">-</td> <td style="background-color: #C6E0B4;">✓</td> <td style="background-color: #C6E0B4;">-</td> <td style="background-color: #C6E0B4;">-</td> <td style="background-color: #C6E0B4;">✓</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> Provision of an active travel route via the local residential network west of the study corridor would not be anticipated to generate significant impacts in terms of environment, economy or integration. Provision of an active travel route via the local residential network west of the study corridor would provide minor safety benefits by providing an alternative for cyclists off the main carriageway. Provision of an active travel route via the local residential network west of the study corridor would provide more travel options for people without a car. 					Environment	Safety	Economy	Integration	Accessibility & Social Inclusion	-	✓	-	-	✓
Environment	Safety	Economy	Integration	Accessibility & Social Inclusion											
-	✓	-	-	✓											
Implementability Criteria Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">Feasibility</th> <th style="background-color: #004A69; color: white;">Affordability</th> <th style="background-color: #004A69; color: white;">Public Acceptability</th> </tr> </thead> <tbody> <tr> <td style="background-color: #D9534F; color: white;">High Risk</td> <td style="background-color: #D9534F; color: white;">Medium Risk</td> <td style="background-color: #D9534F; color: white;">Medium Risk</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> Delivery of this option could either be through on-road advisory cycle lanes or through widening of one of the footways and redetermining as a shared use path. In both options, it would be appropriate to reduce the speed limit on these roads to 20mph, which would require a TRO. A topographical survey would be required to confirm the existing available widths for the shared use path option and it should be noted that the existing carriageway lane widths are at the 3.25m desirable minimum. This local network passes through an industrial area and therefore swept path analysis would be required to understand the design options for both alternatives. Delivery of this option is considered to present a low-medium affordability risk to ACC. On-road advisory cycle lanes are considered to be low risk due to the low cost of delivering this option. Provision of a shared use path through widening of 					Feasibility	Affordability	Public Acceptability	High Risk	Medium Risk	Medium Risk				
Feasibility	Affordability	Public Acceptability													
High Risk	Medium Risk	Medium Risk													

AT11: Implement active travel route via local residential network to the west of the study corridor	
	<p>one of the footways is considered to present a medium affordability risk because segregated cycle infrastructure is the priority for Sustrans within urban areas and therefore, funding may not be granted for shared use infrastructure.</p> <ul style="list-style-type: none"> • Delivery of this option is considered to be medium risk in terms of public acceptability due to the potential reduction of the speed limit.
Conflicting Options	None
Cost	£250k - £2m
Programme	2-5 years
Selection/Rejection	Select
Rationale	It is recommended that this option is progressed. Whilst it generally has a limited impact on the TPOs and STAG Criteria, it has the potential to generate minor safety and accessibility and social inclusion benefits. With delivery alongside AT8, this would support the creation of a cohesive active travel network to the north of the Bridge of Don.

Table 7.10: Option AT12 Appraisal

AT12: Extend the Ellon Road shared use path on the west side of the carriageway to the Bridge of Don															
Description	Extension of the Ellon Road shared use path on the west side of the carriageway to the Bridge of Don. It should be noted that the footways on either side of the Bridge of Don itself form part of the Aberdeen core path network ³³ .														
TPO Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">TPO1</th> <th style="background-color: #004A69; color: white;">TPO2</th> <th style="background-color: #004A69; color: white;">TPO3</th> <th style="background-color: #004A69; color: white;">TPO4</th> <th style="background-color: #004A69; color: white;">TPO5</th> </tr> </thead> <tbody> <tr> <td style="background-color: #C6E0B4;">✓</td> <td style="background-color: #C6E0B4;">-</td> <td style="background-color: #C6E0B4;">-</td> <td style="background-color: #C6E0B4;">-</td> <td style="background-color: #C6E0B4;">-</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> TPO1 – Extension of the shared use path along the west side of the carriageway to the Bridge of Don could provide minor benefits against TPO1 by enhancing the safety of walking and cycling over the bridge. No significant impacts are anticipated with regards TPO2, TPO3, TPO4 and TPO5. 					TPO1	TPO2	TPO3	TPO4	TPO5	✓	-	-	-	-
TPO1	TPO2	TPO3	TPO4	TPO5											
✓	-	-	-	-											
STAG Criteria Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">Environment</th> <th style="background-color: #004A69; color: white;">Safety</th> <th style="background-color: #004A69; color: white;">Economy</th> <th style="background-color: #004A69; color: white;">Integration</th> <th style="background-color: #004A69; color: white;">Accessibility & Social Inclusion</th> </tr> </thead> <tbody> <tr> <td style="background-color: #C6E0B4;">-</td> <td style="background-color: #C6E0B4;">✓</td> <td style="background-color: #C6E0B4;">-</td> <td style="background-color: #C6E0B4;">-</td> <td style="background-color: #C6E0B4;">✓</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> Extension of the shared use path would not be anticipated to generate significant impacts in terms of environment, economy or integration. Extension of the shared use path would provide minor safety benefits by providing an alternative for cyclists off the main carriageway. Extension of the shared use path would provide more travel options for people without a car. 					Environment	Safety	Economy	Integration	Accessibility & Social Inclusion	-	✓	-	-	✓
Environment	Safety	Economy	Integration	Accessibility & Social Inclusion											
-	✓	-	-	✓											
Implementability Criteria Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">Feasibility</th> <th style="background-color: #004A69; color: white;">Affordability</th> <th style="background-color: #004A69; color: white;">Public Acceptability</th> </tr> </thead> <tbody> <tr> <td style="background-color: #D9534F; color: white;">High Risk</td> <td style="background-color: #D9534F; color: white;">Medium Risk</td> <td style="background-color: #558B2F; color: white;">Low Risk</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> Delivery of this option would require redistribution of the carriageway, including narrowing or removal of the separating strip between the northbound and southbound carriageway. Redesignation of the footway as a shared use path would require a TRO. Delivery of this option is considered to present a medium affordability risk to ACC. Redistribution of the carriageway would involve significant cost. Whilst funding for this may be available through Sustrans, it would be lower priority than fully segregated schemes. There are no significant public acceptability concerns associated with this option. 					Feasibility	Affordability	Public Acceptability	High Risk	Medium Risk	Low Risk				
Feasibility	Affordability	Public Acceptability													
High Risk	Medium Risk	Low Risk													
Conflicting Options	None														

³³ <https://www.aberdeencity.gov.uk/services/environment/access-outdoors/core-paths-plan> 'Aberdeen's network of core paths benefits both local people and visitors to Aberdeen by providing a framework of routes for recreation and for travel. Core paths also help to manage access in environmentally sensitive areas and assist land management. The core paths network caters for all user types and abilities (e.g. walkers, cyclists, horse-riders, canoeists) but not every core path has to be suitable for use by all. The core paths are made up of many types of path, ranging from natural ground to high specification constructed paths.'

AT12: Extend the Ellon Road shared use path on the west side of the carriageway to the Bridge of Don	
Cost	£250k - £2m
Programme	2-5 years
Selection/Rejection	Reject
Rationale	It is not recommended that this option is progressed. Whilst it has the potential to deliver minor benefits against TPO1 and minor safety and accessibility and social inclusion benefits, shared use infrastructure is less likely to generate modal shift than segregated infrastructure. Furthermore, delivery of this option would require redistribution of the carriageway, incurring significant cost and being a lower priority for funding from Sustrans as it is focussed on shared use rather than segregated facilities.

Table 7.11: Option AT14 Appraisal

AT14: Implement a crossing point for active travel users on Ellon Road south of Murcar Roundabout															
Description	Implementation of a toucan crossing on Ellon Road to the south of Murcar Roundabout to aid active travel movements in the area.														
TPO Appraisal	Summary <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">TPO1</th> <th style="background-color: #004A69; color: white;">TPO2</th> <th style="background-color: #004A69; color: white;">TPO3</th> <th style="background-color: #004A69; color: white;">TPO4</th> <th style="background-color: #004A69; color: white;">TPO5</th> </tr> </thead> <tbody> <tr> <td style="background-color: #90C090;">✓✓</td> <td style="background-color: #90C090;">-</td> <td style="background-color: #90C090;">-</td> <td style="background-color: #90C090;">-</td> <td style="background-color: #90C090;">-</td> </tr> </tbody> </table>					TPO1	TPO2	TPO3	TPO4	TPO5	✓✓	-	-	-	-
	TPO1	TPO2	TPO3	TPO4	TPO5										
✓✓	-	-	-	-											
Key Points <ul style="list-style-type: none"> TPO1 – Implementation of a toucan crossing point to the south of Murcar Roundabout would improve safety for movements across the study corridor and for those connecting between the existing shared use path and the proposed extension to this path on the east side of the carriageway. No significant impacts are anticipated with regards TPO2, TPO3, TPO4 and TPO5. 															
STAG Criteria Appraisal	Summary <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">Environment</th> <th style="background-color: #004A69; color: white;">Safety</th> <th style="background-color: #004A69; color: white;">Economy</th> <th style="background-color: #004A69; color: white;">Integration</th> <th style="background-color: #004A69; color: white;">Accessibility & Social Inclusion</th> </tr> </thead> <tbody> <tr> <td style="background-color: #90C090;">-</td> <td style="background-color: #006633; color: white;">✓✓✓</td> <td style="background-color: #90C090;">-</td> <td style="background-color: #90C090;">✓✓</td> <td style="background-color: #90C090;">✓✓</td> </tr> </tbody> </table>					Environment	Safety	Economy	Integration	Accessibility & Social Inclusion	-	✓✓✓	-	✓✓	✓✓
	Environment	Safety	Economy	Integration	Accessibility & Social Inclusion										
-	✓✓✓	-	✓✓	✓✓											
Key Points <ul style="list-style-type: none"> Implementation of a crossing point on Ellon Road to the south of Murcar Roundabout would not be anticipated to generate significant environmental or economic impacts. Implementation of a crossing point on Ellon Road to the south of Murcar Roundabout would generate safety benefits by reducing the risk of collisions between different types of road user. Implementation of a crossing point on Ellon Road to the south of Murcar Roundabout would improve integration of the active travel network and support policy integration by encouraging more trips to be undertaken actively. It would also generate benefits in terms of transport and land use integration by improving access to the Cloverhill Development on the east side of the A92. Implementation of a crossing point on Ellon Road to the south of Murcar Roundabout would reduce severance, improve local accessibility for those walking and cycling and improve existing travel options for people without access to a car. 															
Implementability Criteria Appraisal	Summary <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">Feasibility</th> <th style="background-color: #004A69; color: white;">Affordability</th> <th style="background-color: #004A69; color: white;">Public Acceptability</th> </tr> </thead> <tbody> <tr> <td style="background-color: #90C090;">Low Risk</td> <td style="background-color: #90C090;">Low Risk</td> <td style="background-color: #90C090;">Low Risk</td> </tr> </tbody> </table>					Feasibility	Affordability	Public Acceptability	Low Risk	Low Risk	Low Risk				
	Feasibility	Affordability	Public Acceptability												
Low Risk	Low Risk	Low Risk													
Key Points <ul style="list-style-type: none"> There are no significant feasibility concerns associated with the implementation of a crossing point to the south of Murcar Roundabout, however cognisance should be taken of the planned Cloverhill Development on the east side of the A92 to ensure the best desire lines for users. Implementation of a crossing point to the south of Murcar Roundabout is not expected to incur significant capital or revenue costs and therefore, there is low risk to ACC in terms of affordability. 															

AT14: Implement a crossing point for active travel users on Ellon Road south of Murcar Roundabout	
	<ul style="list-style-type: none"> There are no significant public acceptability concerns associated with the implementation of a crossing point to the south of Murcar Roundabout. The delay to general traffic would be minimal and it would improve accessibility and safety for people crossing the A92.
Conflicting Options	None
Cost	Less than £250k
Programme	Less than 2 years
Selection/Rejection	Select
Rationale	It is recommended that this option is progressed. Implementation of a toucan crossing point to the south of Murcar Roundabout would improve the safety and attractiveness of active travel movements in the area and would provide safety, integration and accessibility and social inclusion benefits. Furthermore, the option is considered to be low risk in terms of deliverability.

Table 7.12: Option AT15 Appraisal

AT15: Improve active travel provision at the Ellon Road/Parkway Junction															
Description	<p>Improve active travel provision at the Ellon Road/Parkway Junction, which could be through a series of options depending on linkages with the wider network:</p> <ul style="list-style-type: none"> • Signalised junction with crossings on pedestrian/cyclist desire lines; • Protected signalised junction; or • Dutch-style roundabout. 														
TPO Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">TPO1</th> <th style="background-color: #004A69; color: white;">TPO2</th> <th style="background-color: #004A69; color: white;">TPO3</th> <th style="background-color: #004A69; color: white;">TPO4</th> <th style="background-color: #004A69; color: white;">TPO5</th> </tr> </thead> <tbody> <tr> <td style="background-color: #C8E6C9;">✓✓</td> <td style="background-color: #C8E6C9;">-</td> <td style="background-color: #C8E6C9;">-</td> <td style="background-color: #C8E6C9;">-</td> <td style="background-color: #C8E6C9;">✓</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> • TPO1 – Improving active travel provision at the Ellon Road/Parkway Junction would be anticipated to provide moderate benefits against TPO1 due to the safety benefits to active travel users that junction signalisation or implementation of a crossing point would bring. • TPO5 – Improving active travel provision through a key junction on the network such as the Ellon Road/Parkway Junction may encourage more people to travel actively due to the improved accessibility it provides, thereby providing minor benefits to the aims of locking in the benefits of the AWPR. • No significant impacts are anticipated with regards TPO2, TPO3 and TPO4. 					TPO1	TPO2	TPO3	TPO4	TPO5	✓✓	-	-	-	✓
TPO1	TPO2	TPO3	TPO4	TPO5											
✓✓	-	-	-	✓											
STAG Criteria Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">Environment</th> <th style="background-color: #004A69; color: white;">Safety</th> <th style="background-color: #004A69; color: white;">Economy</th> <th style="background-color: #004A69; color: white;">Integration</th> <th style="background-color: #004A69; color: white;">Accessibility & Social Inclusion</th> </tr> </thead> <tbody> <tr> <td style="background-color: #C8E6C9;">-</td> <td style="background-color: #4CAF50; color: white;">✓✓✓</td> <td style="background-color: #C8E6C9;">-</td> <td style="background-color: #C8E6C9;">✓</td> <td style="background-color: #C8E6C9;">✓</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> • Dedicated active travel infrastructure through the Ellon Road/Parkway Junction may encourage modal shift, with associated environmental benefits. However, it could also lead to delays for vehicular traffic, with associated detrimental impacts on air quality. At this stage, it has been assessed as providing no benefit or impact against the environment criteria. • Dedicated active travel infrastructure through the Ellon Road/Parkway Junction would improve perceptions of safety and would reduce the risk between different types of road user, particularly given the uncontrolled nature of the existing roundabout. • Dedicated active travel infrastructure through the Ellon Road/Parkway Junction could lead to delays for vehicular traffic, with associated detrimental economic impacts. There may be some economic benefits associated with a modal shift towards active travel if implemented as part of a cohesive network. Further work, including quantification, is required as the study progresses to determine the economic impacts fully. Overall, assessed to be neutral at this stage. • Dedicated active travel infrastructure through the Ellon Road/Parkway Junction would improve integration of the active travel network and would support policy integration by encouraging more trips to be undertaken actively. • Dedicated active travel infrastructure through the Ellon Road/Parkway Junction would reduce severance, improve local accessibility for those walking and cycling and improve existing travel options for people without access to a car. 					Environment	Safety	Economy	Integration	Accessibility & Social Inclusion	-	✓✓✓	-	✓	✓
Environment	Safety	Economy	Integration	Accessibility & Social Inclusion											
-	✓✓✓	-	✓	✓											

AT15: Improve active travel provision at the Ellon Road/Parkway Junction			
Implementability Criteria Appraisal	Summary		
	Feasibility	Affordability	Public Acceptability
	Medium Risk	Medium Risk	Medium Risk
	Key Points		
	<ul style="list-style-type: none"> • There is adequate space to deliver public transport and active travel interventions at this junction. However, there is a requirement for traffic modelling to understand what the impact would be on general traffic. • Delivery of this option is considered to present a medium affordability risk to ACC. Further consideration of affordability would be required as the study progresses. • Delivery of this option is considered to be medium risk in terms of public acceptability due to increased delays through the junction that may be caused for general traffic by any intervention. 		
Conflicting Options	None		
Cost	Over £2m		
Programme	2-5 years		
Selection/Rejection	Select		
Rationale	It is recommended that this option is progressed. It has the potential to perform well against a number of the TPOs and STAG Criteria. Further work is required to understand the impact on general traffic through the junction. This option should not be implemented in isolation; it should be implemented alongside AT8 to ensure delivery of a cohesive network. AT8 is recommended to progress, though further consideration is required regarding its relationship with BU18.		

Table 7.13: Option AT17 Appraisal

AT17: Improve active travel facilities at the Ellon Road/Balgownie Road Junction					
Description	Improve active travel facilities at the Ellon Road/Balgownie Road junction, including implementation of crossing facilities and consideration of a protected junction for cyclists by reallocating carriageway space and reducing corner radii. Signal timings should be reviewed in line with the revised roads hierarchy.				
TPO Appraisal	Summary				
	TPO1	TPO2	TPO3	TPO4	TPO5
	✓✓	-	-	-	✘
STAG Criteria Appraisal	Key Points				
	<ul style="list-style-type: none"> TPO1 – Improving active travel provision at the Ellon Road/Balgownie Road Junction would be anticipated to provide moderate benefits against TPO1 due to the safety benefits to active travel users that implementation of crossing facilities or a protected junction would bring. TPO5 – Whilst improved active travel facilities at the Ellon Road/Balgownie Road Junction may encourage more people to walk and cycle, the reallocation of carriageway space (as required for delivery of a protected junction) on this priority route could have negative impacts on the efficiency of traffic movement, which could encourage greater use of inappropriate adjacent routes for through trips. No significant impacts are anticipated with regards TPO2, TPO3 and TPO4. 				
	Summary				
Environment	Safety	Economy	Integration	Accessibility & Social Inclusion	
-	✓✓✓	-	✓	✓	
STAG Criteria Appraisal	Key Points				
	<ul style="list-style-type: none"> Dedicated active travel infrastructure through the Ellon Road/Balgownie Road Junction may encourage modal shift, with associated environmental benefits. However, it could also lead to delays for vehicular traffic, with associated detrimental impacts on air quality. Overall, assessed to be neutral at this stage. Dedicated active travel infrastructure through the Ellon Road/Balgownie Road Junction would improve perceptions of safety and would reduce the risk between different types of road user, particularly given the lack of existing crossings at the junction. Dedicated active travel infrastructure through the Ellon Road/Balgownie Road Junction could lead to delays for vehicular traffic, with associated detrimental economic impacts. There may be some economic benefits associated with a modal shift towards active travel if implemented as part of a cohesive network. Further work, including quantification, is required as the study progresses to determine the economic impacts fully. Overall, assessed to be neutral at this stage. Dedicated active travel infrastructure through the Ellon Road/Balgownie Road Junction would improve integration of the active travel network and would support policy integration by encouraging more trips to be undertaken actively. Dedicated active travel infrastructure through the Ellon Road/Balgownie Road Junction would reduce severance, improve local accessibility for those walking and cycling and improve existing travel options for people without access to a car. 				

AT17: Improve active travel facilities at the Ellon Road/Balgownie Road Junction			
Implementability Criteria Appraisal	Summary		
	Feasibility	Affordability	Public Acceptability
	Medium Risk	Medium Risk	Medium Risk
	Key Points		
	<ul style="list-style-type: none"> • Delivery of a protected junction would require tie-in with segregated routes (AT8) and therefore should not be progressed in isolation. There is adequate space to deliver improved active travel facilities at this junction. However, there is a requirement for traffic modelling to understand what the impact would be on general traffic and consideration should be given to the existing crossing point to the north as part of the review. • Delivery of this option is considered to present a medium affordability risk to ACC. Further consideration of affordability would be required as the study progresses. Whilst funding for this may be available through Sustrans, it would be lower priority if it was for the purposes of connecting shared use facilities rather than fully segregated schemes. • Delivery of this option is considered to be medium risk in terms of public acceptability due to increased delays through the junction that may be caused for general traffic by any intervention. 		
Conflicting Options	None		
Cost	£250k - £2m		
Programme	2-5 years		
Selection/Rejection	Select		
Rationale	It is recommended that this option is progressed. It has the potential to perform well against a number of the TPOs and STAG Criteria. Further work is required to understand the impact on general traffic through the junction. Mapping of pedestrian desire lines should be undertaken to ensure crossing facilities are provided in the most appropriate location.		

Table 7.14: Option AT20 Appraisal

AT20: Maintain and improve cycle parking provision at Bridge of Don Park and Ride															
Description	Maintain and improve the provision of cycle parking at the Bridge of Don P&R site to encourage its use as a multi-modal interchange point.														
TPO Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">TPO1</th> <th style="background-color: #004A69; color: white;">TPO2</th> <th style="background-color: #004A69; color: white;">TPO3</th> <th style="background-color: #004A69; color: white;">TPO4</th> <th style="background-color: #004A69; color: white;">TPO5</th> </tr> </thead> <tbody> <tr> <td style="background-color: #C6E0B4;">✓</td> <td style="background-color: #C6E0B4;">-</td> <td style="background-color: #C6E0B4;">✓</td> <td style="background-color: #C6E0B4;">-</td> <td style="background-color: #C6E0B4;">-</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> TPO1 – The availability of secure cycle parking may encourage more people to complete integrated journeys. For example, driving to Bridge of Don P&R and cycling for the remainder of the journey or cycling to Bridge of Don P&R and taking the bus for the remainder of the journey. TPO3 – The availability of secure cycle parking may encourage greater use of Bridge of Don P&R as a multi-modal interchange, and there may be minor benefits in terms of bus patronage as a result. No significant impacts are anticipated with regards TPO2, TPO4 and TPO5. 					TPO1	TPO2	TPO3	TPO4	TPO5	✓	-	✓	-	-
TPO1	TPO2	TPO3	TPO4	TPO5											
✓	-	✓	-	-											
STAG Criteria Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">Environment</th> <th style="background-color: #004A69; color: white;">Safety</th> <th style="background-color: #004A69; color: white;">Economy</th> <th style="background-color: #004A69; color: white;">Integration</th> <th style="background-color: #004A69; color: white;">Accessibility & Social Inclusion</th> </tr> </thead> <tbody> <tr> <td style="background-color: #C6E0B4;">✓</td> <td style="background-color: #C6E0B4;">✓✓</td> <td style="background-color: #C6E0B4;">-</td> <td style="background-color: #4F81BD; color: white;">✓✓✓</td> <td style="background-color: #C6E0B4;">✓</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> Improved cycle parking facilities at Bridge of Don P&R may contribute to physical fitness improvements and support mode shift. Improved cycle parking facilities at Bridge of Don P&R would reduce the risk of theft. No significant impacts are anticipated in terms of economy, although there could be some very minor economic benefits associated with the potential for modal shift. Improved cycle parking facilities at Bridge of Don P&R would improve transport integration between active travel and bus and would support policy integration by encouraging people to undertake integrated journeys. Improved cycle parking facilities improves existing travel options for people without a car. 					Environment	Safety	Economy	Integration	Accessibility & Social Inclusion	✓	✓✓	-	✓✓✓	✓
Environment	Safety	Economy	Integration	Accessibility & Social Inclusion											
✓	✓✓	-	✓✓✓	✓											
Implementability Criteria Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">Feasibility</th> <th style="background-color: #004A69; color: white;">Affordability</th> <th style="background-color: #004A69; color: white;">Public Acceptability</th> </tr> </thead> <tbody> <tr> <td style="background-color: #4F81BD; color: white;">Low Risk</td> <td style="background-color: #4F81BD; color: white;">Low Risk</td> <td style="background-color: #4F81BD; color: white;">Low Risk</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> There are no significant feasibility concerns associated with improved cycle parking provision at Bridge of Don P&R. Improved cycle parking at Bridge of Don P&R is not expected to incur significant capital or revenue costs and therefore, there is low risk to ACC in terms of affordability. 					Feasibility	Affordability	Public Acceptability	Low Risk	Low Risk	Low Risk				
Feasibility	Affordability	Public Acceptability													
Low Risk	Low Risk	Low Risk													

AT20: Maintain and improve cycle parking provision at Bridge of Don Park and Ride	
	<ul style="list-style-type: none"> There are no significant public acceptability concerns associated with the provision of improved cycle parking at Bridge of Don P&R.
Conflicting Options	None
Cost	Less than £250k
Programme	Less than 2 years
Selection/Rejection	Select
Rationale	It is recommended that this option is progressed. It has the potential to perform well against a number of the TPOs and STAG Criteria and it is considered to be low risk in terms of deliverability.

Table 7.15: Option AT21 Appraisal

AT21: Improve active travel access to Bridge of Don Park and Ride															
Description	Improve active travel access to Bridge of Don P&R, including consideration of improved access from King Robert’s Way to Exhibition Avenue and implementation of a footpath link between the site and bus stops on Ellon Road.														
TPO Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">TPO1</th> <th style="background-color: #004A69; color: white;">TPO2</th> <th style="background-color: #004A69; color: white;">TPO3</th> <th style="background-color: #004A69; color: white;">TPO4</th> <th style="background-color: #004A69; color: white;">TPO5</th> </tr> </thead> <tbody> <tr> <td style="background-color: #C6E0B4;">✓</td> <td style="background-color: #D9D9D9;">-</td> <td style="background-color: #C6E0B4;">✓</td> <td style="background-color: #D9D9D9;">-</td> <td style="background-color: #D9D9D9;">-</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> • TPO1 – Improved active travel access to Bridge of Don P&R may encourage increased walking and cycling as part of an integrated journey. • TPO3 – Improved active travel access to Bridge of Don P&R (including consideration of a footpath link between the site and the bus stops on Ellon Road) would be anticipated to generate minor benefits for bus patronage recovery and growth by providing passengers with access to an increased number of services (i.e. those operating via Ellon Road). • No significant impacts are anticipated with regards TPO2, TPO4 and TPO5. 					TPO1	TPO2	TPO3	TPO4	TPO5	✓	-	✓	-	-
TPO1	TPO2	TPO3	TPO4	TPO5											
✓	-	✓	-	-											
STAG Criteria Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">Environment</th> <th style="background-color: #004A69; color: white;">Safety</th> <th style="background-color: #004A69; color: white;">Economy</th> <th style="background-color: #004A69; color: white;">Integration</th> <th style="background-color: #004A69; color: white;">Accessibility & Social Inclusion</th> </tr> </thead> <tbody> <tr> <td style="background-color: #C6E0B4;">✓</td> <td style="background-color: #D9D9D9;">-</td> <td style="background-color: #D9D9D9;">-</td> <td style="background-color: #4F81BD; color: white;">✓✓✓</td> <td style="background-color: #D9D9D9;">-</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> • Improved active travel access to Bridge of Don P&R may provide minor benefits in terms of physical fitness and could encourage modal shift by potentially providing access to a greater range of bus services to users. • Improved active travel access to Bridge of Don P&R would not be anticipated to generate significant safety, economic or accessibility and social inclusion impacts. • Improved active travel access to Bridge of Don P&R would improve transport integration between active travel and bus and would support policy integration by encouraging people to undertake integrated journeys. 					Environment	Safety	Economy	Integration	Accessibility & Social Inclusion	✓	-	-	✓✓✓	-
Environment	Safety	Economy	Integration	Accessibility & Social Inclusion											
✓	-	-	✓✓✓	-											
Implementability Criteria Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">Feasibility</th> <th style="background-color: #004A69; color: white;">Affordability</th> <th style="background-color: #004A69; color: white;">Public Acceptability</th> </tr> </thead> <tbody> <tr> <td style="background-color: #4F81BD; color: white;">Low Risk</td> <td style="background-color: #4F81BD; color: white;">Low Risk</td> <td style="background-color: #4F81BD; color: white;">Low Risk</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> • There are no significant feasibility concerns associated with improving active travel access to Bridge of Don P&R. • Improved active travel access to Bridge of Don P&R is not expected to incur significant capital or revenue costs and therefore, there is low risk to ACC in terms of affordability. • There are no significant public acceptability concerns associated with improved active travel access to Bridge of Don P&R. 					Feasibility	Affordability	Public Acceptability	Low Risk	Low Risk	Low Risk				
Feasibility	Affordability	Public Acceptability													
Low Risk	Low Risk	Low Risk													
Conflicting Options	None														
Cost	Less than £250k														

AT21: Improve active travel access to Bridge of Don Park and Ride	
Programme	Less than 2 years
Selection/Rejection	Select
Rationale	It is recommended that this option is progressed. It has the potential to perform well against a number of the TPOs and STAG Criteria and it is considered to be low risk in terms of deliverability. It is important to ensure links with AT8 as links with cycling infrastructure would encourage use of people parking and then cycling south or cycling and then taking the bus into the city centre.

Table 7.16: Option AT23 Appraisal

AT23: Implement segregated cycleway on the Bridge of Don					
Description	Implementation of a segregated cycleway in both directions on the Bridge of Don.				
TPO Appraisal	Summary				
	TPO1	TPO2	TPO3	TPO4	TPO5
	✓✓✓	-	-	-	✓
STAG Criteria Appraisal	Key Points				
	<ul style="list-style-type: none"> TPO1 – Provision of a segregated cycleway on the Bridge of Don would significantly improve the safety and attractiveness of active travel by reducing conflicts between different users. It would be anticipated to encourage more people to walk and cycle for trips along this section (although it should be noted that consistency of provision along the corridor is key to encouraging modal shift). TPO5 – Provision of a segregated cycleway on the Bridge of Don could encourage some modal shift to walking and cycling for trips along the corridor, which would support aims to lock in the benefits of the AWPR. It should be noted that this option will only provide benefits against TPO5 if additional capacity is provided (i.e. through bridge widening – see Implementability notes). Provision of a segregated cycleway on the Bridge of Don through reallocation of road space to active travel would be anticipated to generate negative impacts against TPO5 due to the delays that would be expected on this priority route as a result of reduced capacity for general traffic. No significant impacts are anticipated with regards TPO2, TPO3 and TPO4. 				
	Summary				
STAG Criteria Appraisal	Environment	Safety	Economy	Integration	Accessibility & Social Inclusion
	-	✓✓	✓	-	✓✓
	Key Points				
<ul style="list-style-type: none"> Provision of a segregated active travel route on the Bridge of Don could encourage modal shift which would have environmental benefits in terms of physical fitness and improved air quality (although it should be noted that consistency of provision along the corridor is key to encouraging modal shift). However, this option would require widening of the existing Category B listed structure, which would generate some environmental concerns. Segregated active travel infrastructure on the Bridge of Don would reduce the risk of collisions between pedestrians and cyclists and between active travel users and general traffic. It would also provide benefits in terms of perceived safety improvements. It could lead to modal shift to active travel, which could generate knock-on benefits in terms of safety in numbers. Provision of a segregated active travel route on the Bridge of Don could lead to increased active travel trips, with associated economic benefits for society. Provision of a segregated active travel route on the Bridge of Don could generate minor benefits in terms of policy integration, however, no significant impact is anticipated overall in terms of integration. Provision of a segregated active travel route on the Bridge of Don would improve local accessibility and provide more travel options for people without a car. 					

AT23: Implement segregated cycleway on the Bridge of Don							
Implementability Criteria Appraisal	<p>Summary</p> <table border="1"> <thead> <tr> <th>Feasibility</th> <th>Affordability</th> <th>Public Acceptability</th> </tr> </thead> <tbody> <tr> <td>High Risk</td> <td>High Risk</td> <td>Medium Risk</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> Implementation of a segregated cycleway on the Bridge of Don would require widening of the existing bridge structure (based on the assumption that existing carriageway space would be maintained for vehicles). This would require multi-disciplinary input including from geology, ecology, landscape and visual, archaeology and cultural heritage, bridges, water and engineering. The Bridge of Don is a Category B listed structure and consultation with a qualified archaeologist and cultural heritage consultant would be required to establish if this is a feasible option due to legislation and requirements surrounding development/alteration of listed structures. Implementation of a segregated cycleway on the Bridge of Don would be anticipated to present a high risk to ACC in terms of affordability due to the requirement to widen the existing bridge. Funding for this may be available through Sustrans if it was part of the implementation of a wider segregated route (i.e. if implemented in combination with AT8, AT30 or AT33), but this would require further investigation. Implementation of a segregated cycleway on the Bridge of Don would require widening of the existing bridge structure, which is likely to generate some public acceptability concerns from a cultural heritage perspective. 	Feasibility	Affordability	Public Acceptability	High Risk	High Risk	Medium Risk
	Feasibility	Affordability	Public Acceptability				
High Risk	High Risk	Medium Risk					
Conflicting Options	None						
Cost	Over £2m						
Programme	More than 5 years						
Selection/Rejection	Select						
Rationale	It is recommended that this option is progressed, with Option AT27 (widening of the existing bridge) required as an enabling measure. It has the potential to perform well against a number of the TPOs and STAG Criteria but opportunity should be taken to fully assess the anticipated high risks associated with the implementability of this option at the next stage of the study. It is recommended that AT23 is progressed as an alternative to AT26 due to the reduced impact against the environmental criteria.						

Table 7.17: Option AT26 Appraisal

AT26: Implement active travel route via a fully segregated active travel bridge across the River Don															
Description	Creation of an active travel route across the River Don via a fully segregated active travel bridge to the east of the existing Bridge of Don.														
TPO Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">TPO1</th> <th style="background-color: #004A69; color: white;">TPO2</th> <th style="background-color: #004A69; color: white;">TPO3</th> <th style="background-color: #004A69; color: white;">TPO4</th> <th style="background-color: #004A69; color: white;">TPO5</th> </tr> </thead> <tbody> <tr> <td style="background-color: #4F7942; color: white;">✓✓✓</td> <td style="background-color: #D9E1F2; color: black;">-</td> <td style="background-color: #D9E1F2; color: black;">-</td> <td style="background-color: #D9E1F2; color: black;">-</td> <td style="background-color: #709238; color: white;">✓✓</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> TPO1 – Provision of a segregated active travel bridge across the River Don would significantly improve the safety and attractiveness of active travel by reducing conflicts between different users. It would be anticipated to encourage more people to walk and cycle for trips along this section (although it should be noted that consistency of provision along the corridor is key to encouraging modal shift). TPO5 – Provision of a segregated active travel bridge across the River Don could encourage some modal shift to walking and cycling for trips along the corridor, which would support aims to lock in the benefits of the AWPR. No significant impacts are anticipated with regards TPO2, TPO3 and TPO4. 					TPO1	TPO2	TPO3	TPO4	TPO5	✓✓✓	-	-	-	✓✓
TPO1	TPO2	TPO3	TPO4	TPO5											
✓✓✓	-	-	-	✓✓											
STAG Criteria Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">Environment</th> <th style="background-color: #004A69; color: white;">Safety</th> <th style="background-color: #004A69; color: white;">Economy</th> <th style="background-color: #004A69; color: white;">Integration</th> <th style="background-color: #004A69; color: white;">Accessibility & Social Inclusion</th> </tr> </thead> <tbody> <tr> <td style="background-color: #C00000; color: white;">xxx</td> <td style="background-color: #4F7942; color: white;">✓✓✓</td> <td style="background-color: #D9E1F2; color: black;">✓</td> <td style="background-color: #D9E1F2; color: black;">-</td> <td style="background-color: #709238; color: white;">✓✓</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> Provision of a fully segregated active travel bridge across the River Don could encourage modal shift which would have environmental benefits in terms of physical fitness and improved air quality, however, provision of a new bridge is likely to have detrimental environmental impacts, including in terms of biodiversity and habitats, landscape, visual amenity and cultural heritage. Provision of a fully segregated active travel bridge across the River Don would reduce the risk of collisions between pedestrians and cyclists and between active travel users and general traffic. It would also provide benefits in terms of perceived safety improvements. It could lead to modal shift to active travel, which could generate knock-on benefits in terms of safety in numbers. Provision of a fully segregated active travel bridge across the River Don could lead to increased active travel trips, with associated economic benefits for society. Provision of a fully segregated active travel bridge across the River Don could generate minor benefits in terms of policy integration, however, no significant impact is anticipated overall in terms of integration. Provision of a fully segregated active travel bridge across the River Don would improve local accessibility and provide more travel options for people without a car. 					Environment	Safety	Economy	Integration	Accessibility & Social Inclusion	xxx	✓✓✓	✓	-	✓✓
Environment	Safety	Economy	Integration	Accessibility & Social Inclusion											
xxx	✓✓✓	✓	-	✓✓											
Implementability Criteria Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">Feasibility</th> <th style="background-color: #004A69; color: white;">Affordability</th> <th style="background-color: #004A69; color: white;">Public Acceptability</th> </tr> </thead> <tbody> <tr> <td style="background-color: #C00000; color: white;">High Risk</td> <td style="background-color: #C00000; color: white;">High Risk</td> <td style="background-color: #D9E1F2; color: black;">Medium Risk</td> </tr> </tbody> </table>					Feasibility	Affordability	Public Acceptability	High Risk	High Risk	Medium Risk				
Feasibility	Affordability	Public Acceptability													
High Risk	High Risk	Medium Risk													

AT26: Implement active travel route via a fully segregated active travel bridge across the River Don	
	<p>Key Points</p> <ul style="list-style-type: none"> The construction of a new bridge would result in the need for development on undeveloped land. A review of relevant planning policies and the adopted Local Development Plan would be required to establish land allocations for the proposed site. In addition, the introduction of a new structure has the potential to result in adverse effects on a number of environmental topics. Multi-disciplinary input would therefore be required from geology and ground conditions, terrestrial and aquatic ecology, ornithology, flood risk, water quality, landscape and visual and archaeology and cultural heritage to establish likely effects, if effects are likely to be significant, and the need for any impact assessments. Infrastructure projects where the works area exceed 1ha fall under Schedule 2 (10) of The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017, as amended. Screening with the Local Authority may be necessary to determine if an Environmental Impact Assessment Report may be required to be produced to support a planning application. A review would also be required to establish the need for a Controlled Activity Licence (CAR) from Scottish Environment Protection Agency (SEPA), and the level of authorisation required. Implementation of an active travel route via a fully segregated active travel bridge would be anticipated to present a high risk to ACC in terms of affordability. Funding for this may be available through Sustrans if it was part of the implementation of a wider segregated route (i.e. if implemented in combination with AT8 and AT33). The case for funding support for a new bridge may be enhanced as it could be branded as an iconic bridge providing a step-change in active travel provision in the area, however, it should be emphasised that Sustrans would not provide funding support for a new active travel bridge as a standalone project; connections to wider infrastructure provision would be required. Implementation of an active travel bridge across the River Don would be anticipated to generate public acceptability concerns regarding the landscape and visual amenity impacts that would likely be caused by an additional bridge. The active travel bridge would be located to the east of the existing bridge and therefore there would be impacts on the view of the Donmouth.
Conflicting Options	None
Cost	Over £2m
Programme	More than 5 years
Selection/Rejection	Reject
Rationale	It is recommended that Option AT26 is rejected from further appraisal at this time. Option AT23 may afford a similar level of enhancement for active travel across the Bridge of Don but at a lower carbon footprint due to re-use of existing infrastructure.

Table 7.18: Option AT28 Appraisal

AT28: Implement a crossing point for active travel users to the north of the Bridge of Don															
Description	Introduction of crossing facilities to the north of the Bridge of Don to support movements to the Brig O'Balgownie.														
TPO Appraisal	Summary <table border="1"> <thead> <tr> <th>TPO1</th> <th>TPO2</th> <th>TPO3</th> <th>TPO4</th> <th>TPO5</th> </tr> </thead> <tbody> <tr> <td>✓✓</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> </tr> </tbody> </table>					TPO1	TPO2	TPO3	TPO4	TPO5	✓✓	-	-	-	-
	TPO1	TPO2	TPO3	TPO4	TPO5										
✓✓	-	-	-	-											
Key Points <ul style="list-style-type: none"> TPO1 – Implementation of a crossing point to the north of the Bridge of Don would improve safety for movements across the study corridor. No significant impacts are anticipated with regards TPO2, TPO3, TPO4 and TPO5. 															
STAG Criteria Appraisal	Summary <table border="1"> <thead> <tr> <th>Environment</th> <th>Safety</th> <th>Economy</th> <th>Integration</th> <th>Accessibility & Social Inclusion</th> </tr> </thead> <tbody> <tr> <td>-</td> <td>✓✓✓</td> <td>-</td> <td>✓</td> <td>✓✓</td> </tr> </tbody> </table>					Environment	Safety	Economy	Integration	Accessibility & Social Inclusion	-	✓✓✓	-	✓	✓✓
	Environment	Safety	Economy	Integration	Accessibility & Social Inclusion										
-	✓✓✓	-	✓	✓✓											
Key Points <ul style="list-style-type: none"> Implementation of a crossing point to the north of the Bridge of Don would not be anticipated to generate significant environmental or economic impacts. Implementation of a crossing point to the north of the Bridge of Don would generate safety benefits by reducing the risk of collisions between different types of road user. Implementation of a crossing point to the north of the Bridge of Don would improve integration of the active travel network and support policy integration by encouraging more trips to be undertaken actively. Implementation of a crossing point to the north of the Bridge of Don would reduce severance, improve local accessibility for those walking and cycling and improve existing travel options for people without access to a car. 															
Implementability Criteria Appraisal	Summary <table border="1"> <thead> <tr> <th>Feasibility</th> <th>Affordability</th> <th>Public Acceptability</th> </tr> </thead> <tbody> <tr> <td>Low Risk</td> <td>Low Risk</td> <td>Low Risk</td> </tr> </tbody> </table>					Feasibility	Affordability	Public Acceptability	Low Risk	Low Risk	Low Risk				
	Feasibility	Affordability	Public Acceptability												
Low Risk	Low Risk	Low Risk													
Key Points <ul style="list-style-type: none"> There are no significant feasibility concerns associated with the implementation of a crossing point to the north of the Bridge of Don. Implementation of a crossing point to the north of the Bridge of Don is not expected to incur significant capital or revenue costs and therefore, there is low risk to ACC in terms of affordability. There are no significant public acceptability concerns associated with the implementation of a crossing point to the north of the Bridge of Don. The delay to general traffic would be minimal and it would improve accessibility and safety for people crossing Ellon Road. 															
Conflicting Options	None														
Cost	Less than £250k														

AT28: Implement a crossing point for active travel users to the north of the Bridge of Don	
Programme	Less than 2 years
Selection/Rejection	Reject
Rationale	It is not recommended that this option is progressed. Whilst implementation of a crossing point to the north of the Bridge of Don performs well in terms of the appraisal, it is not considered that an additional crossing point would be required if crossing facilities are provided at Balgownie Road as part of AT17. Mapping of pedestrian desire lines should be undertaken through progression of AT17 to ensure crossing facilities are provided in the most appropriate location.

Table 7.19: Option AT30 Appraisal

AT30: Implement segregated cycleway on King Street					
Description	Implementation of a segregated cycleway in both directions on King Street.				
TPO Appraisal	Summary				
	TPO1	TPO2	TPO3	TPO4	TPO5
	✓✓✓	-	-	-	✓✓
	Key Points				
	<ul style="list-style-type: none"> TPO1 – Provision of a segregated cycleway on King Street would significantly improve the safety and attractiveness of active travel by reducing conflicts between different users. It would be anticipated to encourage more people to walk and cycle for trips along this section (although it should be noted that consistency of provision along the corridor is key to encouraging modal shift). TPO5 – Provision of a segregated cycleway on King Street could encourage some modal shift to walking and cycling for trips along the corridor, which would support aims to lock in the benefits of the AWPR. No significant impacts are anticipated with regards TPO2, TPO3 and TPO4. 				
STAG Criteria Appraisal	Summary				
	Environment	Safety	Economy	Integration	Accessibility & Social Inclusion
	✓✓	✓✓✓	✓	-	✓✓
	Key Points				
	<ul style="list-style-type: none"> Provision of a segregated active travel route on King Street could encourage modal shift which would have environmental benefits in terms of physical fitness and improved air quality (although it should be noted that consistency of provision along the corridor is key to encouraging modal shift). Segregated active travel infrastructure on King Street would reduce the risk of collisions between pedestrians and cyclists and between active travel users and general traffic. It would also provide benefits in terms of perceived safety improvements. It could lead to modal shift to active travel, which could generate knock-on benefits in terms of safety in numbers. Provision of a segregated active travel route on King Street could lead to increased active travel trips, with associated economic benefits for society. Provision of a segregated active travel route on King Street could generate minor benefits in terms of policy integration, however, no significant impact is anticipated overall in terms of integration. Provision of a segregated active travel route on King Street would improve local accessibility and provide more travel options for people without a car. 				
Implementability Criteria Appraisal	Summary				
	Feasibility	Affordability	Public Acceptability		
	High Risk	Low Risk	Medium Risk		
	Key Points				
	<ul style="list-style-type: none"> Delivery of a segregated cycleway on King Street could not be implemented alongside the provision of bus lanes. Whilst this option would not generally reduce the capacity for general traffic, existing bus priority along King Street would be 				

AT30: Implement segregated cycleway on King Street	
	<p>reduced. If this option is to progress, a design process (e.g. Sustrans' Places for Everyone) and statutory orders would be required.</p> <ul style="list-style-type: none"> • Delivery of a segregated cycleway on King Street is considered to be low risk in terms of affordability. Funding the provision of segregated infrastructure in an urban environment is the highest priority for Sustrans and therefore it would be anticipated that ACC could be successful in obtaining funding for such an intervention. • Delivery of a segregated cycleway is anticipated to be medium risk in terms of public acceptability due to the requirement for carriageway redistribution, including removal of existing bus priority infrastructure.
Conflicting Options	Potential conflict with BU25 subject to additional land take review.
Cost	Over £2m
Programme	More than 5 years
Selection/Rejection	Select
Rationale	<p>It is recommended that this option is progressed. However, <u>this is subject to the requirement to review the extent of additional land take required to deliver this option</u> on the corridor in conjunction with the provision of bus lanes. It is also to be highlighted that AT33 and AT34 provide an alternative option for cyclists and AT39 provides an alternative option for pedestrians. Options BU34/O19 (review of on-street parking along King Street) and Options O15/O16 (widen carriageway on King Street) are possible enabling measures that would support delivery of a segregated cycleway on King Street.</p>

Table 7.20: Option AT33 Appraisal

AT33: Implement active travel route via Beach Esplanade															
Description	Creation of an active travel route in both directions via the Beach Esplanade, using existing alignments with increased segregation, shared use paths and footway improvements.														
TPO Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">TPO1</th> <th style="background-color: #004A69; color: white;">TPO2</th> <th style="background-color: #004A69; color: white;">TPO3</th> <th style="background-color: #004A69; color: white;">TPO4</th> <th style="background-color: #004A69; color: white;">TPO5</th> </tr> </thead> <tbody> <tr> <td style="background-color: #C8E6C9;">✓</td> <td style="background-color: #C8E6C9;">-</td> <td style="background-color: #C8E6C9;">-</td> <td style="background-color: #C8E6C9;">-</td> <td style="background-color: #C8E6C9;">✓</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> TPO1 – Implementation of an active travel route via the Beach Esplanade could provide minor benefits against TPO1 by enhancing the safety of walking and cycling through increased segregation and footway improvements. TPO5 – Improved provision of active travel facilities may encourage more people to walk and cycle for trips, which would support aims to lock in the benefits of the AWPR. No significant impacts are anticipated with regards TPO2, TPO3 and TPO4. 					TPO1	TPO2	TPO3	TPO4	TPO5	✓	-	-	-	✓
TPO1	TPO2	TPO3	TPO4	TPO5											
✓	-	-	-	✓											
STAG Criteria Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">Environment</th> <th style="background-color: #004A69; color: white;">Safety</th> <th style="background-color: #004A69; color: white;">Economy</th> <th style="background-color: #004A69; color: white;">Integration</th> <th style="background-color: #004A69; color: white;">Accessibility & Social Inclusion</th> </tr> </thead> <tbody> <tr> <td style="background-color: #C8E6C9;">✓✓</td> <td style="background-color: #C8E6C9;">✓</td> <td style="background-color: #C8E6C9;">✓</td> <td style="background-color: #C8E6C9;">-</td> <td style="background-color: #C8E6C9;">✓</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> Provision of an active travel route via the Beach Esplanade could encourage a degree of modal shift which would have environmental benefits in terms of physical fitness and improved air quality. Provision of an active travel route via the Beach Esplanade would provide safety benefits through increased segregation and footway improvements. It could lead to modal shift to active travel, which could generate knock-on benefits in terms of safety in numbers. Provision of an active travel route via the Beach Esplanade could lead to increased active travel trips, with associated economic benefits for society. Provision of an active travel route via the Beach Esplanade could generate minor benefits in terms of policy integration, however, no significant impact is anticipated overall in terms of integration. Provision of an active travel route via the Beach Esplanade would provide more travel options for people without a car. 					Environment	Safety	Economy	Integration	Accessibility & Social Inclusion	✓✓	✓	✓	-	✓
Environment	Safety	Economy	Integration	Accessibility & Social Inclusion											
✓✓	✓	✓	-	✓											
Implementability Criteria Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">Feasibility</th> <th style="background-color: #004A69; color: white;">Affordability</th> <th style="background-color: #004A69; color: white;">Public Acceptability</th> </tr> </thead> <tbody> <tr> <td style="background-color: #66BB6A;">Low Risk</td> <td style="background-color: #66BB6A;">Low Risk</td> <td style="background-color: #66BB6A;">Low Risk</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> There are no significant feasibility concerns associated with the implementation of an active travel route via the Beach Esplanade. This could be achieved through narrowing of the carriageway width without reducing the capacity for traffic. 					Feasibility	Affordability	Public Acceptability	Low Risk	Low Risk	Low Risk				
Feasibility	Affordability	Public Acceptability													
Low Risk	Low Risk	Low Risk													

AT33: Implement active travel route via Beach Esplanade	
	<ul style="list-style-type: none"> • Delivery of this option is not expected to incur significant capital or revenue costs and therefore, there is low risk to ACC in terms of affordability. • There are no significant public acceptability concerns associated with the implementation of an active travel route via the Beach Esplanade.
Conflicting Options	None
Cost	£250k - £2m
Programme	2-5 years
Selection/Rejection	Select
Rationale	It is recommended that this option is progressed. It has the potential to perform well against a number of the TPOs and STAG Criteria and it is considered to be low risk in terms of deliverability.

Table 7.21: Option AT34 Appraisal

AT34: Implement active travel route via Golf Road and Park Road															
Description	Creation of an active travel route in both directions east of King Street via Golf Road and Park Road using a mix of existing carriageway and new segregated routes.														
TPO Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">TPO1</th> <th style="background-color: #004A69; color: white;">TPO2</th> <th style="background-color: #004A69; color: white;">TPO3</th> <th style="background-color: #004A69; color: white;">TPO4</th> <th style="background-color: #004A69; color: white;">TPO5</th> </tr> </thead> <tbody> <tr> <td style="background-color: #C8E6C9;">✓✓</td> <td style="background-color: #C8E6C9;">-</td> <td style="background-color: #C8E6C9;">-</td> <td style="background-color: #C8E6C9;">-</td> <td style="background-color: #C8E6C9;">✓</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> TPO1 – Implementation of an active travel route via Golf Road and Park Road could provide moderate benefits against TPO1 by enhancing the safety of walking and cycling through dedicated provision, including segregated routes. TPO5 – Improved provision of active travel facilities may encourage more people to walk and cycle for trips, which would support aims to lock in the benefits of the AWPR. No significant impacts are anticipated with regards TPO2, TPO3 and TPO4. 					TPO1	TPO2	TPO3	TPO4	TPO5	✓✓	-	-	-	✓
TPO1	TPO2	TPO3	TPO4	TPO5											
✓✓	-	-	-	✓											
STAG Criteria Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">Environment</th> <th style="background-color: #004A69; color: white;">Safety</th> <th style="background-color: #004A69; color: white;">Economy</th> <th style="background-color: #004A69; color: white;">Integration</th> <th style="background-color: #004A69; color: white;">Accessibility & Social Inclusion</th> </tr> </thead> <tbody> <tr> <td style="background-color: #C8E6C9;">✓</td> <td style="background-color: #C8E6C9;">✓</td> <td style="background-color: #C8E6C9;">-</td> <td style="background-color: #C8E6C9;">-</td> <td style="background-color: #C8E6C9;">✓</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> Provision of an active travel route via Golf Road and Park Road could encourage a degree of modal shift which would have environmental benefits in terms of physical fitness and improved air quality. Provision of an active travel route via Golf Road and Park Road would provide safety benefits through the introduction of some sections of segregated route. It could lead to modal shift to active travel, which could generate knock-on benefits in terms of safety in numbers. Provision of an active travel route via Golf Road and Park Road would not be anticipated to generate significant impacts in terms of economy or integration. Provision of an active travel route via Golf Road and Park Road would provide more travel options for people without a car. 					Environment	Safety	Economy	Integration	Accessibility & Social Inclusion	✓	✓	-	-	✓
Environment	Safety	Economy	Integration	Accessibility & Social Inclusion											
✓	✓	-	-	✓											
Implementability Criteria Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">Feasibility</th> <th style="background-color: #004A69; color: white;">Affordability</th> <th style="background-color: #004A69; color: white;">Public Acceptability</th> </tr> </thead> <tbody> <tr> <td style="background-color: #4CAF50; color: white;">Low Risk</td> <td style="background-color: #C8E6C9;">Medium Risk</td> <td style="background-color: #C8E6C9;">Medium Risk</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> Delivery of this option would be through a combination of on-road advisory cycle lanes and sections of segregation. For both options, it would be appropriate to reduce the speed limit on these roads to 20mph, which would require a TRO. A topographical survey would be required to confirm the existing available widths and implementation of appropriate signage would be required. If this option is to progress, a design process (e.g. Sustrans' Places for Everyone) would be required. Delivery of this option is considered to present a low-medium affordability risk to ACC. On-road advisory cycle lanes are considered to be low risk due to the low 					Feasibility	Affordability	Public Acceptability	Low Risk	Medium Risk	Medium Risk				
Feasibility	Affordability	Public Acceptability													
Low Risk	Medium Risk	Medium Risk													

AT34: Implement active travel route via Golf Road and Park Road	
	<p>cost of delivering this option. Sections of segregated infrastructure are considered to be medium risk in terms of affordability as this would be lower priority for Sustrans funding due to the mix with on-road cycle facilities.</p> <ul style="list-style-type: none"> • Delivery of this option is considered to be medium risk in terms of public acceptability due to the potential reduction of the speed limit.
Conflicting Options	None
Cost	£250k - £2m
Programme	2-5 years
Selection/Rejection	Select
Rationale	It is recommended that this option is progressed. It has the potential to perform well against a number of the TPOs and STAG Criteria and it is considered to present lower deliverability risk compared with the provision of active travel infrastructure via King Street.

Table 7.22: Option AT38 Appraisal

AT38: Create protected junction at King Street/West North Street junction for cyclists					
Description	Creation of protected junction at King Street/West North Street for cyclists, improving safety and efficiency of movement for cyclists through the junction, including cycle crossing points parallel to pedestrian crossings.				
TPO Appraisal	Summary				
	TPO1	TPO2	TPO3	TPO4	TPO5
	✓✓	-	-	-	✓
	Key Points				
	<ul style="list-style-type: none"> TPO1 – Improving active travel provision at the King Street/West North Street Junction would be anticipated to provide moderate benefits against TPO1 due to the safety benefits that a protected junction would bring to active travel users. TPO5 – Improving active travel provision through a key junction on the network such as the King Street/West North Street Junction may encourage more people to travel actively due to the improved accessibility it provides, thereby providing minor benefits to the aims of locking in the benefits of the AWPR. It should be noted that this part of the network is not part of the priority route and therefore, there are more opportunities to reallocate road space to sustainable travel modes. No significant impacts are anticipated with regards TPO2, TPO3 and TPO4. 				
STAG Criteria Appraisal	Summary				
	Environment	Safety	Economy	Integration	Accessibility & Social Inclusion
	-	✓✓✓	-	✓	✓
	Key Points				
	<ul style="list-style-type: none"> Dedicated active travel infrastructure through West North Street Junction may encourage modal shift, with associated environmental benefits. However, it could also lead to delays for vehicular traffic, with associated detrimental impacts on air quality. At this stage, it has been assessed as providing no benefit or impact against the environment criteria. Dedicated active travel infrastructure through West North Street Junction would improve perceptions of safety and would reduce the risk between different types of road user. Dedicated active travel infrastructure through West North Street Junction could lead to delays for vehicular traffic, with associated detrimental economic impacts. There may be some economic benefits associated with a modal shift towards active travel if implemented as part of a cohesive network. Further work, including quantification, is required as the study progresses to determine the economic impacts fully. Overall, assessed to be neutral at this stage. Dedicated active travel infrastructure through West North Street Junction would improve integration of the active travel network and would support policy integration by encouraging more trips to be undertaken actively. Dedicated active travel infrastructure through West North Street Junction would reduce severance, improve local accessibility for those walking and cycling and improve existing travel options for people without access to a car. 				

AT38: Create protected junction at King Street/West North Street junction for cyclists			
Implementability Criteria Appraisal	Summary		
	Feasibility	Affordability	Public Acceptability
	High Risk	High Risk	Medium Risk
	Key Points		
	<ul style="list-style-type: none"> • Delivery of a protected junction would require tie-in with segregated routes (AT30) or reduced traffic speeds on King Street (O18) and therefore should not be progressed in isolation. There is adequate space to deliver improved active travel facilities at this junction. However, there is a requirement for traffic modelling to understand what the impact would be on general traffic. If this option is to progress, a design process (e.g. Sustrans' Places for Everyone) would be required. • Delivery of active travel infrastructure at West North Street Junction is considered to present a high affordability risk to ACC. Whilst funding could be applied to via Sustrans, funding would not be provided for this as a standalone project; it would require delivery of AT30 (at the least) or O18 (reduced traffic speeds on King Street) to permit the delivery of a cohesive network. • Delivery of this option is considered to be medium risk in terms of public acceptability due to increased delays through the junction that may be caused for general traffic by any intervention. 		
Conflicting Options	BU33		
Cost	£250k - £2m		
Programme	2-5 years		
Selection/Rejection	Select		
Rationale	It is recommended that this option is progressed. However, whilst it has the potential to perform well against a number of the TPOs and STAG Criteria, there are significant deliverability risks. This option should not be implemented in isolation; it should be implemented alongside AT30 or O18 to ensure delivery of a cohesive network. AT30 is recommended to progress subject to the requirement to review the extent of additional land take required to deliver this option [AT30] on the corridor in conjunction with the provision of bus lanes. O18 is also recommended to progress.		

Table 7.23: Option AT39 Appraisal

AT39: Tighten junction radii and reduce side road width along the full length of King Street															
Description	Tighten junction radii and reduce side road width along the full length of King Street to reduce conflict with cycle traffic and improve crossing facilities for pedestrians. This option could also include continuous footways across side road junctions and other improvements for pedestrians and wheelchair users such as tactile paving, dropped kerbs, removal of street clutter and improvement of pavement surface.														
TPO Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">TPO1</th> <th style="background-color: #004A69; color: white;">TPO2</th> <th style="background-color: #004A69; color: white;">TPO3</th> <th style="background-color: #004A69; color: white;">TPO4</th> <th style="background-color: #004A69; color: white;">TPO5</th> </tr> </thead> <tbody> <tr> <td style="background-color: #C6E0B4;">✓</td> <td style="background-color: #F0F0F0;">-</td> <td style="background-color: #C6E0B4;">✓</td> <td style="background-color: #F0F0F0;">-</td> <td style="background-color: #F0F0F0;">-</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> TPO1 – Tightening junction radii and reducing side road width along the full length of King Street would improve safety for pedestrians and cyclists as those entering or exiting the junction would have to do so at reduced speeds. TPO3 – Tightening junction radii and improving facilities for pedestrians and wheelchair users would help to improve the accessibility of bus stops on King Street, which could support growth in bus patronage on the corridor. No significant impacts are anticipated with regards TPO2, TPO3, TPO4 and TPO5. 					TPO1	TPO2	TPO3	TPO4	TPO5	✓	-	✓	-	-
TPO1	TPO2	TPO3	TPO4	TPO5											
✓	-	✓	-	-											
STAG Criteria Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">Environment</th> <th style="background-color: #004A69; color: white;">Safety</th> <th style="background-color: #004A69; color: white;">Economy</th> <th style="background-color: #004A69; color: white;">Integration</th> <th style="background-color: #004A69; color: white;">Accessibility & Social Inclusion</th> </tr> </thead> <tbody> <tr> <td style="background-color: #F0F0F0;">-</td> <td style="background-color: #C6E0B4;">✓✓</td> <td style="background-color: #F0F0F0;">-</td> <td style="background-color: #C6E0B4;">✓</td> <td style="background-color: #C6E0B4;">✓</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> Tightening of junction radii and reducing side road width along King Street would not be anticipated to generate significant impacts in terms of environment or economy. Tightening of junction radii and reducing side road width along King Street would improve safety for pedestrians and cyclists as those entering or exiting the junction would have to do so at reduced speeds. Tightening junction radii and improving facilities for pedestrians and wheelchair users would help to improve the accessibility of bus stops on King Street and therefore support integration between the active travel network and public transport. Tightening junction radii and improving facilities for pedestrians and wheelchair users would help to improve the accessibility of bus stops on King Street. 					Environment	Safety	Economy	Integration	Accessibility & Social Inclusion	-	✓✓	-	✓	✓
Environment	Safety	Economy	Integration	Accessibility & Social Inclusion											
-	✓✓	-	✓	✓											
Implementability Criteria Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">Feasibility</th> <th style="background-color: #004A69; color: white;">Affordability</th> <th style="background-color: #004A69; color: white;">Public Acceptability</th> </tr> </thead> <tbody> <tr> <td style="background-color: #4F7942; color: white;">Low Risk</td> <td style="background-color: #F0F0F0;">Medium Risk</td> <td style="background-color: #4F7942; color: white;">Low Risk</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> Delivery of this option would require traffic surveys to be undertaken to firstly understand the traffic volumes entering and exiting the side road junctions, which would help to inform the appropriate intervention at each side road junction e.g. continuous footway, raised table or no intervention. Thereafter, a design process would be required. 					Feasibility	Affordability	Public Acceptability	Low Risk	Medium Risk	Low Risk				
Feasibility	Affordability	Public Acceptability													
Low Risk	Medium Risk	Low Risk													

AT39: Tighten junction radii and reduce side road width along the full length of King Street	
	<ul style="list-style-type: none"> • Delivery of this option is considered to present a low-medium affordability risk to ACC. The cost of this option would depend on the number of junctions requiring intervention. It is understood that Sustrans has provided funding support in other cities for similar schemes on the basis of providing a series of pedestrian improvements throughout the area. • There are no significant public acceptability concerns associated with this option.
Conflicting Options	None
Cost	£250k - £2m
Programme	Less than 2 years
Selection/Rejection	Select
Rationale	It is recommended that this option is progressed. Whilst this option generally has a limited impact against many of the TPOs and STAG Criteria, it could be progressed as a 'quick-win' to improve the safety of this section of the corridor for pedestrians.

Table 7.24: Option AT41 Appraisal

AT41: Implement segregated cycleway on Holburn Street															
Description	Implementation of a segregated cycleway in both directions on Holburn Street.														
TPO Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">TPO1</th> <th style="background-color: #004A69; color: white;">TPO2</th> <th style="background-color: #004A69; color: white;">TPO3</th> <th style="background-color: #004A69; color: white;">TPO4</th> <th style="background-color: #004A69; color: white;">TPO5</th> </tr> </thead> <tbody> <tr> <td style="background-color: #4F7942; color: white;">✓✓✓</td> <td style="background-color: #D9E1F2; color: black;">-</td> <td style="background-color: #D9E1F2; color: black;">-</td> <td style="background-color: #D9E1F2; color: black;">-</td> <td style="background-color: #A6C98A; color: black;">✓✓</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> TPO1 – Provision of a segregated cycleway on Holburn Street would significantly improve the safety and attractiveness of active travel by reducing conflicts between different users. It would be anticipated to encourage more people to walk and cycle for trips along this section (although it should be noted that consistency of provision along the corridor is key to encouraging modal shift). TPO5 – Provision of a segregated cycleway on Holburn Street could encourage some modal shift to walking and cycling for trips along the corridor, which would support aims to lock in the benefits of the AWPR. No significant impacts are anticipated with regards TPO2, TPO3 and TPO4. 					TPO1	TPO2	TPO3	TPO4	TPO5	✓✓✓	-	-	-	✓✓
TPO1	TPO2	TPO3	TPO4	TPO5											
✓✓✓	-	-	-	✓✓											
STAG Criteria Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">Environment</th> <th style="background-color: #004A69; color: white;">Safety</th> <th style="background-color: #004A69; color: white;">Economy</th> <th style="background-color: #004A69; color: white;">Integration</th> <th style="background-color: #004A69; color: white;">Accessibility & Social Inclusion</th> </tr> </thead> <tbody> <tr> <td style="background-color: #A6C98A; color: black;">✓✓</td> <td style="background-color: #4F7942; color: white;">✓✓✓</td> <td style="background-color: #D9E1F2; color: black;">✓</td> <td style="background-color: #D9E1F2; color: black;">-</td> <td style="background-color: #A6C98A; color: black;">✓✓</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> Provision of a segregated active travel route on Holburn Street could encourage modal shift which would have environmental benefits in terms of physical fitness and improved air quality (although it should be noted that consistency of provision along the corridor is key to encouraging modal shift). Segregated active travel infrastructure on Holburn Street would reduce the risk of collisions between pedestrians and cyclists and between active travel users and general traffic. It would also provide benefits in terms of perceived safety improvements. It could lead to modal shift to active travel, which could generate knock-on benefits in terms of safety in numbers. Provision of a segregated active travel route on Holburn Street could lead to increased active travel trips, with associated economic benefits for society. Provision of a segregated active travel route on Holburn Street could generate minor benefits in terms of policy integration, however, no significant impact is anticipated overall in terms of integration. Provision of a segregated active travel route between on Holburn Street would improve local accessibility and provide more travel options for people without a car. 					Environment	Safety	Economy	Integration	Accessibility & Social Inclusion	✓✓	✓✓✓	✓	-	✓✓
Environment	Safety	Economy	Integration	Accessibility & Social Inclusion											
✓✓	✓✓✓	✓	-	✓✓											
Implementability Criteria Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">Feasibility</th> <th style="background-color: #004A69; color: white;">Affordability</th> <th style="background-color: #004A69; color: white;">Public Acceptability</th> </tr> </thead> <tbody> <tr> <td style="background-color: #C00000; color: white;">High Risk</td> <td style="background-color: #4F7942; color: white;">Low Risk</td> <td style="background-color: #C00000; color: white;">High Risk</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> Delivery of a segregated cycleway on Holburn Street would involve removal of a traffic lane (i.e. the existing bus lane to the north of Great Southern Road) and on- 					Feasibility	Affordability	Public Acceptability	High Risk	Low Risk	High Risk				
Feasibility	Affordability	Public Acceptability													
High Risk	Low Risk	High Risk													

AT41: Implement segregated cycleway on Holburn Street	
	<p>street parking (i.e. to the south of Broomhill Road). There would be small sections along the corridor where a segregated lane could be provided without a loss of capacity for general traffic, however, active travel routes require consistency of provision to be effective. If this option was to be progressed, traffic modelling, a topographical survey, parking surveys and statutory consultation would be required.</p> <ul style="list-style-type: none"> • Delivery of a segregated cycleway on Holburn Street is considered to be low risk in terms of affordability. Funding the provision of segregated infrastructure in an urban environment is the highest priority for Sustrans and therefore it would be anticipated that ACC could be successful in obtaining funding for such an intervention. • Delivery of a segregated cycleway is anticipated to be high risk in terms of public acceptability due to the requirement for carriageway redistribution, including removal of existing bus priority infrastructure and on-street parking.
Conflicting Options	Potential conflict with BU36 subject to additional land take review.
Cost	Over £2m
Programme	More than 5 years
Selection/Rejection	Select
Rationale	<p>It is recommended that this option is progressed. However, <u>this is subject to the requirement to review the extent of additional land take required to deliver this option</u> on the corridor in conjunction with the provision of bus lanes. It is also to be highlighted that AT44 provides an alternative option. Option BU44 (review of on-street parking along Holburn Street) and Options O26 (widen carriageway on Holburn Street) are possible enabling measures that would support delivery of a segregated cycle route on Holburn Street.</p>

Table 7.25: Option AT44 Appraisal

AT44: Implement active travel route via Bon Accord Terrace and Hardgate															
Description	Creation of an active travel route in both directions via Bon Accord Terrace, Hardgate, Riverside Terrace and Riverside Drive between Union Street and the Bridge of Dee.														
TPO Appraisal	<p>Summary</p> <table border="1"> <thead> <tr> <th>TPO1</th> <th>TPO2</th> <th>TPO3</th> <th>TPO4</th> <th>TPO5</th> </tr> </thead> <tbody> <tr> <td>✓</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> TPO1 – Implementation of an active travel route via Bon Accord Terrace and Hardgate could provide minor benefits against TPO1 by enhancing the safety of walking and cycling through on-road cycling with a combination of contraflow cycle lanes. No significant impacts are anticipated with regards TPO2, TPO3, TPO4 and TPO5. 					TPO1	TPO2	TPO3	TPO4	TPO5	✓	-	-	-	-
TPO1	TPO2	TPO3	TPO4	TPO5											
✓	-	-	-	-											
STAG Criteria Appraisal	<p>Summary</p> <table border="1"> <thead> <tr> <th>Environment</th> <th>Safety</th> <th>Economy</th> <th>Integration</th> <th>Accessibility & Social Inclusion</th> </tr> </thead> <tbody> <tr> <td>-</td> <td>✓</td> <td>-</td> <td>-</td> <td>✓</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> Provision of an active travel route via Bon Accord Terrace and Hardgate would not be anticipated to generate significant impacts in terms of environment, economy or integration. Provision of an active travel route via Bon Accord Terrace and Hardgate would provide minor safety benefits by providing an alternative for cyclists off the main carriageway. Provision of an active travel route via Bon Accord Terrace and Hardgate would provide more travel options for people without a car. 					Environment	Safety	Economy	Integration	Accessibility & Social Inclusion	-	✓	-	-	✓
Environment	Safety	Economy	Integration	Accessibility & Social Inclusion											
-	✓	-	-	✓											
Implementability Criteria Appraisal	<p>Summary</p> <table border="1"> <thead> <tr> <th>Feasibility</th> <th>Affordability</th> <th>Public Acceptability</th> </tr> </thead> <tbody> <tr> <td>Medium Risk</td> <td>Low Risk</td> <td>Low Risk</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> Delivery of this option would be through on-road cycling with a combination of contraflow cycle lanes. Long sections of this corridor are in 20mph zones and/or are one-way with on-street parking and limited road widths. Delivery of this option would require a topographical survey to confirm the existing available widths, parking occupancy surveys, implementation of appropriate signage and additional horizontal traffic calming measures. If this option is to progress, a design process (e.g. Sustrans' Places for Everyone) would be required. Delivery of this option would not be expected to incur significant capital or revenue costs and therefore, there is low risk to ACC in terms of affordability. There are no significant public acceptability issues associated with this option at this stage. 					Feasibility	Affordability	Public Acceptability	Medium Risk	Low Risk	Low Risk				
Feasibility	Affordability	Public Acceptability													
Medium Risk	Low Risk	Low Risk													
Conflicting Options	None														
Cost	£250k - £2m														

AT44: Implement active travel route via Bon Accord Terrace and Hardgate	
Programme	2-5 years
Selection/Rejection	Select
Rationale	It is recommended that this option is progressed. Whilst this option generally has a limited impact against many of the TPOs and STAG Criteria, it is considered to be more deliverable than the provision of segregated infrastructure via Holburn Street and would still provide a direct route along this section of the corridor.

Table 7.26: Option AT45 Appraisal

AT45: Create protected junction at Holburn Street/Great Western Road junction for cyclists					
Description	Creation of protected junction at Holburn Street/Great Western Road for cyclists, improving safety and efficiency of movement for cyclists through the junction, including cycle crossing points parallel to pedestrian crossings.				
TPO Appraisal	Summary				
	TPO1	TPO2	TPO3	TPO4	TPO5
	✓✓	-	-	-	✓
STAG Criteria Appraisal	Key Points				
	<ul style="list-style-type: none"> TPO1 – Improving active travel provision at the Holburn Street/Great Western Road Junction would be anticipated to provide moderate benefits against TPO1 due to the safety benefits that a protected junction would bring to active travel users. TPO5 – Improving active travel provision through a key junction on the network such as the Holburn Street/Great Western Road Junction may encourage more people to travel actively due to the improved accessibility it provides, thereby providing minor benefits to the aims of locking in the benefits of the AWPR. It should be noted that this part of the network is not part of the priority route and therefore, there are more opportunities to reallocate road space to sustainable travel modes. No significant impacts are anticipated with regards TPO2, TPO3 and TPO4. 				
	Summary				
Environment	Safety	Economy	Integration	Accessibility & Social Inclusion	
-	✓✓✓	-	✓	✓	
STAG Criteria Appraisal	Key Points				
	<ul style="list-style-type: none"> Dedicated active travel infrastructure through the Holburn Street/Great Western Road Junction may encourage modal shift, with associated environmental benefits. However, it could also lead to delays for vehicular traffic, with associated detrimental impacts on air quality. At this stage, it has been assessed as providing no benefit or impact against the environment criteria. Dedicated active travel infrastructure through the Holburn Street/Great Western Road Junction would improve perceptions of safety and would reduce the risk between different types of road user. Dedicated active travel infrastructure through the Holburn Street/Great Western Road Junction could lead to delays for vehicular traffic, with associated detrimental economic impacts. There may be some economic benefits associated with a modal shift towards active travel if implemented as part of a cohesive network. Further work, including quantification, is required as the study progresses to determine the economic impacts fully. Overall, assessed to be neutral at this stage. Dedicated active travel infrastructure through the Holburn Street/Great Western Road Junction would improve integration of the active travel network and would support policy integration by encouraging more trips to be undertaken actively. Dedicated active travel infrastructure through the Holburn Street/Great Western Road Junction would reduce severance, improve local accessibility for those walking and cycling and improve existing travel options for people without access to a car. 				

AT45: Create protected junction at Holburn Street/Great Western Road junction for cyclists			
Implementability Criteria Appraisal	Summary		
	Feasibility	Affordability	Public Acceptability
	High Risk	Medium Risk	Medium Risk
	Key Points		
	<ul style="list-style-type: none"> • Delivery of a protected junction would require tie-in with segregated routes (AT41) and therefore should not be progressed in isolation. There is adequate space to deliver improved active travel facilities at this junction. However, there is a requirement for traffic modelling to understand what the impact would be on general traffic. • Delivery of this option is considered to present a medium affordability risk to ACC. Whilst funding could be applied to via Sustrans, funding would not be provided for this as a standalone project; it would require delivery of AT41 (at the least) to permit the delivery of a cohesive network. • Delivery of this option is considered to be medium risk in terms of public acceptability due to increased delays through the junction that may be caused for general traffic by any intervention. 		
Conflicting Options	BU39		
Cost	£250k - £2m		
Programme	2-5 years		
Selection/Rejection	Select		
Rationale	It is recommended that this option is progressed. However, whilst it has the potential to perform well against a number of the TPOs and STAG Criteria, there are significant deliverability risks. This option should not be implemented in isolation; it should be implemented alongside AT41 to ensure delivery of a cohesive network. AT41 is recommended to progress subject to the requirement to review the extent of additional land take required to deliver this option [AT41] on the corridor in conjunction with the provision of bus lanes.		

Table 7.27: Option AT47 Appraisal

AT47: Improvements to access point to the Deeside Way on Holburn Street															
Description	Improve access to the Deeside Way from Holburn Street by creating a more direct and efficient access for active travel users.														
TPO Appraisal	Summary <table border="1" style="width:100%; text-align:center;"> <thead> <tr> <th>TPO1</th> <th>TPO2</th> <th>TPO3</th> <th>TPO4</th> <th>TPO5</th> </tr> </thead> <tbody> <tr> <td>✓</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> </tr> </tbody> </table>					TPO1	TPO2	TPO3	TPO4	TPO5	✓	-	-	-	-
	TPO1	TPO2	TPO3	TPO4	TPO5										
✓	-	-	-	-											
Key Points <ul style="list-style-type: none"> TPO1 – An improved access for active travel users onto the Deeside Way would provide minor benefits in terms of increasing the attractiveness of this route. No significant impacts are anticipated with regards TPO2, TPO3, TPO4 and TPO5. 															
STAG Criteria Appraisal	Summary <table border="1" style="width:100%; text-align:center;"> <thead> <tr> <th>Environment</th> <th>Safety</th> <th>Economy</th> <th>Integration</th> <th>Accessibility & Social Inclusion</th> </tr> </thead> <tbody> <tr> <td>-</td> <td>-</td> <td>-</td> <td>✓</td> <td>✓</td> </tr> </tbody> </table>					Environment	Safety	Economy	Integration	Accessibility & Social Inclusion	-	-	-	✓	✓
	Environment	Safety	Economy	Integration	Accessibility & Social Inclusion										
-	-	-	✓	✓											
Key Points <ul style="list-style-type: none"> Improved access onto the Deeside Way would not be anticipated to generate significant impacts in terms of environment, safety or economy. Improved access onto the Deeside Way would improve the integration of the active travel network. Improved access onto the Deeside Way would improve existing travel options for people without access to a car. 															
Implementability Criteria Appraisal	Summary <table border="1" style="width:100%; text-align:center;"> <thead> <tr> <th>Feasibility</th> <th>Affordability</th> <th>Public Acceptability</th> </tr> </thead> <tbody> <tr> <td>Low Risk</td> <td>Low Risk</td> <td>Low Risk</td> </tr> </tbody> </table>					Feasibility	Affordability	Public Acceptability	Low Risk	Low Risk	Low Risk				
	Feasibility	Affordability	Public Acceptability												
Low Risk	Low Risk	Low Risk													
Key Points <ul style="list-style-type: none"> There are no significant feasibility concerns associated with improving the access onto the Deeside Way from Holburn Street. A consultation exercise would be required to better understand the requirements of users and landowners. Improving the access onto the Deeside Way from Holburn Street is not expected to incur significant capital or revenue costs and therefore, there is low risk to ACC in terms of affordability. There are no significant public acceptability concerns associated with improving the access onto the Deeside Way from Holburn Street. 															
Conflicting Options	None														
Cost	Less than £250k														
Programme	Less than 2 years														
Selection/Rejection	Select														
Rationale	It is recommended that this option is progressed. Whilst this option generally has a limited impact against many of the TPOs and STAG Criteria, it could be progressed as a 'quick-win' to improve the integration of the active travel network and improve accessibility for pedestrians and cyclists.														

Table 7.28: Option AT48 Appraisal

AT48: Implement segregated cycleway on Garthdee Road					
Description	Implementation of a segregated cycleway in both directions on Garthdee Road.				
TPO Appraisal	Summary				
	TPO1	TPO2	TPO3	TPO4	TPO5
	✓✓✓	-	-	-	✓✓
STAG Criteria Appraisal	Summary				
	Environment	Safety	Economy	Integration	Accessibility & Social Inclusion
	✓✓	✓✓✓	✓	-	✓✓
Implementability Criteria Appraisal	Summary				
	Feasibility		Affordability		Public Acceptability
	Medium Risk		Low Risk		Medium Risk
Key Points					
<ul style="list-style-type: none"> • TPO1 – Provision of a segregated cycleway on Garthdee Road would significantly improve the safety and attractiveness of active travel by reducing conflicts between different users. It would be anticipated to encourage more people to walk and cycle for trips along this section (although it should be noted that consistency of provision along the corridor is key to encouraging modal shift). • TPO5 – Provision of a segregated cycleway on Garthdee Road could encourage some modal shift to walking and cycling for trips along the corridor, which would support aims to lock in the benefits of the AWPR. • No significant impacts are anticipated with regards TPO2, TPO3 and TPO4. 					
<ul style="list-style-type: none"> • Provision of a segregated active travel route on Garthdee Road could encourage modal shift which would have environmental benefits in terms of physical fitness and improved air quality (although it should be noted that consistency of provision along the corridor is key to encouraging modal shift). • Segregated active travel infrastructure on Garthdee Road would reduce the risk of collisions between pedestrians and cyclists and between active travel users and general traffic. It would also provide benefits in terms of perceived safety improvements. It could lead to modal shift to active travel, which could generate knock-on benefits in terms of safety in numbers. • Provision of a segregated active travel route on Garthdee Road could lead to increased active travel trips, with associated economic benefits for society. • Provision of a segregated active travel route on Garthdee Road could generate minor benefits in terms of policy integration, however, no significant impact is anticipated overall in terms of integration. • Provision of a segregated active travel route on Garthdee Road would improve local accessibility and provide more travel options for people without a car. 					
<ul style="list-style-type: none"> • Delivery of this option would require a review of land ownership, loss of a general vehicle lane between Garthdee Roundabout and the roundabout at Asda and a retaining structure would be required where there are height differences along the 					

AT48: Implement segregated cycleway on Garthdee Road	
	<p>corridor. Further west, delivery of this option could be achievable through redistribution of the carriageway space (i.e. use of existing width and narrowing of the carriageway where appropriate). Shared use facilities would be more deliverable due to the requirement for less width. Traffic modelling would be required to determine the impact on general traffic and a topographical survey would be required to determine existing available widths.</p> <ul style="list-style-type: none"> • Delivery of a segregated cycleway on Garthdee Road is considered to be low risk in terms of affordability. Funding the provision of segregated infrastructure in an urban environment is the highest priority for Sustrans and therefore it would be anticipated that ACC could be successful in obtaining funding for such an intervention. • Delivery of a segregated cycleway is anticipated to be medium risk in terms of public acceptability due to the requirement for carriageway redistribution, including potential removal of a travelling lane for general traffic for a short section of the corridor.
Conflicting Options	None
Cost	Over £2m
Programme	More than 5 years
Selection/Rejection	Select
Rationale	It is recommended that this option is progressed. It performs well against a number of the TPOs and STAG Criteria. Further consideration of deliverability risks will be required as the study progresses.

Table 7.29: Option AT53 Appraisal

AT53: Reduce traffic speeds on Garthdee Road					
Description	Reduce traffic speeds on Garthdee Road between RGU and Garthdee Farm Gardens through trialling of temporary on-street traffic calming measures or reducing the speed limit to 20mph.				
TPO Appraisal	Summary				
	TPO1	TPO2	TPO3	TPO4	TPO5
	✓	✓✓	-	x	x
	Key Points				
	<ul style="list-style-type: none"> TPO1 – Reducing traffic speeds on Garthdee Road would improve the safety and feelings of safety for people walking and cycling, which may encourage increased travel by these modes for all journey types. TPO2 – Reducing traffic speeds would improve the competitiveness of walking and cycling by reducing the convenience of travelling by car, either through traffic calming measures or reducing the speed limit to 20mph. TPO4 – Reducing traffic speeds would be anticipated to have a negative impact on bus journey times and reliability along this section of the corridor. TPO5 – Reducing traffic speeds may encourage traffic to use less appropriate, adjacent routes. No significant impact is anticipated with regards TPO3. 				
STAG Criteria Appraisal	Summary				
	Environment	Safety	Economy	Integration	Accessibility & Social Inclusion
	✓	✓✓	x	-	✓
	Key Points				
	<ul style="list-style-type: none"> Reduced traffic speeds could result in less efficient vehicle running, but it would increase the attractiveness of active travel and reduce the attractiveness of the private car, whilst also generating potential benefits in terms of noise reduction. Reduced traffic speeds would reduce the risk and severity of accidents. It may also encourage greater active travel use and could have knock-on benefits in terms of safety in numbers. Reduced traffic speeds would increase car and bus journey times, thereby generating negative economic impacts. There may be some economic benefits associated with a modal shift towards active travel. Further work, including quantification, is required as the study progresses to determine the economic impacts fully. Assessed as a minor negative at this stage. Reduced traffic speeds would not be anticipated to generate significant impacts in terms of integration. Reduced traffic speeds may improve local accessibility by making active travel more attractive. 				
Implementability Criteria Appraisal	Summary				
	Feasibility	Affordability	Public Acceptability		
	Medium Risk	Low Risk	Medium Risk		

AT53: Reduce traffic speeds on Garthdee Road	
	<p>Key Points</p> <ul style="list-style-type: none"> • Traffic calming measures are not particularly compatible with bus and HGV movements, particularly any physical measures. Raised tables and speed humps are likely to cause carriageway damage and noise pollution. A reduction to 20mph would require associated TROs, updated signage and some cooperation with Police Scotland on monitoring for enforcement. • Implementation of traffic calming measures or a 20mph speed restriction is not expected to incur significant capital or revenue costs and therefore, there is low risk to ACC in terms of affordability. • Implementation of traffic calming measures or a 20mph speed restriction may generate some public acceptability concerns associated with increased journey times for traffic. It would be anticipated that traffic calming measures would generate more significant concerns than reduction of the speed limit to 20mph.
Conflicting Options	None
Cost	Less than £250k
Programme	Less than 2 years
Selection/Rejection	Select
Rationale	It is recommended that this option is progressed. Reduced traffic speeds would generate positive impacts against a number of the TPOs and STAG Criteria and could be implemented as a 'quick-win' for a relatively low cost.

Table 7.30: Option AT54 Appraisal

AT54: Widen narrow footways on Garthdee Road					
Description	Widening of the narrow footways on the south side of Garthdee Road to aid pedestrian movements.				
TPO Appraisal	Summary				
	TPO1	TPO2	TPO3	TPO4	TPO5
	✓	-	-	-	-
	Key Points				
	<ul style="list-style-type: none"> TPO1 – Widening narrow footways on Garthdee Road would improve the safety of this route for pedestrians and cyclists by allowing increased separation between different user types. No significant impacts would be anticipated with regards TPO2, TPO3, TPO4 or TPO5. 				
STAG Criteria Appraisal	Summary				
	Environment	Safety	Economy	Integration	Accessibility & Social Inclusion
	-	✓	-	-	✓
	Key Points				
	<ul style="list-style-type: none"> Footpath widening on Garthdee Road would not be anticipated to generate significant impacts in terms of environment, economy or integration. Footpath widening may lead to improved feelings of safety due to increased separation from vehicles and additionally more space for active travel users to pass each other. Footpath widening may provide minor benefits in terms of local accessibility, particularly for wheelchair users and those with prams/buggies. 				
Implementability Criteria Appraisal	Summary				
	Feasibility	Affordability	Public Acceptability		
	Medium Risk	Medium Risk	Low Risk		
	Key Points				
	<ul style="list-style-type: none"> Delivery of this option would require a review of land ownership and movement of the carriageway to the north utilising the verge space. Where there are height differences, a retaining structure would be required. Delivery of this option is considered to present a medium affordability risk to ACC. Further consideration of affordability would be required as the study progresses. There are no significant public acceptability concerns associated with this option. 				
Conflicting Options	None				
Cost	£250k - £2m				
Programme	2-5 years				
Selection/Rejection	Select				
Rationale	It is recommended that this option is progressed as a minimum. The existing footway on the south side of the carriageway is very narrow and currently presents a safety risk to pedestrians and cyclists due to their proximity to vehicles on the main carriageway.				

Table 7.31: Option AT55 Appraisal

AT55: Provide crossing facility on Garthdee Road at Gray's School of Art															
Description	Provide a crossing facility on Garthdee Road to the west of Auchinyell Road to allow safe access to and from the RGU Campus.														
TPO Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">TPO1</th> <th style="background-color: #004A69; color: white;">TPO2</th> <th style="background-color: #004A69; color: white;">TPO3</th> <th style="background-color: #004A69; color: white;">TPO4</th> <th style="background-color: #004A69; color: white;">TPO5</th> </tr> </thead> <tbody> <tr> <td style="background-color: #C6E0B4;">✓</td> <td style="background-color: #C6E0B4;">-</td> <td style="background-color: #C6E0B4;">-</td> <td style="background-color: #C6E0B4;">-</td> <td style="background-color: #C6E0B4;">-</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> TPO1 – Implementation of a crossing point on Garthdee Road at Gray's School of Art would introduce a formal crossing opportunity across the corridor at this location (bringing a minor improvement in safety) and may encourage more people to walk to and from the RGU Campus. No significant impacts are anticipated with regards TPO2, TPO3, TPO4 and TPO5. 					TPO1	TPO2	TPO3	TPO4	TPO5	✓	-	-	-	-
TPO1	TPO2	TPO3	TPO4	TPO5											
✓	-	-	-	-											
STAG Criteria Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">Environment</th> <th style="background-color: #004A69; color: white;">Safety</th> <th style="background-color: #004A69; color: white;">Economy</th> <th style="background-color: #004A69; color: white;">Integration</th> <th style="background-color: #004A69; color: white;">Accessibility & Social Inclusion</th> </tr> </thead> <tbody> <tr> <td style="background-color: #C6E0B4;">-</td> <td style="background-color: #C6E0B4;">✓</td> <td style="background-color: #C6E0B4;">-</td> <td style="background-color: #C6E0B4;">✓</td> <td style="background-color: #C6E0B4;">✓✓</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> Implementation of a crossing facility on Garthdee Road at Gray's School of Art would not be anticipated to generate significant environmental or economic impacts. Implementation of a crossing facility on Garthdee Road at Gray's School of Art would generate safety benefits by introducing a formal crossing opportunity across the corridor at this location. Implementation of a crossing facility on Garthdee Road at Gray's School of Art would improve integration of the active travel network and support policy integration by encouraging more trips to be undertaken actively. Implementation of a crossing facility on Garthdee Road at Gray's School of Art would reduce severance, improve local accessibility for those walking and cycling and improve existing travel options for people without access to a car. 					Environment	Safety	Economy	Integration	Accessibility & Social Inclusion	-	✓	-	✓	✓✓
Environment	Safety	Economy	Integration	Accessibility & Social Inclusion											
-	✓	-	✓	✓✓											
Implementability Criteria Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">Feasibility</th> <th style="background-color: #004A69; color: white;">Affordability</th> <th style="background-color: #004A69; color: white;">Public Acceptability</th> </tr> </thead> <tbody> <tr> <td style="background-color: #669933; color: white;">Low Risk</td> <td style="background-color: #669933; color: white;">Low Risk</td> <td style="background-color: #669933; color: white;">Low Risk</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> There are no significant feasibility concerns associated with the implementation of a crossing point on Garthdee Road at Gray's School of Art. Surveys may be required to better understand desire lines to determine the most appropriate location for the crossing. Implementation of a crossing point on Garthdee Road at Gray's School of Art is not expected to incur significant capital or revenue costs and therefore, there is low risk to ACC in terms of affordability. There are no significant public acceptability concerns associated with the implementation of a crossing point on Garthdee Road at Gray's School of Art. The 					Feasibility	Affordability	Public Acceptability	Low Risk	Low Risk	Low Risk				
Feasibility	Affordability	Public Acceptability													
Low Risk	Low Risk	Low Risk													

AT55: Provide crossing facility on Garthdee Road at Gray's School of Art	
	delay to general traffic would be minimal and it would improve accessibility and safety for people crossing Garthdee Road.
Conflicting Options	None
Cost	Less than £250k
Programme	Less than 2 years
Selection/Rejection	Select
Rationale	It is understood that this option has previously been subject to review by ACC. It is recommended that it is progressed for further consideration as a crossing point at Gray's School of Art would improve the attractiveness of active travel movements in the area, including improved connectivity between residential areas and the school/nursery. It would also provide integration and accessibility and social inclusion benefits. Furthermore, the option is considered to be low risk in terms of deliverability.

Table 7.32: Option AT58 Appraisal

AT58: Upgrade the junction at Asda/Garthdee Road to improve cycle provision					
Description	Upgrade the junction at Asda/Garthdee Road to improve cycle provision and support active travel movements along this section of the study corridor.				
TPO Appraisal	Summary				
	TPO1	TPO2	TPO3	TPO4	TPO5
	✓✓	✓	-	-	✓
STAG Criteria Appraisal	Key Points				
	<ul style="list-style-type: none"> TPO1 – Improving active travel provision at the Asda/Garthdee Road Junction would be anticipated to provide moderate benefits against TPO1 due to the safety benefits to active travel users that improved pedestrian and cycle access through the junction would bring. TPO2 – Improving active travel provision at the Asda/Garthdee Road Junction would likely be through signalisation and could involve the loss of general traffic lanes. This would likely lead to delays for general traffic that could increase the competitiveness of walking and cycling for short journeys. TPO5 – Improved provision of active travel facilities may encourage more people to walk and cycle for trips, which would support aims to lock in the benefits of the AWPR. No significant impacts are anticipated with regards TPO3 and TPO4. 				
	Summary				
Environment	Safety	Economy	Integration	Accessibility & Social Inclusion	
-	✓✓✓	-	✓	✓	
STAG Criteria Appraisal	Key Points				
	<ul style="list-style-type: none"> Dedicated active travel infrastructure through the Asda/Garthdee Road Junction may encourage modal shift, with associated environmental benefits. However, it could also lead to delays for vehicular traffic, with associated detrimental impacts on air quality. At this stage, it has been assessed as providing no benefit or impact overall against the environment criteria. Dedicated active travel infrastructure through the Asda/Garthdee Road Junction would improve perceptions of safety and would reduce the risk between different types of road user, particularly given the uncontrolled nature of the existing roundabout. Dedicated active travel infrastructure through the Asda/Garthdee Road Junction could lead to delays for vehicular traffic, with associated detrimental economic impacts. There may be some economic benefits associated with a modal shift towards active travel if implemented as part of a cohesive network. Further work, including quantification, is required as the study progresses to determine the economic impacts fully. Overall, assessed to be neutral at this stage. Dedicated active travel infrastructure through the Asda/Garthdee Road Junction would improve integration of the active travel network and would support policy integration by encouraging more trips to be undertaken actively. Dedicated active travel infrastructure through the Asda/Garthdee Road Junction would reduce severance, improve local accessibility for those walking and cycling and improve existing travel options for people without access to a car. 				

AT58: Upgrade the junction at Asda/Garthdee Road to improve cycle provision			
Implementability Criteria Appraisal	Summary		
	Feasibility	Affordability	Public Acceptability
	Medium Risk	Medium Risk	Medium Risk
	Key Points		
	<ul style="list-style-type: none"> • There is adequate space to deliver active travel interventions at this junction, although there may be a requirement to lose general traffic lanes. Traffic modelling would need to be undertaken to understand what the impact would be on general traffic. • Delivery of this option is considered to present a medium affordability risk to ACC. Further consideration of affordability would be required as the study progresses. • Delivery of this option is considered to be medium risk in terms of public acceptability due to increased delays through the junction that may be caused for general traffic by any intervention. 		
Conflicting Options	None		
Cost	£250k - £2m		
Programme	2-5 years		
Selection/Rejection	Select		
Rationale	It is recommended that this option is progressed. It has the potential to perform well against a number of the TPOs and STAG Criteria. Further work is required to understand the impact on general traffic through the junction.		

Table 7.33: Option AT59 Appraisal

AT59: Upgrade the junction at Sainsbury's/Garthdee Road to improve cycle provision					
Description	Upgrade the junction at Sainsbury's/Garthdee Road to improve cycle provision and support active travel movements along this section of the study corridor.				
TPO Appraisal	Summary				
	TPO1	TPO2	TPO3	TPO4	TPO5
	✓✓	✓	-	-	✓
STAG Criteria Appraisal	Key Points				
	<ul style="list-style-type: none"> TPO1 – Improving active travel provision at the Sainsbury's/Garthdee Road Junction would be anticipated to provide moderate benefits against TPO1 due to the safety benefits to active travel users that improved pedestrian and cycle access through the junction would bring. TPO2 – Improving active travel provision at the Sainsbury's/Garthdee Road Junction would likely be through signalisation and could involve the loss of general traffic lanes. This would likely lead to delays for general traffic that could increase the competitiveness of walking and cycling for short journeys. TPO5 – Improved provision of active travel facilities may encourage more people to walk and cycle for trips, which would support aims to lock in the benefits of the AWPR. No significant impacts are anticipated with regards TPO3 and TPO4. 				
	Summary				
Environment	Safety	Economy	Integration	Accessibility & Social Inclusion	
-	✓✓✓	-	✓	✓	
STAG Criteria Appraisal	Key Points				
	<ul style="list-style-type: none"> Dedicated active travel infrastructure through the Sainsbury's/Garthdee Road Junction may encourage modal shift, with associated environmental benefits. However, it could also lead to delays for vehicular traffic, with associated detrimental impacts on air quality. At this stage, it has been assessed as providing no benefit or impact overall against the environment criteria. Dedicated active travel infrastructure through the Sainsbury's/Garthdee Road Junction would improve perceptions of safety and would reduce the risk between different types of road user, particularly given the uncontrolled nature of the existing roundabout. Dedicated active travel infrastructure through the Sainsbury's/Garthdee Road Junction could lead to delays for vehicular traffic, with associated detrimental economic impacts. There may be some economic benefits associated with a modal shift towards active travel if implemented as part of a cohesive network. Further work, including quantification, is required as the study progresses to determine the economic impacts fully. Overall, assessed to be neutral at this stage. Dedicated active travel infrastructure through the Sainsbury's/Garthdee Road Junction would improve integration of the active travel network and would support policy integration by encouraging more trips to be undertaken actively. Dedicated active travel infrastructure through the Sainsbury's/Garthdee Road Junction would reduce severance, improve local accessibility for those walking and cycling and improve existing travel options for people without access to a car. 				

AT59: Upgrade the junction at Sainsbury's/Garthdee Road to improve cycle provision			
Implementability Criteria Appraisal	Summary		
	Feasibility	Affordability	Public Acceptability
	Medium Risk	Medium Risk	Medium Risk
	Key Points		
	<ul style="list-style-type: none"> • There is adequate space to deliver active travel interventions at this junction, although there may be a requirement to lose general traffic lanes. Traffic modelling would need to be undertaken to understand what the impact would be on general traffic. • Delivery of this option is considered to present a medium affordability risk to ACC. Further consideration of affordability would be required as the study progresses. • Delivery of this option is considered to be medium risk in terms of public acceptability due to increased delays through the junction that may be caused for general traffic by any intervention. 		
Conflicting Options	None		
Cost	£250k - £2m		
Programme	2-5 years		
Selection/Rejection	Select		
Rationale	It is recommended that this option is progressed. It has the potential to perform well against a number of the TPOs and STAG Criteria. Further work is required to understand the impact on general traffic through the junction.		

7.3.2 Bus Options

Table 7.34: Option BU1 Appraisal

BU1: Review ticketing structure															
Description	Review the ticketing structure for services on the Ellon P&R to Garthdee corridor to identify any potential gaps in ticket types and to consider expansion of fares capping technology.														
TPO Appraisal	Summary <table border="1"> <thead> <tr> <th>TPO1</th> <th>TPO2</th> <th>TPO3</th> <th>TPO4</th> <th>TPO5</th> </tr> </thead> <tbody> <tr> <td>-</td> <td>-</td> <td>✓</td> <td>-</td> <td>-</td> </tr> </tbody> </table>					TPO1	TPO2	TPO3	TPO4	TPO5	-	-	✓	-	-
	TPO1	TPO2	TPO3	TPO4	TPO5										
-	-	✓	-	-											
Key Points <ul style="list-style-type: none"> TPO3 – The introduction of additional ticketing types and expansion of fares capping technology would contribute to an improved quality of service that could provide minor benefits in terms of increasing bus patronage. No significant impacts are anticipated with regards TPO1, TPO2, TPO4 and TPO5. 															
STAG Criteria Appraisal	Summary <table border="1"> <thead> <tr> <th>Environment</th> <th>Safety</th> <th>Economy</th> <th>Integration</th> <th>Accessibility & Social Inclusion</th> </tr> </thead> <tbody> <tr> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>✓</td> </tr> </tbody> </table>					Environment	Safety	Economy	Integration	Accessibility & Social Inclusion	-	-	-	-	✓
	Environment	Safety	Economy	Integration	Accessibility & Social Inclusion										
-	-	-	-	✓											
Key Points <ul style="list-style-type: none"> Reviewing the ticketing structure for services on the study corridor would not be anticipated to generate significant impacts in terms of environment, safety, economy or integration. Ticketing improvements could improve existing travel options for people without access to a car. 															
Implementability Criteria Appraisal	Summary <table border="1"> <thead> <tr> <th>Feasibility</th> <th>Affordability</th> <th>Public Acceptability</th> </tr> </thead> <tbody> <tr> <td>Medium Risk</td> <td>Low Risk</td> <td>Low Risk</td> </tr> </tbody> </table>					Feasibility	Affordability	Public Acceptability	Medium Risk	Low Risk	Low Risk				
	Feasibility	Affordability	Public Acceptability												
Medium Risk	Low Risk	Low Risk													
Key Points <ul style="list-style-type: none"> Review of the ticketing structure for bus services would require bus operator involvement. Initial feedback from bus operators has indicated that infrastructure measures should be the priority and a view on supporting measures can be taken once infrastructure is in place. There are no significant affordability risks associated to ACC. There are no significant public acceptability concerns associated with reviewing the ticketing structure for bus services. Any improvements to the range of ticketing types is likely to improve the overall quality of service and therefore it is anticipated that this would be well-received by the public. Around 64% of respondents to the public consultation indicated that improved service provision would encourage the uptake of bus travel. 															
Conflicting Options	None														
Cost	Less than £250k														
Programme	Less than 2 years														

BU1: Review ticketing structure	
Selection/Rejection	Select
Rationale	It is recommended that this option is progressed. Whilst it is considered to have limited impacts on the TPOs and STAG Criteria, and bus operators have indicated that infrastructure measures should be the initial priority, it is recommended that this is retained for further consideration as the study progresses, potentially as part of a supporting bus quality package.

Table 7.35: Option BU2 Appraisal

BU2: Review bus stop infrastructure on the corridor															
Description	Review bus stop infrastructure on the Ellon P&R to Garthdee corridor to consider the need for enhanced shelter provision, improved timetabling information and improved Real Time Passenger Information provision.														
TPO Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">TPO1</th> <th style="background-color: #004A69; color: white;">TPO2</th> <th style="background-color: #004A69; color: white;">TPO3</th> <th style="background-color: #004A69; color: white;">TPO4</th> <th style="background-color: #004A69; color: white;">TPO5</th> </tr> </thead> <tbody> <tr> <td style="background-color: #C6E0B4;">✓</td> <td style="background-color: #C6E0B4;">-</td> <td style="background-color: #C6E0B4;">✓</td> <td style="background-color: #C6E0B4;">-</td> <td style="background-color: #C6E0B4;">-</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> TPO1 – Improving the quality of bus stop infrastructure on the corridor is considered to provide minor benefits in terms of improving the attractiveness of active travel. Real Time Passenger Information provision can remove the uncertainty of waiting at a bus stop for pedestrians and can help them to decide whether to walk to a different stop. TPO3 – Improving the quality of bus stop infrastructure on the corridor would contribute to an improved quality of service that could provide minor benefits in terms of increasing bus patronage. No significant impacts are anticipated with regards TPO2, TPO4 and TPO5. 					TPO1	TPO2	TPO3	TPO4	TPO5	✓	-	✓	-	-
TPO1	TPO2	TPO3	TPO4	TPO5											
✓	-	✓	-	-											
STAG Criteria Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">Environment</th> <th style="background-color: #004A69; color: white;">Safety</th> <th style="background-color: #004A69; color: white;">Economy</th> <th style="background-color: #004A69; color: white;">Integration</th> <th style="background-color: #004A69; color: white;">Accessibility & Social Inclusion</th> </tr> </thead> <tbody> <tr> <td style="background-color: #C6E0B4;">✓</td> <td style="background-color: #C6E0B4;">-</td> <td style="background-color: #C6E0B4;">-</td> <td style="background-color: #C6E0B4;">✓</td> <td style="background-color: #C6E0B4;">✓</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> Improving the quality of bus stop infrastructure on the corridor would contribute to an improved quality of service that could encourage growth in bus patronage, with modal shift providing associated environmental benefits. Improving the quality of bus stop infrastructure on the corridor is not anticipated to generate significant impacts in terms of safety or economy. Real Time Passenger Information provision can remove the uncertainty of waiting at a bus stop for pedestrians and can help them to decide whether to walk to a different stop, improving integration between the active travel network and public transport. Integration of the active travel network and public transport could be further enhanced through the inclusion of cycle racks at bus stops (particularly to the north of Bridge of Don P&R). Improving the quality of bus stop infrastructure on the corridor would enhance existing travel options for people without access to a car. 					Environment	Safety	Economy	Integration	Accessibility & Social Inclusion	✓	-	-	✓	✓
Environment	Safety	Economy	Integration	Accessibility & Social Inclusion											
✓	-	-	✓	✓											
Implementability Criteria Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">Feasibility</th> <th style="background-color: #004A69; color: white;">Affordability</th> <th style="background-color: #004A69; color: white;">Public Acceptability</th> </tr> </thead> <tbody> <tr> <td style="background-color: #C6E0B4;">Medium Risk</td> <td style="background-color: #C6E0B4;">Medium Risk</td> <td style="background-color: #4F81BD; color: white;">Low Risk</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> Initial feedback from bus operators would be required, for example to understand priority stops for intervention along the corridor. Further study should be undertaken to consider bus stops on a location by location basis. A TRO may be required to prevent parking at bus stops in some locations. 					Feasibility	Affordability	Public Acceptability	Medium Risk	Medium Risk	Low Risk				
Feasibility	Affordability	Public Acceptability													
Medium Risk	Medium Risk	Low Risk													

BU2: Review bus stop infrastructure on the corridor	
	<ul style="list-style-type: none"> Review of bus stop infrastructure is anticipated to present medium affordability risks to ACC as it is understood that this would be funded through the revenue budget of ACC. Further discussion with ACC is required to understand whether a revenue stream is available through a bus shelter contract e.g. through advertising on shelter infrastructure. There are no significant public acceptability concerns associated with this option.
Conflicting Options	None
Cost	Less than £250k
Programme	Less than 2 years
Selection/Rejection	Select
Rationale	It is recommended that this option is progressed. Whilst bus operators have indicated that priority infrastructure measures should be the initial priority, it is recommended that this is retained for further consideration as the study progresses, potentially as part of a supporting bus quality package.

Table 7.36: Option BU3 Appraisal

BU3: Review of bus stop provision on the corridor					
Description	Review of bus stop provision to identify the potential for rationalisation.				
TPO Appraisal	Summary				
	TPO1	TPO2	TPO3	TPO4	TPO5
	-	-	x	✓	-
STAG Criteria Appraisal	Summary				
	Environment	Safety	Economy	Integration	Accessibility & Social Inclusion
	-	x	-	-	x
Implementability Criteria Appraisal	Summary				
	Feasibility	Affordability	Public Acceptability		
	Low Risk	Low Risk	Medium Risk		
Conflicting Options	None				
Cost	Less than £250k				
Programme	Less than 2 years				
Selection/Rejection	Reject				
Rationale	It is not recommended that this option is progressed. It is not considered to perform well against the TPOs or STAG Criteria and it would be anticipated to generate public acceptability concerns. Furthermore, feedback from bus operators indicated that the number of bus stops (e.g. on King Street) has been a benefit to operations overall.				

Table 7.37: Option BU4 Appraisal

BU4: Review how accessibility is being provided on vehicles operating on the corridor															
Description	Review the accessibility of vehicles operating on the corridor, working with local communities and bus users to ensure the needs of those with restricted mobility or other disabilities are met.														
TPO Appraisal	Summary <table border="1" style="width:100%; text-align:center;"> <thead> <tr> <th>TPO1</th> <th>TPO2</th> <th>TPO3</th> <th>TPO4</th> <th>TPO5</th> </tr> </thead> <tbody> <tr> <td>-</td> <td>-</td> <td>✓</td> <td>-</td> <td>-</td> </tr> </tbody> </table>					TPO1	TPO2	TPO3	TPO4	TPO5	-	-	✓	-	-
	TPO1	TPO2	TPO3	TPO4	TPO5										
-	-	✓	-	-											
Key Points <ul style="list-style-type: none"> TPO3 – Improving the accessibility of buses would contribute to an improved quality of service that could provide minor bus patronage benefits. No significant impacts are anticipated with regards TPO1, TPO2, TPO4 and TPO5. 															
STAG Criteria Appraisal	Summary <table border="1" style="width:100%; text-align:center;"> <thead> <tr> <th>Environment</th> <th>Safety</th> <th>Economy</th> <th>Integration</th> <th>Accessibility & Social Inclusion</th> </tr> </thead> <tbody> <tr> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>✓✓✓</td> </tr> </tbody> </table>					Environment	Safety	Economy	Integration	Accessibility & Social Inclusion	-	-	-	-	✓✓✓
	Environment	Safety	Economy	Integration	Accessibility & Social Inclusion										
-	-	-	-	✓✓✓											
Key Points <ul style="list-style-type: none"> Improved vehicle accessibility would not be anticipated to generate significant impacts in terms of environment, safety, economy or integration. Improved vehicle accessibility would generate positive impacts for those with restricted mobility and people with prams/buggies. 															
Implementability Criteria Appraisal	Summary <table border="1" style="width:100%; text-align:center;"> <thead> <tr> <th>Feasibility</th> <th>Affordability</th> <th>Public Acceptability</th> </tr> </thead> <tbody> <tr> <td>Medium Risk</td> <td>Low Risk</td> <td>Low Risk</td> </tr> </tbody> </table>					Feasibility	Affordability	Public Acceptability	Medium Risk	Low Risk	Low Risk				
	Feasibility	Affordability	Public Acceptability												
Medium Risk	Low Risk	Low Risk													
Key Points <ul style="list-style-type: none"> Review of the accessibility of vehicles would require bus operator involvement. Initial feedback from bus operators has indicated that infrastructure measures should be the priority and a view on supporting measures can be taken once infrastructure is in place. Review of the accessibility of vehicles would not be expected to incur significant capital or revenue costs and therefore, there is low affordability risk to ACC. There are no significant public acceptability concerns associated with reviewing the accessibility of vehicles, as vehicle accessibility was raised as a concern during initial engagement on the study. 															
Conflicting Options	None														
Cost	Less than £250k														
Programme	Less than 2 years														
Selection/Rejection	Select														
Rationale	It is recommended that this option is progressed. Whilst it is considered to have limited impacts on the TPOs and STAG Criteria, and bus operators have indicated that infrastructure measures should be the initial priority, it is recommended that this is retained for further consideration as the study progresses, potentially as part of a supporting bus quality package.														

Table 7.38: Option BU5 Appraisal

BU5: Fare improvements delivered through a BSIP					
Description	Implement fare improvements through a Bus Service Improvement Partnership.				
TPO Appraisal	Summary				
	TPO1	TPO2	TPO3	TPO4	TPO5
	-	-	✓✓	-	✓✓
STAG Criteria Appraisal	Summary				
	Environment	Safety	Economy	Integration	Accessibility & Social Inclusion
	✓	-	✓	-	✓✓✓
Implementability Criteria Appraisal	Summary				
	Feasibility	Affordability		Public Acceptability	
	Medium Risk	Low Risk		Low Risk	
Conflicting Options	None				
Cost	Less than £250k				
Programme	Less than 2 years				
Selection/Rejection	Select				
Rationale	It is recommended that this option is progressed. Whilst bus operators have indicated that infrastructure measures should be the initial priority, it is recommended that this is retained for further consideration as the study progresses, potentially as part of a supporting bus quality package.				

Table 7.39: Option BU6 Appraisal

BU6: Frequency improvements delivered through a BSIP					
Description	Implement frequency improvements through a Bus Service Improvement Partnership.				
TPO Appraisal	Summary				
	TPO1	TPO2	TPO3	TPO4	TPO5
	-	-	✓✓	-	✓✓
STAG Criteria Appraisal	Summary				
	Environment	Safety	Economy	Integration	Accessibility & Social Inclusion
	✓	-	✓	-	✓✓
Implementability Criteria Appraisal	Summary				
	Feasibility	Affordability		Public Acceptability	
	Medium Risk	Low Risk		Low Risk	
Conflicting Options	None				
Cost	Less than £250k				
Programme	Less than 2 years				
Selection/Rejection	Select				
Rationale	It is recommended that this option is progressed. Whilst bus operators have indicated that infrastructure measures should be the initial priority, it is recommended that this is retained for further consideration as the study progresses, potentially as part of a supporting bus quality package.				

Table 7.40: Option BU7 Appraisal

BU7: Quality improvements delivered through a BSIP					
Description	Implement quality improvements through a Bus Service Improvement Partnership.				
TPO Appraisal	Summary				
	TPO1	TPO2	TPO3	TPO4	TPO5
	-	-	✓	-	-
	Key Points				
	<ul style="list-style-type: none"> TPO3 – An improved overall quality of service could provide minor benefits in terms of increasing bus patronage. No significant impacts are anticipated with regards TPO1, TPO2, TPO4 and TPO5. 				
STAG Criteria Appraisal	Summary				
	Environment	Safety	Economy	Integration	Accessibility & Social Inclusion
	✓	-	-	-	✓
	Key Points				
	<ul style="list-style-type: none"> An improved overall quality of service could encourage modal shift and provide associated environmental benefits. An improved overall quality of service would not be anticipated to generate significant impacts in terms of safety, economy or integration. An improved overall quality of service would enhance existing travel options for people without access to a car. 				
Implementability Criteria Appraisal	Summary				
	Feasibility	Affordability		Public Acceptability	
	Medium Risk	Low Risk		Low Risk	
	Key Points				
	<ul style="list-style-type: none"> Quality improvements would require bus operator involvement. Initial feedback from bus operators indicated that infrastructure measures should be the priority and a view on supporting measures can be taken once infrastructure is in place. Quality improvements would not be expected to incur significant capital or revenue costs and therefore, there is low risk to ACC in terms of affordability. There are no significant public acceptability concerns associated with bus quality improvements. From the public consultation, 56% of respondents indicated that bus quality improvements would encourage the uptake of bus journeys. 				
Conflicting Options	None				
Cost	Less than £250k				
Programme	Less than 2 years				
Selection/Rejection	Select				
Rationale	It is recommended that this option is progressed. Whilst bus operators have indicated that infrastructure measures should be the initial priority, it is recommended that this is retained for further consideration as the study progresses, potentially as part of a supporting bus quality package.				

Table 7.41: Option BU9 Appraisal

BU9: Enhance bus monitoring capability					
Description	Enhance monitoring capability to collect real-time user information across all modes, to input to journey planning tools and real-time network management.				
TPO Appraisal	Summary				
	TPO1	TPO2	TPO3	TPO4	TPO5
	-	-	✓	✓	-
	Key Points				
	<ul style="list-style-type: none"> TPO3 – Improved monitoring capability could encourage growth in bus patronage associated with enhanced reliability of services. TPO4 – Improved monitoring capability which can input to journey planning tools and provide real-time network management would be anticipated to provide support for subsequent improvements to bus journey times and reliability. No significant impacts are anticipated with regards TPO1, TPO2 and TPO5. 				
STAG Criteria Appraisal	Summary				
	Environment	Safety	Economy	Integration	Accessibility & Social Inclusion
	-	-	-	✓	-
	Key Points				
	<ul style="list-style-type: none"> Enhanced bus monitoring would not be anticipated to generate significant impacts in terms of environment, safety, economy or accessibility and social inclusion. Bus monitoring could provide minor benefits in terms of integration by providing valuable information to feed into journey planning tools. 				
Implementability Criteria Appraisal	Summary				
	Feasibility	Affordability	Public Acceptability		
	Medium Risk	Low Risk	Low Risk		
	Key Points				
	<ul style="list-style-type: none"> Enhanced bus monitoring would require bus operator involvement. Initial feedback from bus operators indicated that infrastructure measures should be the priority and a view on supporting measures can be taken once infrastructure is in place. Enhanced bus monitoring would not be expected to incur significant capital or revenue costs and therefore, there is low risk to ACC in terms of affordability. There are no significant public acceptability concerns associated with enhanced bus monitoring as it could be used to provide an improved quality of overall service. 				
Conflicting Options	None				
Cost	£250k - £2m				
Programme	2-5 years				
Selection/Rejection	Select				
Rationale	It is recommended that this option is progressed. Whilst bus operators have indicated that infrastructure measures should be the initial priority, it is recommended that this is retained for further consideration as the study progresses, potentially as part of a supporting bus quality package.				

Table 7.42: Option BU10 Appraisal

BU10: Extend bus lane hours of operation on the corridor															
Description	Extend the hours of existing bus lanes in operation on the Ellon P&R to Garthdee corridor and ensure consistency of operational hours. This could include consideration of extending bus lane hours of operation to a 12-hour (7am-7pm) or 24-hour operation.														
TPO Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A5A; color: white;">TPO1</th> <th style="background-color: #004A5A; color: white;">TPO2</th> <th style="background-color: #004A5A; color: white;">TPO3</th> <th style="background-color: #004A5A; color: white;">TPO4</th> <th style="background-color: #004A5A; color: white;">TPO5</th> </tr> </thead> <tbody> <tr> <td>-</td> <td>✓</td> <td>✓</td> <td>✓✓</td> <td>✓</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> TPO2 – Extended bus lane hours of operation would reduce the convenience of using private cars more frequently during the day, which could encourage more people to walk and cycle for short trips. TPO3 – Extended bus lane hours of operation would be anticipated to reduce bus journey times and improve reliability, which may encourage growth in bus patronage. TPO4 – Extended bus lane hours of operation would be anticipated to reduce bus journey times and improve reliability. TPO5 – Extended bus lane hours of operation would lock-in journey time benefits for public transport and could increase its use, however, there could be some inappropriate use of adjacent secondary and tertiary routes as a result of bus lane operation, which would need to be protected against. No significant impacts are anticipated with regards TPO1. 					TPO1	TPO2	TPO3	TPO4	TPO5	-	✓	✓	✓✓	✓
TPO1	TPO2	TPO3	TPO4	TPO5											
-	✓	✓	✓✓	✓											
STAG Criteria Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A5A; color: white;">Environment</th> <th style="background-color: #004A5A; color: white;">Safety</th> <th style="background-color: #004A5A; color: white;">Economy</th> <th style="background-color: #004A5A; color: white;">Integration</th> <th style="background-color: #004A5A; color: white;">Accessibility & Social Inclusion</th> </tr> </thead> <tbody> <tr> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>✓</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> Extended bus lane hours of operation would not be anticipated to generate significant impacts in terms of environment, safety or integration. Extended bus lane hours of operation would be anticipated to reduce bus journey times, which could generate economic benefits, however, there could be congestion associated with reducing the capacity for general traffic along the route which could generate negative economic impacts. Overall, it has been assessed as neutral at this stage. Extended bus lane hours of operation would be anticipated to reduce bus journey times which would enhance accessibility for bus users and would improve existing travel options for people without a car. If extended bus lane hours of operation led to congestion due to the reduced capacity for general traffic, there could be negative impacts for people with restricted mobility. Overall, it has been assessed as positive at this stage. 					Environment	Safety	Economy	Integration	Accessibility & Social Inclusion	-	-	-	-	✓
Environment	Safety	Economy	Integration	Accessibility & Social Inclusion											
-	-	-	-	✓											
Implementability Criteria Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A5A; color: white;">Feasibility</th> <th style="background-color: #004A5A; color: white;">Affordability</th> <th style="background-color: #004A5A; color: white;">Public Acceptability</th> </tr> </thead> <tbody> <tr> <td>Medium Risk</td> <td style="background-color: #4F7942; color: white;">Low Risk</td> <td>Medium Risk</td> </tr> </tbody> </table>					Feasibility	Affordability	Public Acceptability	Medium Risk	Low Risk	Medium Risk				
Feasibility	Affordability	Public Acceptability													
Medium Risk	Low Risk	Medium Risk													

BU10: Extend bus lane hours of operation on the corridor	
	<p>Key Points</p> <ul style="list-style-type: none"> • Extending bus lane hours of operation would require an amended TRO and updated signage to inform road users of the change. • Extending bus lane hours of operation would not be expected to incur significant capital or revenue costs and therefore, there is low risk to ACC in terms of affordability. • There may be some public acceptability concerns regarding extended bus lane hours of operation as this would reduce capacity for general traffic for longer periods throughout the day.
Conflicting Options	None
Cost	Less than £250k
Programme	Less than 2 years
Selection/Rejection	Select
Rationale	It is recommended that this option is progressed. It has the potential to perform well against a number of the TPOs developed for the study and STAG Criteria. Furthermore, it could be implemented as a 'quick-win' for a relatively low cost.

Table 7.43: Option BU11 Appraisal

BU11: Improve bus lane enforcement on the corridor					
Description	Enhanced enforcement of bus lanes on the Ellon P&R to Garthdee corridor, to discourage inappropriate use of the lanes by general traffic and for parking.				
TPO Appraisal	Summary				
	TPO1	TPO2	TPO3	TPO4	TPO5
	-	-	-	✓	-
	Key Points				
	<ul style="list-style-type: none"> TPO4 – Enforcement of bus lanes would reduce delays for buses along the corridor, contributing to improved bus journey times and reliability. No significant impacts are anticipated with regards TPO1, TPO2, TPO3 and TPO5. 				
STAG Criteria Appraisal	Summary				
	Environment	Safety	Economy	Integration	Accessibility & Social Inclusion
	-	-	✓	-	-
	Key Points				
	<ul style="list-style-type: none"> Improved enforcement of bus lanes would not be anticipated to generate significant impacts in terms of environment, safety, integration or accessibility and social inclusion. Improved enforcement of bus lanes could generate minor economic benefits by reducing bus journey times. 				
Implementability Criteria Appraisal	Summary				
	Feasibility	Affordability		Public Acceptability	
	Low Risk	Medium Risk		Medium Risk	
	Key Points				
	<ul style="list-style-type: none"> There are no significant feasibility concerns associated with improved enforcement of bus lanes. It would likely require implementation of a camera for enforcement and a review of appropriate locations for this would be required in discussion with bus operators. Improved bus lane enforcement on the corridor is anticipated to present medium affordability risks to ACC due to the requirement to provide monitoring infrastructure (i.e. cameras and associated staff costs). However, whilst there is an initial affordability risk for infrastructure, it is likely that it would become self-funding through penalties to road users. There may be some public acceptability concerns associated with improved bus lane enforcement. 				
Conflicting Options	None				
Cost	Less than £250k				
Programme	Less than 2 years				
Selection/Rejection	Select				
Rationale	It is recommended that this option is progressed. Whilst it generally has a limited impact against the TPOs and STAG Criteria, it could be implemented as a 'quick-win' to provide minor improvements to bus journey times.				

Table 7.44: Option BU12 Appraisal

BU12: Implement Aberdeen Rapid Transit connecting Kingswells to Bridge of Don					
Description	Implementation of a bus rapid transit scheme connecting Kingswells to Bridge of Don via Union Street and King Street.				
TPO Appraisal	Summary				
	TPO1	TPO2	TPO3	TPO4	TPO5
	-	✓	✓✓✓	✓✓✓	✓✓
	Key Points				
	<ul style="list-style-type: none"> TPO2 – The road capacity that would be required for Aberdeen Rapid Transit would reduce the capacity for general traffic, which may increase the attractiveness of walking and cycling for short trips. TPO3 – Aberdeen Rapid Transit would provide a step-change in public transport provision that would be anticipated to promote growth in bus patronage. TPO4 – Aberdeen Rapid Transit would allow for significant priority for buses such that there would be notable improvements to public transport reliability and journey times. TPO5 – Aberdeen Rapid Transit would be anticipated to generate modal shift to bus and would contribute towards locking in the journey time benefits of the AWPR for public transport. No significant impacts are anticipated with regards TPO1. 				
STAG Criteria Appraisal	Summary				
	Environment	Safety	Economy	Integration	Accessibility & Social Inclusion
	✓✓	-	✓	✓✓✓	✓✓
	Key Points				
	<ul style="list-style-type: none"> Aberdeen Rapid Transit would provide a step-change in public transport provision and would be anticipated to generate modal shift. The reduced capacity for cars may generate some congestion impacts, however this could encourage greater use of the Rapid Transit system in the long term. Aberdeen Rapid Transit would not be anticipated to generate significant impacts in terms of safety. Aberdeen Rapid Transit would provide a step-change in bus journey times but it could also lead to increased journey times for cars. The potential for modal shift associated with the step-change in provision would be anticipated to mitigate against congestion impacts to an extent. Aberdeen Rapid Transit would provide significant benefits in terms of enabling integration with other modes of transport and the rest of the bus network. It will provide opportunities to develop key interchange points. Aberdeen Rapid Transit would provide a step-change in public transport provision for people without a car. However, it is not currently known how easily those in more rural areas would be able to take advantage of the infrastructure. 				

BU12: Implement Aberdeen Rapid Transit connecting Kingswells to Bridge of Don			
Implementability Criteria Appraisal	Summary		
	Feasibility	Affordability	Public Acceptability
	High Risk	High Risk	Medium Risk
	Key Points		
	<ul style="list-style-type: none"> Option would be dependent on a number of sub-options which are currently being explored and reviewed, some as part of this study. Further studies are required to consider the extent and form of the Aberdeen Rapid Transit network, the vehicle specification and the form of delivery/procurement. It is understood that Nestrans are commissioning a study to explore some of these considerations further. Due to the anticipated high cost of an Aberdeen Rapid Transit system, this option is considered to present a high risk to ACC in terms of affordability. There may be funding through the Scottish Government's Bus Partnership Fund for the infrastructure elements of the project. The Bus Alliance has been successful in its bid for £12 million from the fund. It is anticipated that this option could generate significant public acceptability concerns associated with the capacity that would be required for delivery, which could impact on general traffic travelling lanes, on-street parking and refuse storage amongst other considerations. However, Aberdeen Rapid Transit provides an opportunity to generate public interest in an ambitious project which aims to deliver a step change in service quality improvements and this is likely to receive public support. 		
Conflicting Options	None		
Cost	Over £2m		
Programme	More than 5 years		
Selection/Rejection	Select		
Rationale	<p>It is recommended that this option is progressed. It has the potential to provide significant benefits against the TPOs developed for this study and against the STAG Criteria. There are significant deliverability risks associated with this option, some of which will be further considered through the forthcoming Nestrans commission. Delivery of Aberdeen Rapid Transit is also dependent on the provision of significant bus priority and thus this option has dependencies with a number of other options in this study. Options BU34/O19 (review of on-street parking along King Street) and Options O15/O16 (widen carriageway on King Street) are possible enabling measures that would support delivery of an Aberdeen Rapid Transit system.</p>		

Table 7.45: Option BU13 Appraisal

BU13: Review opportunities to utilise Intelligent Transport Systems (ITS) to aid bus priority along the study corridor					
Description	Review opportunities to utilise Intelligent Transport Systems (ITS) to aid bus priority along the study corridor at traffic signal-controlled junctions.				
TPO Appraisal	Summary				
	TPO1	TPO2	TPO3	TPO4	TPO5
	-	-	✓	✓✓	✓
STAG Criteria Appraisal	Summary				
	Environment	Safety	Economy	Integration	Accessibility & Social Inclusion
	-	-	✓	-	✓
Implementability Criteria Appraisal	Summary				
	Feasibility		Affordability		Public Acceptability
	Medium Risk		Low Risk		Low Risk
Conflicting Options	Key Points				
	<ul style="list-style-type: none"> Signal improvements for buses would not be anticipated to generate significant impacts in terms of environment, safety or integration. Signal improvements for buses could reduce bus journey times with associated minor economic benefits. Signal improvements for buses could improve existing travel options for people without access to a car. 				
	<ul style="list-style-type: none"> Initial feedback from bus operators would be required. ITS systems will be split into those that bus operators are key to implementing such as smart ticketing, which can reduce boarding times, and those which are within the remit of the local authority such as linking bus priority to the SCOOT network. Utilisation of ITS would not be expected to incur significant capital or revenue costs and therefore, there is low risk to ACC in terms of affordability. There are no significant public acceptability concerns associated with utilisation of ITS anticipated. 				
Cost	None				
Cost	Less than £250k				

BU13: Review opportunities to utilise Intelligent Transport Systems (ITS) to aid bus priority along the study corridor	
Programme	Less than 2 years
Selection/Rejection	Select
Rationale	It is recommended that this option is progressed. It performs well against a number of the TPOs developed for the study and STAG Criteria. Furthermore, it could be implemented as a 'quick-win' for a relatively low cost.

Table 7.46: Option BU17 Appraisal

BU17: Improve service provision in the settlements between Ellon and Aberdeen															
Description	Improve service provision in the settlements between Ellon and Aberdeen including Foveran and Balmedie.														
TPO Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">TPO1</th> <th style="background-color: #004A69; color: white;">TPO2</th> <th style="background-color: #004A69; color: white;">TPO3</th> <th style="background-color: #004A69; color: white;">TPO4</th> <th style="background-color: #004A69; color: white;">TPO5</th> </tr> </thead> <tbody> <tr> <td>-</td> <td>-</td> <td style="background-color: #4F7942; color: white;">✓✓✓</td> <td>-</td> <td style="background-color: #76923C; color: white;">✓✓</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> TPO3 – The provision of more frequent bus services in areas that are poorly served could encourage more people to travel by bus regularly. TPO5 – Modal shift towards public transport would contribute towards locking in the journey time benefits of the AWPR for public transport. No significant impacts are anticipated with regards TPO1, TPO2 and TPO4. 					TPO1	TPO2	TPO3	TPO4	TPO5	-	-	✓✓✓	-	✓✓
TPO1	TPO2	TPO3	TPO4	TPO5											
-	-	✓✓✓	-	✓✓											
STAG Criteria Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">Environment</th> <th style="background-color: #004A69; color: white;">Safety</th> <th style="background-color: #004A69; color: white;">Economy</th> <th style="background-color: #004A69; color: white;">Integration</th> <th style="background-color: #004A69; color: white;">Accessibility & Social Inclusion</th> </tr> </thead> <tbody> <tr> <td style="background-color: #76923C; color: white;">✓</td> <td>-</td> <td style="background-color: #76923C; color: white;">✓</td> <td>-</td> <td style="background-color: #76923C; color: white;">✓✓</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> The provision of more frequent bus services in areas that are poorly served could generate minor environmental benefits associated with modal shift to bus. The provision of more frequent bus services in areas that are poorly served would not be anticipated to generate significant impacts in terms of safety or integration. The provision of more frequent bus services in areas that are poorly served could generate minor economic benefits by enhancing access to employment opportunities. The provision of more frequent bus services in areas that are poorly served would improve travel options for people without a car and could open up access to employment opportunities and services for those in lower income households. 					Environment	Safety	Economy	Integration	Accessibility & Social Inclusion	✓	-	✓	-	✓✓
Environment	Safety	Economy	Integration	Accessibility & Social Inclusion											
✓	-	✓	-	✓✓											
Implementability Criteria Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">Feasibility</th> <th style="background-color: #004A69; color: white;">Affordability</th> <th style="background-color: #004A69; color: white;">Public Acceptability</th> </tr> </thead> <tbody> <tr> <td>Medium Risk</td> <td style="background-color: #4F7942; color: white;">Low Risk</td> <td style="background-color: #4F7942; color: white;">Low Risk</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> Improved service provision would require bus operator involvement. Initial feedback from bus operators has indicated that infrastructure measures should be the priority and a view on supporting measures can be taken once infrastructure is in place. Improved service provision would not be expected to incur significant capital or revenue costs and therefore, there is low risk in terms of affordability. There are no significant public acceptability concerns associated with improved service provision. Around 64% of respondents to the public consultation indicated that improved service provision would encourage the uptake of bus travel. 					Feasibility	Affordability	Public Acceptability	Medium Risk	Low Risk	Low Risk				
Feasibility	Affordability	Public Acceptability													
Medium Risk	Low Risk	Low Risk													
Conflicting Options	None														

BU17: Improve service provision in the settlements between Ellon and Aberdeen	
Cost	£250k - £2m
Programme	2-5 years
Selection/Rejection	Select
Rationale	It is recommended that this option is progressed. Whilst bus operators have indicated that infrastructure measures should be the initial priority, it is recommended that this is retained for further consideration as the study progresses, potentially as part of a supporting bus quality package.

Table 7.47: Option BU18 Appraisal

BU18: Implement bus or bus/trial high occupancy vehicle lane between Murcar Roundabout and Bridge of Don					
Description	Implementation of a bus/trial high occupancy vehicle lane in both directions with junction priority between Murcar Roundabout and Bridge of Don.				
TPO Appraisal	Summary				
	TPO1	TPO2	TPO3	TPO4	TPO5
	-	✓	✓	✓✓✓	✓✓
STAG Criteria Appraisal	Key Points				
	<ul style="list-style-type: none"> TPO2 – The provision of a bus lane between Murcar Roundabout and Bridge of Don may reduce the convenience of using private cars due to increased delays, which would increase the competitiveness of walking and cycling for short trips. TPO3 – Reduced bus journey times would encourage growth in bus patronage on the corridor. TPO4 – The provision of a bus lane between Murcar Roundabout and Bridge of Don would be anticipated to improve bus reliability and journey times along this section of the corridor. TPO5 – The provision of a bus lane between Murcar Roundabout and Bridge of Don would contribute towards locking in the journey time benefits of the AWPR for public transport. There could, however, be some inappropriate use of adjacent local roads as a result of bus lanes, which would need to be protected against. No significant impacts are anticipated with regards TPO1. Overall, it is considered that a high occupancy vehicle lane would perform less strongly against the study objectives as there would be a more limited impact on reducing bus journey times and improving reliability compared with dedicated bus lanes. 				
	Summary				
STAG Criteria Appraisal	Environment	Safety	Economy	Integration	Accessibility & Social Inclusion
	-	-	-	✓	✓
	Key Points				
<ul style="list-style-type: none"> Provision of a bus lane between Murcar Roundabout and Bridge of Don would be anticipated to reduce bus journey times, which could lead to modal shift and associated environmental benefits in terms of air quality improvements. However, provision of bus lanes may cause delays and congestion amongst general traffic, which could have detrimental impacts on air quality. Overall, assessed to be neutral at this stage. Provision of a bus lane between Murcar Roundabout and Bridge of Don would not be anticipated to generate significant impacts in terms of safety. Provision of a bus lane between Murcar Roundabout and Bridge of Don would be anticipated to reduce bus journey times, which could generate economic benefits. However, there could be congestion associated with reducing the capacity for general traffic along the route, which could generate negative economic impacts. Overall, assessed to be neutral at this stage. 					

BU18: Implement bus or bus/trial high occupancy vehicle lane between Murcar Roundabout and Bridge of Don							
	<ul style="list-style-type: none"> Provision of a bus lane between Murcar Roundabout and Bridge of Don would improve bus punctuality and reliability and will therefore have a positive impact on integration through improved and more reliable interchange opportunities. Provision of a bus lane between Murcar Roundabout and Bridge of Don would be anticipated to reduce bus journey times, which would enhance accessibility for bus users and improve existing travel options for people without access to a car. If the provision of bus lanes led to congestion due to the reduced capacity for general traffic, there could be negative impacts for people with restricted mobility. Overall, assessed to be positive at this stage. 						
Implementability Criteria Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">Feasibility</th> <th style="background-color: #004A69; color: white;">Affordability</th> <th style="background-color: #004A69; color: white;">Public Acceptability</th> </tr> </thead> <tbody> <tr> <td style="background-color: #C00000; color: white;">High Risk</td> <td style="background-color: #C00000; color: white;">High Risk</td> <td style="background-color: #C00000; color: white;">High Risk</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> Whilst there is limited evidence of the requirement for a bus lane to the north of The Parkway under existing circumstances, it is important to consider Committed Development Application 191171-PPP between Murcar Roundabout and The Parkway. This strengthens the argument for a bus lane in this location by safeguarding space to avoid future congestion and encouraging people living in new developments to choose public transport from day one because appropriate infrastructure exists. There are two new junctions necessitated by the committed development that would likely be at capacity with the development and therefore modelling should be undertaken to understand the impact of providing bus lanes in this location. It is assumed that a southbound bus lane would be discontinued to allow for a turning manoeuvre into the development. A northbound bus lane could be continued through the junction but would require removal of a northbound traffic lane unless the junction was widened. To the south of The Parkway, delivery of this option would either be through the conversion of existing vehicle lanes to bus or bus/trial high occupancy vehicle lanes (meaning four lanes of traffic overall south of North Donside Road) or through the implementation of two lanes in addition to the existing provision (meaning six lanes of traffic overall). To the south of North Donside Road, land ownership discussions would be required (if six lanes were to be achieved) and the separating strip would require reduction to 1.2m, which would allow for signage and signal heads to be provided. Between Corunna Road and the Bridge of Don, there is not adequate space to deliver this option, unless capacity is reduced for general traffic. As outlined for BU24, it is estimated that around 2,000 vehicles travel over the Bridge of Don one-way during peak periods. According to the DMRB and based on the lane widths, the link capacity is 1,600-1,800 vehicles. Thus, the bridge would be severely over capacity if general traffic was to be limited to one lane (and this applies on approach to the bridge also). It should be noted that a segregated cycleway (AT8) could only be provided in combination with this option (if six lanes of traffic were provided) subject to a review of additional land take or through reduction of capacity for general traffic. Implementation of a bus lane between Murcar Roundabout and Bridge of Don is anticipated to present high affordability risks to ACC due to the potential requirement for land purchase. Further consideration of affordability would be required as the study progresses. 	Feasibility	Affordability	Public Acceptability	High Risk	High Risk	High Risk
Feasibility	Affordability	Public Acceptability					
High Risk	High Risk	High Risk					

BU18: Implement bus or bus/trial high occupancy vehicle lane between Murcar Roundabout and Bridge of Don	
	<ul style="list-style-type: none"> It is anticipated that this option could generate significant public acceptability concerns if capacity is removed from general traffic in order to deliver it. If bus lanes were provided as extra vehicle lanes in addition to the existing provision, it would also be anticipated to generate some concerns amongst active travel users as it would introduce the requirement to cross six lanes of traffic along this section of the corridor. Based on the findings from stakeholder engagement, there is limited support for the implementation of a bus/trial high occupancy vehicle lane.
Conflicting Options	Further consideration of the relationship with AT8 and AT15 is required.
Cost	Over £2m
Programme	More than 5 years
Selection/Rejection	Select
Rationale	It is recommended that the bus lane element of this option is progressed between Murcar and Corunna Road. Whilst there are a number of deliverability risks that require further consideration, it would be anticipated to perform well against a number of the TPOs and STAG Criteria. It is recommended that the bus/trial high occupancy vehicle lane element of this option is rejected from further consideration based on the findings from stakeholder consultation. The Scottish Government commitment to supporting dedicated bus priority infrastructure also provides added support for considering specific bus priority interventions on corridors such as Ellon to Garthdee.

Table 7.48: Option BU20 Appraisal

BU20: Implement upgrades to the Ellon Road/Parkway Roundabout to improve northbound bus priority															
Description	Implementation of improvements at the Parkway Roundabout to enhance priority for buses travelling north into Aberdeenshire.														
TPO Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">TPO1</th> <th style="background-color: #004A69; color: white;">TPO2</th> <th style="background-color: #004A69; color: white;">TPO3</th> <th style="background-color: #004A69; color: white;">TPO4</th> <th style="background-color: #004A69; color: white;">TPO5</th> </tr> </thead> <tbody> <tr> <td>-</td> <td>-</td> <td>✓</td> <td>✓✓</td> <td>✓✓</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> • TPO3 – Enhanced bus priority through a key junction such as the Ellon Road/Parkway Roundabout would be anticipated to reduce bus journey times such that more people could be encouraged to travel by bus. • TPO4 – Enhanced bus priority through a key junction such as the Ellon Road/Parkway Roundabout would be anticipated to reduce bus journey times and improve reliability. • TPO5 – Enhanced bus priority through a key junction such as the Ellon Road/Parkway Roundabout would contribute towards locking in the journey time benefits of the AWPR for public transport. • No significant impacts are anticipated with regards TPO1 and TPO2. 					TPO1	TPO2	TPO3	TPO4	TPO5	-	-	✓	✓✓	✓✓
TPO1	TPO2	TPO3	TPO4	TPO5											
-	-	✓	✓✓	✓✓											
STAG Criteria Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">Environment</th> <th style="background-color: #004A69; color: white;">Safety</th> <th style="background-color: #004A69; color: white;">Economy</th> <th style="background-color: #004A69; color: white;">Integration</th> <th style="background-color: #004A69; color: white;">Accessibility & Social Inclusion</th> </tr> </thead> <tbody> <tr> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>✓</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> • Enhanced bus priority through a key junction such as the Ellon Road/Parkway Junction would be anticipated to reduce bus journey times, which could lead to modal shift and associated environmental benefits in terms of air quality improvements. However, it may cause delays and congestion amongst general traffic, which could have detrimental impacts on air quality. Overall, assessed to be neutral at this stage. • Enhanced bus priority through the Ellon Road/Parkway Junction would not be anticipated to generate significant impacts in terms of safety or integration. • Enhanced bus priority through a key junction such as the Ellon Road/Parkway Junction would be anticipated to reduce bus journey times, which could generate economic benefits. However, there could be congestion associated with reduced priority for general traffic, which could generate negative economic impacts. Overall, assessed to be neutral at this stage. • Enhanced bus priority through a key junction such as the Ellon Road/Parkway Junction would be anticipated to reduce bus journey times which would enhance accessibility for bus users and would improve existing travel options for people without access to a car. 					Environment	Safety	Economy	Integration	Accessibility & Social Inclusion	-	-	-	-	✓
Environment	Safety	Economy	Integration	Accessibility & Social Inclusion											
-	-	-	-	✓											
Implementability Criteria Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">Feasibility</th> <th style="background-color: #004A69; color: white;">Affordability</th> <th style="background-color: #004A69; color: white;">Public Acceptability</th> </tr> </thead> <tbody> <tr> <td>Medium Risk</td> <td>Medium Risk</td> <td>Medium Risk</td> </tr> </tbody> </table>					Feasibility	Affordability	Public Acceptability	Medium Risk	Medium Risk	Medium Risk				
Feasibility	Affordability	Public Acceptability													
Medium Risk	Medium Risk	Medium Risk													

BU20: Implement upgrades to the Ellon Road/Parkway Roundabout to improve northbound bus priority	
	<p>Key Points</p> <ul style="list-style-type: none"> Enhanced bus priority through the Ellon Road/Parkway Junction is achievable. A new northbound dedicated bus lane could be added along Ellon Road, as well as a new southbound lane north of the roundabout. Roundabout reprofiling and traffic modelling would be required. Delivery of this option is considered to present a medium affordability risk to ACC. Further consideration of affordability would be required as the study progresses. Delivery of this option is considered to be medium risk in terms of public acceptability due to increased delays through the junction that may be caused for general traffic by any intervention.
Conflicting Options	None
Cost	Over £2m
Programme	2-5 years
Selection/Rejection	Select
Rationale	It is recommended that this option is progressed. It has the potential to perform well against a number of the TPOs and STAG Criteria. Further work is required to understand the impact on general traffic through the junction.

Table 7.49: Option BU22 Appraisal

BU22: Reconfigure access/egress from Bridge of Don Park and Ride to Ellon Road															
Description	Reconfiguring access/egress from the site addressing current convoluted routeing and minimising journey times for all vehicles utilising the site.														
TPO Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">TPO1</th> <th style="background-color: #004A69; color: white;">TPO2</th> <th style="background-color: #004A69; color: white;">TPO3</th> <th style="background-color: #004A69; color: white;">TPO4</th> <th style="background-color: #004A69; color: white;">TPO5</th> </tr> </thead> <tbody> <tr> <td style="background-color: #D9EAD3;">-</td> <td style="background-color: #D9EAD3;">-</td> <td style="background-color: #D9EAD3;">✓</td> <td style="background-color: #D9EAD3;">✓✓</td> <td style="background-color: #D9EAD3;">✓</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> TPO3 – Reconfiguring the access/egress from Bridge of Don P&R would be anticipated to improve the efficiency of bus movements in and out of the site, which may encourage bus operators to route more services via the site, with potential benefits resulting in terms of bus patronage growth. TPO4 – Reconfiguring the access/egress from Bridge of Don P&R would be anticipated to improve the efficiency of bus movements in and out of the site, which would have a beneficial impact on bus journey times and reliability. TPO5 – Improved efficiency of access to Bridge of Don P&R would contribute towards locking in the journey time benefits of the AWPR for public transport. No significant impacts are anticipated with regards TPO1 and TPO2. 					TPO1	TPO2	TPO3	TPO4	TPO5	-	-	✓	✓✓	✓
TPO1	TPO2	TPO3	TPO4	TPO5											
-	-	✓	✓✓	✓											
STAG Criteria Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">Environment</th> <th style="background-color: #004A69; color: white;">Safety</th> <th style="background-color: #004A69; color: white;">Economy</th> <th style="background-color: #004A69; color: white;">Integration</th> <th style="background-color: #004A69; color: white;">Accessibility & Social Inclusion</th> </tr> </thead> <tbody> <tr> <td style="background-color: #D9EAD3;">✓</td> <td style="background-color: #D9EAD3;">-</td> <td style="background-color: #D9EAD3;">✓</td> <td style="background-color: #D9EAD3;">-</td> <td style="background-color: #D9EAD3;">✓</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> Reconfiguring the access/egress from Bridge of Don P&R would be anticipated to improve the efficiency of bus movements in and out of the site, which may encourage bus operators to route more services via the site, with potential environmental benefits in terms of modal shift. Reconfiguring the access/egress from Bridge of Don P&R would not be anticipated to generate significant impacts in terms of safety or integration. Reconfiguring the access/egress from Bridge of Don P&R would be anticipated to improve the efficiency of bus movements in and out of the site, which could generate economic benefits. Reconfiguring the access/egress from Bridge of Don P&R would enhance accessibility for bus users and would improve existing travel options for people without access to a car. 					Environment	Safety	Economy	Integration	Accessibility & Social Inclusion	✓	-	✓	-	✓
Environment	Safety	Economy	Integration	Accessibility & Social Inclusion											
✓	-	✓	-	✓											
Implementability Criteria Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">Feasibility</th> <th style="background-color: #004A69; color: white;">Affordability</th> <th style="background-color: #004A69; color: white;">Public Acceptability</th> </tr> </thead> <tbody> <tr> <td style="background-color: #D9EAD3;">Medium Risk</td> <td style="background-color: #D9EAD3;">Medium Risk</td> <td style="background-color: #548235; color: white;">Low Risk</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> Reconfiguration of the access/egress from Bridge of Don P&R has included consideration of a bus left-out egress onto Ellon Road. However, such an intervention would only benefit southbound buses and not northbound buses. Multiple trees might be affected and a topographical survey would be required to confirm the existing available widths. A northbound access into the P&R could be 					Feasibility	Affordability	Public Acceptability	Medium Risk	Medium Risk	Low Risk				
Feasibility	Affordability	Public Acceptability													
Medium Risk	Medium Risk	Low Risk													

BU22: Reconfigure access/egress from Bridge of Don Park and Ride to Ellon Road	
	<p>created, however, it would require its own right-turn stage or filter to allow buses across the busy southbound carriageway. This is likely to cause some delay and congestion at this location – traffic modelling would be required to determine the impacts of this.</p> <ul style="list-style-type: none"> • Delivery of this option is considered to present a medium affordability risk to ACC. Further consideration of affordability would be required as the study progresses. • There are no significant public acceptability concerns associated with this option.
Conflicting Options	None
Cost	£250k - £2m
Programme	2-5 years
Selection/Rejection	Select
Rationale	It is recommended that this option is progressed. It has the potential to perform well against a number of the TPOs and STAG Criteria. Further work is required to understand the impact on general traffic should a northbound access into the P&R be created.

Table 7.50: Option BU23 Appraisal

BU23: Implement junction upgrades at the Ellon Road/North Donside Road junction to improve bus priority from North Donside Road					
Description	Implementation of junction upgrades to improve bus priority from North Donside Road.				
TPO Appraisal	Summary				
	TPO1	TPO2	TPO3	TPO4	TPO5
	-	-	✓	✓✓	✓✓
STAG Criteria Appraisal	Summary				
	Environment	Safety	Economy	Integration	Accessibility & Social Inclusion
	-	-	-	-	✓
Implementability Criteria Appraisal	Summary				
	Feasibility		Affordability		Public Acceptability
	Medium Risk		Medium Risk		Medium Risk

BU23: Implement junction upgrades at the Ellon Road/North Donside Road junction to improve bus priority from North Donside Road	
	<p>Key Points</p> <ul style="list-style-type: none"> • This option has included consideration of a signalised junction, however, a traffic modelling exercise would be required to confirm what is achievable at this location. • Delivery of this option is considered to present a medium affordability risk to ACC. Further consideration of affordability would be required as the study progresses. • Delivery of this option is considered to be medium risk in terms of public acceptability due to increased delays through the junction that may be caused for general traffic by any intervention.
Conflicting Options	None
Cost	Over £2m
Programme	2-5 years
Selection/Rejection	Select
Rationale	It is recommended that this option is progressed. It has the potential to perform well against a number of the TPOs and STAG Criteria. Further work is required to understand the impact on general traffic at the junction.

Table 7.51: Option BU24 Appraisal

BU24: Implement bus or bus/trial high occupancy vehicle lane on the Bridge of Don															
Description	Implementation of a bus/trial high occupancy vehicle lane in both directions on the Bridge of Don.														
TPO Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">TPO1</th> <th style="background-color: #004A69; color: white;">TPO2</th> <th style="background-color: #004A69; color: white;">TPO3</th> <th style="background-color: #004A69; color: white;">TPO4</th> <th style="background-color: #004A69; color: white;">TPO5</th> </tr> </thead> <tbody> <tr> <td style="background-color: #FFFFFF; color: black;">-</td> <td style="background-color: #C8E6C9; color: black;">✓</td> <td style="background-color: #FFFFFF; color: black;">-</td> <td style="background-color: #C8E6C9; color: black;">✓✓</td> <td style="background-color: #FFCDD2; color: black;">✗</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> TPO2 – The provision of a bus lane on the Bridge of Don may reduce the convenience of using private cars due to increased delays, which would increase the competitiveness of walking and cycling for short trips. TPO4 – The provision of a bus lane on the Bridge of Don would be anticipated to improve bus reliability and journey times along this section of the corridor. TPO5 – The provision of a bus lane on the Bridge of Don would be anticipated to generate significant delays for general traffic, which could encourage use of inappropriate adjacent residential routes on approach to the bridge. No significant impacts are anticipated with regards TPO1 and TPO3. 					TPO1	TPO2	TPO3	TPO4	TPO5	-	✓	-	✓✓	✗
TPO1	TPO2	TPO3	TPO4	TPO5											
-	✓	-	✓✓	✗											
STAG Criteria Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">Environment</th> <th style="background-color: #004A69; color: white;">Safety</th> <th style="background-color: #004A69; color: white;">Economy</th> <th style="background-color: #004A69; color: white;">Integration</th> <th style="background-color: #004A69; color: white;">Accessibility & Social Inclusion</th> </tr> </thead> <tbody> <tr> <td style="background-color: #FFCDD2; color: black;">✗</td> <td style="background-color: #FFFFFF; color: black;">-</td> <td style="background-color: #FFCDD2; color: black;">✗</td> <td style="background-color: #FFFFFF; color: black;">-</td> <td style="background-color: #FFCDD2; color: black;">✗</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> Provision of a bus lane on the Bridge of Don would be likely to cause delays and congestion amongst general traffic, with detrimental impacts on air quality. Given the estimated high link volumes on this section of the network, it has been assessed as generating a negative impact in terms of environment at this stage. Provision of a bus lane on the Bridge of Don would not be anticipated to generate significant impacts in terms of safety or integration. Provision of a bus lane on the Bridge of Don would be likely to cause delays and congestion amongst general traffic (with potential knock-on impacts for buses), generating negative economic impacts. Provision of a bus lane on the Bridge of Don would be likely to cause delays and congestion amongst general traffic, which could generate negative impacts for people who require accessibility by car, for example those with restricted mobility. 					Environment	Safety	Economy	Integration	Accessibility & Social Inclusion	✗	-	✗	-	✗
Environment	Safety	Economy	Integration	Accessibility & Social Inclusion											
✗	-	✗	-	✗											
Implementability Criteria Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">Feasibility</th> <th style="background-color: #004A69; color: white;">Affordability</th> <th style="background-color: #004A69; color: white;">Public Acceptability</th> </tr> </thead> <tbody> <tr> <td style="background-color: #FF0000; color: white;">High Risk</td> <td style="background-color: #66BB6A; color: white;">Low Risk</td> <td style="background-color: #FF0000; color: white;">High Risk</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> Implementation of a bus lane on the Bridge of Don would require removal of a general traffic lane in both directions. There are no significant affordability risks associated to ACC. 					Feasibility	Affordability	Public Acceptability	High Risk	Low Risk	High Risk				
Feasibility	Affordability	Public Acceptability													
High Risk	Low Risk	High Risk													

BU24: Implement bus or bus/trial high occupancy vehicle lane on the Bridge of Don	
	<ul style="list-style-type: none"> Removal of a general traffic lane in both directions to accommodate a bus lane in both directions would be anticipated to generate significant public acceptability concerns.
Conflicting Options	None
Cost	Less than £250k
Programme	Less than 2 years
Selection/Rejection	Reject
Rationale	It is not recommended that this option is progressed. It is estimated that around 2,000 vehicles travel over the Bridge of Don one-way during peak periods. According to the DMRB and based on the lane widths, the link capacity is 1,600-1,800 vehicles. Thus, the bridge would be severely over capacity if general traffic was to be limited to one lane.

Table 7.52: Option BU25 Appraisal

BU25: Implement bus or bus/trial high occupancy vehicle lane for the full length of King Street between Bridge of Don and Castle Street															
Description	Implementation of a bus/trial high occupancy vehicle lane in both directions with junction priority for the full length of King Street between Bridge of Don and Castle Street, with specific focus on a southbound lane between Seaton Drive and St Peter's Cemetery and a northbound lane between Roslin Terrace and Mounthooly Way.														
TPO Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">TPO1</th> <th style="background-color: #004A69; color: white;">TPO2</th> <th style="background-color: #004A69; color: white;">TPO3</th> <th style="background-color: #004A69; color: white;">TPO4</th> <th style="background-color: #004A69; color: white;">TPO5</th> </tr> </thead> <tbody> <tr> <td style="background-color: #D9EAD3;">-</td> <td style="background-color: #D9EAD3;">✓</td> <td style="background-color: #D9EAD3;">✓</td> <td style="background-color: #548235; color: white;">✓✓✓</td> <td style="background-color: #D9EAD3;">✓✓</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> • TPO2 – The provision of a bus lane on King Street may reduce the convenience of using private cars due to increased delays, which would increase the competitiveness of walking and cycling for short trips. • TPO3 – Reduced bus journey times would encourage growth in bus patronage on the corridor. • TPO4 – The provision of a bus lane on King Street would be anticipated to improve bus reliability and journey times along this section of the corridor. • TPO5 – The provision of a bus lane on King Street would contribute towards locking in the journey time benefits of the AWPR for public transport. There could, however, be some inappropriate use of adjacent local roads as a result of bus lanes, which would need to be protected against. • No significant impacts are anticipated with regards TPO1. • Overall, it is considered that a high occupancy vehicle lane would perform less strongly against the study objectives as there would be a more limited impact on reducing bus journey times and improving reliability compared with dedicated bus lanes. 					TPO1	TPO2	TPO3	TPO4	TPO5	-	✓	✓	✓✓✓	✓✓
TPO1	TPO2	TPO3	TPO4	TPO5											
-	✓	✓	✓✓✓	✓✓											
STAG Criteria Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">Environment</th> <th style="background-color: #004A69; color: white;">Safety</th> <th style="background-color: #004A69; color: white;">Economy</th> <th style="background-color: #004A69; color: white;">Integration</th> <th style="background-color: #004A69; color: white;">Accessibility & Social Inclusion</th> </tr> </thead> <tbody> <tr> <td style="background-color: #D9EAD3;">-</td> <td style="background-color: #D9EAD3;">-</td> <td style="background-color: #D9EAD3;">-</td> <td style="background-color: #D9EAD3;">✓</td> <td style="background-color: #D9EAD3;">✓</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> • Provision of a bus lane on King Street would be anticipated to reduce bus journey times, which could lead to modal shift and associated environmental benefits in terms of air quality improvements. However, provision of bus lanes may cause delays and congestion amongst general traffic, which could have detrimental impacts on air quality. Overall, assessed to be neutral at this stage. • Provision of a bus lane on King Street would not be anticipated to generate significant impacts in terms of safety. • Provision of a bus lane on King Street would be anticipated to reduce bus journey times, which could generate economic benefits. However, there could be congestion associated with reducing the capacity for general traffic along the route, which could generate negative economic impacts. Overall, assessed to be neutral at this stage. 					Environment	Safety	Economy	Integration	Accessibility & Social Inclusion	-	-	-	✓	✓
Environment	Safety	Economy	Integration	Accessibility & Social Inclusion											
-	-	-	✓	✓											

BU25: Implement bus or bus/trial high occupancy vehicle lane for the full length of King Street between Bridge of Don and Castle Street							
	<ul style="list-style-type: none"> Provision of a bus lane on King Street would improve bus punctuality and reliability and will therefore have a positive impact on integration through improved and more reliable interchange opportunities. Provision of a bus lane on King Street would be anticipated to reduce bus journey times, which would enhance accessibility for bus users and improve existing travel options for people without access to a car. If the provision of bus lanes led to congestion due to the reduced capacity for general traffic, there could be negative impacts for people with restricted mobility. Overall, assessed to be positive at this stage. 						
Implementability Criteria Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">Feasibility</th> <th style="background-color: #004A69; color: white;">Affordability</th> <th style="background-color: #004A69; color: white;">Public Acceptability</th> </tr> </thead> <tbody> <tr> <td style="background-color: #D9E1F2;">Medium Risk</td> <td style="background-color: #669933; color: white;">Low Risk</td> <td style="background-color: #CC0000; color: white;">High Risk</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> Four lanes are generally achievable (by extending 3m into the eastern verge) but only three lanes can be achieved between Seaton Place and St Machar Drive due to limited footway widths and private dwelling frontages. A topographical survey would be required to confirm existing available widths. Existing lanes have substandard widths for HGV/bus movements. There is likely to be space to provide three lanes in total, and therefore priority could be given to either northbound or southbound bus movements. Existing advisory cycle lanes would be lost as a result of this option. Discussions with bus operators indicated that the priority locations for bus lane implementation on King Street is a southbound lane between Seaton Drive and St Peter’s Cemetery and a northbound lane between Roslin Terrace and Mounthooly Way. It is considered that both of these options are deliverable. Implementation of a bus lane along King Street would not be expected to incur significant capital or revenue costs and therefore, there is low risk to ACC in terms of affordability. There are likely to be some significant public acceptability concerns associated with the potential removal of car parking, the impact on refuse storage and the reduced capacity for general traffic in some locations along the corridor. Based on the findings from stakeholder engagement, there is limited support for the implementation of a bus/trial high occupancy vehicle lane. 	Feasibility	Affordability	Public Acceptability	Medium Risk	Low Risk	High Risk
Feasibility	Affordability	Public Acceptability					
Medium Risk	Low Risk	High Risk					
Conflicting Options	Potential conflict with AT25 subject to additional land take review.						
Cost	£250k - £2m						
Programme	2-5 years						
Selection/Rejection	Select						
Rationale	It is recommended that the bus lane element of this option is progressed. It has the potential to perform well against a number of the TPOs developed for the study and the STAG Criteria. Options BU34/O19 (review of on-street parking along King Street) and Options O15/O16 (widen carriageway on King Street) are possible enabling measures that would support delivery of a bus lane along King Street. It is recommended that the bus/trial high occupancy vehicle lane element of this option is rejected from further consideration based on the findings from stakeholder consultation. The Scottish Government commitment to supporting dedicated bus priority infrastructure also provides added support for considering specific bus priority interventions on corridors such as Ellon to Garthdee.						

Table 7.53: Option BU30 Appraisal

BU30: Review the layout of the Regent Walk junction															
Description	Review the layout of the Regent Walk junction with King Street to minimise junction radii and reduce the length of the yellow box junction.														
TPO Appraisal	Summary <table border="1" style="width:100%; text-align:center;"> <thead> <tr> <th>TPO1</th> <th>TPO2</th> <th>TPO3</th> <th>TPO4</th> <th>TPO5</th> </tr> </thead> <tbody> <tr> <td>✓</td> <td>-</td> <td>-</td> <td>✓</td> <td>-</td> </tr> </tbody> </table>					TPO1	TPO2	TPO3	TPO4	TPO5	✓	-	-	✓	-
	TPO1	TPO2	TPO3	TPO4	TPO5										
✓	-	-	✓	-											
Key Points <ul style="list-style-type: none"> TPO1 – Reducing the junction radii would reduce the distances required for pedestrians to cross. TPO4 – Revising the layout of the Regent Walk junction with King Street may provide minor improvements to bus journey times. No significant impacts are anticipated with regards TPO2, TPO3 and TPO5. 															
STAG Criteria Appraisal	Summary <table border="1" style="width:100%; text-align:center;"> <thead> <tr> <th>Environment</th> <th>Safety</th> <th>Economy</th> <th>Integration</th> <th>Accessibility & Social Inclusion</th> </tr> </thead> <tbody> <tr> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>✓</td> </tr> </tbody> </table>					Environment	Safety	Economy	Integration	Accessibility & Social Inclusion	-	-	-	-	✓
	Environment	Safety	Economy	Integration	Accessibility & Social Inclusion										
-	-	-	-	✓											
Key Points <ul style="list-style-type: none"> Revising the layout of the Regent Walk junction with King Street would not be anticipated to generate significant impacts in terms of environment, safety, economy or integration. Revising the layout of the Regent Walk junction with King Street may provide minor accessibility and social inclusion benefits associated with slight improvements to bus journey times and reduced crossing times for pedestrians. 															
Implementability Criteria Appraisal	Summary <table border="1" style="width:100%; text-align:center;"> <thead> <tr> <th>Feasibility</th> <th>Affordability</th> <th>Public Acceptability</th> </tr> </thead> <tbody> <tr> <td>Low Risk</td> <td>Low Risk</td> <td>Low Risk</td> </tr> </tbody> </table>					Feasibility	Affordability	Public Acceptability	Low Risk	Low Risk	Low Risk				
	Feasibility	Affordability	Public Acceptability												
Low Risk	Low Risk	Low Risk													
Key Points <ul style="list-style-type: none"> There are no significant feasibility concerns associated with revising the layout of the Regent Walk junction. Revising the layout of the Regent Walk Junction would not be expected to incur significant capital or revenue costs and therefore, there is low risk to ACC in terms of affordability. There are no significant public acceptability concerns associated with this option. 															
Conflicting Options	None														
Cost	Less than £250k														
Programme	Less than 2 years														
Selection/Rejection	Select														
Rationale	It is recommended that this option is progressed. Whilst it is generally anticipated to have a limited impact on the TPOs and STAG Criteria, it could be implemented as a 'quick-win' for a relatively low cost.														

Table 7.54: Option BU31 Appraisal

BU31: Review the layout of the Orchard Street/Linksfild Road junction, including consideration of signal timings					
Description	Review the layout of the Orchard Street/Linksfild Road junction with King Street, including consideration of converting Linksfild Road into a one-way eastbound link and optimising signal timings to prioritise bus-heavy northbound and southbound movements.				
TPO Appraisal	Summary				
	TPO1	TPO2	TPO3	TPO4	TPO5
	-	-	✓	✓✓	✓✓
STAG Criteria Appraisal	Summary				
	Environment	Safety	Economy	Integration	Accessibility & Social Inclusion
	-	-	-	-	✓
Implementability Criteria Appraisal	Summary				
	Feasibility		Affordability		Public Acceptability
	Medium Risk		Low Risk		Medium Risk

BU31: Review the layout of the Orchard Street/Linksfeld Road junction, including consideration of signal timings	
	<p>Key Points</p> <ul style="list-style-type: none"> • Linksfeld Road could be converted to a one-way road or stopped up to prevent right turns blocking and interfering with adjacent staggered junctions on King Street. A TRO would be required and traffic modelling to understand the impact on general traffic. • Delivery of this option would not be expected to incur significant capital or revenue costs and therefore, there is low risk to ACC in terms of affordability. • There may be some public acceptability concerns associated with reduced accessibility to Linksfeld Road.
Conflicting Options	None
Cost	Less than £250k
Programme	Less than 2 years
Selection/Rejection	Select
Rationale	It is recommended that this option is progressed. It has the potential to perform well against a number of the TPOs and STAG Criteria. Further work is required to understand the impact on general traffic at the junction.

Table 7.55: Option BU32 Appraisal

BU32: Review the layout of the Mounthooly Way junction															
Description	Review the layout of the Mounthooly Way junction with King Street, including consideration of staggered pedestrian crossings to reduce and optimise signal staging and phasing.														
TPO Appraisal	Summary <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A5A; color: white;">TPO1</th> <th style="background-color: #004A5A; color: white;">TPO2</th> <th style="background-color: #004A5A; color: white;">TPO3</th> <th style="background-color: #004A5A; color: white;">TPO4</th> <th style="background-color: #004A5A; color: white;">TPO5</th> </tr> </thead> <tbody> <tr> <td style="background-color: #F08080;">x</td> <td style="background-color: #FFFFFF;">-</td> <td style="background-color: #C8E6C9;">✓</td> <td style="background-color: #C8E6C9;">✓✓</td> <td style="background-color: #C8E6C9;">✓✓</td> </tr> </tbody> </table>					TPO1	TPO2	TPO3	TPO4	TPO5	x	-	✓	✓✓	✓✓
	TPO1	TPO2	TPO3	TPO4	TPO5										
x	-	✓	✓✓	✓✓											
Key Points <ul style="list-style-type: none"> TPO1 – Implementation of staggered crossings for pedestrians would introduce more complex and time consuming crossing arrangements for pedestrians, which would not support increasing the attractiveness of active travel routes. TPO3 – Enhanced bus priority through a key junction such as the Mounthooly Way Junction would be anticipated to reduce bus journey times such that more people could be encouraged to travel by bus. TPO4 – Enhanced bus priority through a key junction such as the Mounthooly Way Junction would be anticipated to reduce bus journey times and improve reliability. TPO5 – Enhanced bus priority through a key junction such as the Mounthooly Way Junction would contribute towards locking in the journey time benefits of the AWPR for public transport. No significant impacts are anticipated with regards TPO2. 															
STAG Criteria Appraisal	Summary <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A5A; color: white;">Environment</th> <th style="background-color: #004A5A; color: white;">Safety</th> <th style="background-color: #004A5A; color: white;">Economy</th> <th style="background-color: #004A5A; color: white;">Integration</th> <th style="background-color: #004A5A; color: white;">Accessibility & Social Inclusion</th> </tr> </thead> <tbody> <tr> <td style="background-color: #FFFFFF;">-</td> <td style="background-color: #FFFFFF;">-</td> <td style="background-color: #FFFFFF;">-</td> <td style="background-color: #FFFFFF;">-</td> <td style="background-color: #C8E6C9;">✓</td> </tr> </tbody> </table>					Environment	Safety	Economy	Integration	Accessibility & Social Inclusion	-	-	-	-	✓
	Environment	Safety	Economy	Integration	Accessibility & Social Inclusion										
-	-	-	-	✓											
Key Points <ul style="list-style-type: none"> Enhanced bus priority through the Mounthooly Way Junction would be anticipated to reduce bus journey times, which could lead to modal shift and associated environmental benefits in terms of air quality improvements. However, it may cause delays and congestion amongst general traffic, which could have detrimental impacts on air quality. Overall, assessed to be neutral at this stage. Enhanced bus priority through the Mounthooly Way Junction would not be anticipated to generate significant impacts in terms of safety or integration. Enhanced bus priority through the Mounthooly Way Junction would be anticipated to reduce bus journey times, which could generate economic benefits. However, there could be congestion associated with reduced priority for general traffic, which could generate negative economic impacts. Overall, assessed to be neutral at this stage. Enhanced bus priority through the Mounthooly Junction would be anticipated to reduce bus journey times which would enhance accessibility for bus users and would improve existing travel options for people without access to a car. 															
Implementability Criteria Appraisal	Summary <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A5A; color: white;">Feasibility</th> <th style="background-color: #004A5A; color: white;">Affordability</th> <th style="background-color: #004A5A; color: white;">Public Acceptability</th> </tr> </thead> <tbody> <tr> <td style="background-color: #4CAF50; color: white;">Low Risk</td> <td style="background-color: #FFFFFF;">Medium Risk</td> <td style="background-color: #FFFFFF;">Medium Risk</td> </tr> </tbody> </table>					Feasibility	Affordability	Public Acceptability	Low Risk	Medium Risk	Medium Risk				
	Feasibility	Affordability	Public Acceptability												
Low Risk	Medium Risk	Medium Risk													

BU32: Review the layout of the Mounthooly Way junction	
	<p>Key Points</p> <ul style="list-style-type: none"> • Pedestrian islands could be widened to 3m to allow a staggered configuration and potential “walk-with” traffic configuration to improve capacity at the junction, which would be detrimental to active travel users as staggered crossings are generally not recommended on active travel routes. Bus lanes could be provided after the junction in both directions along King Street. A traffic modelling exercise would be required. • Delivery of this option is considered to present a medium affordability risk to ACC. Further consideration of affordability would be required as the study progresses. • Delivery of this option is considered to be medium risk in terms of public acceptability due to the more complex crossing requirements that would be introduced for active travel users.
Conflicting Options	Further consideration of the relationship with AT30 is required as staggered crossings are generally not recommended on active travel routes.
Cost	Less than £250k
Programme	Less than 2 years
Selection/Rejection	Select
Rationale	It is recommended that this option is progressed. It has the potential to perform well against a number of the TPOs and STAG Criteria. Further consideration of the relationship with AT30 is required as staggered crossings are generally not recommended on active travel routes.

Table 7.56: Option BU33 Appraisal

BU33: Review the layout of the West North Street junction															
Description	Review the layout of the West North Street junction with King Street, including consideration of staggered pedestrian crossings to reduce and optimise signal staging and phasing, restricting the right turn movement from West North Street to King Street for general traffic and implementing Traffic Signal Priority technology to grant priority to buses approaching the junction.														
TPO Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">TPO1</th> <th style="background-color: #004A69; color: white;">TPO2</th> <th style="background-color: #004A69; color: white;">TPO3</th> <th style="background-color: #004A69; color: white;">TPO4</th> <th style="background-color: #004A69; color: white;">TPO5</th> </tr> </thead> <tbody> <tr> <td>-</td> <td>-</td> <td style="background-color: #C8E6C9;">✓</td> <td style="background-color: #C8E6C9;">✓✓</td> <td style="background-color: #C8E6C9;">✓✓</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> TPO3 – Enhanced bus priority through a key junction such as the West North Street Junction would be anticipated to reduce bus journey times such that more people could be encouraged to travel by bus. TPO4 – Enhanced bus priority through a key junction such as the West North Street Junction would be anticipated to reduce bus journey times and improve reliability. TPO5 – Enhanced bus priority through a key junction such as the West North Street Junction would contribute towards locking in the journey time benefits of the AWPR for public transport. No significant impacts are anticipated with regards TPO1 and TPO2. 					TPO1	TPO2	TPO3	TPO4	TPO5	-	-	✓	✓✓	✓✓
TPO1	TPO2	TPO3	TPO4	TPO5											
-	-	✓	✓✓	✓✓											
STAG Criteria Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">Environment</th> <th style="background-color: #004A69; color: white;">Safety</th> <th style="background-color: #004A69; color: white;">Economy</th> <th style="background-color: #004A69; color: white;">Integration</th> <th style="background-color: #004A69; color: white;">Accessibility & Social Inclusion</th> </tr> </thead> <tbody> <tr> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td style="background-color: #C8E6C9;">✓</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> Enhanced bus priority through the West North Street Junction would be anticipated to reduce bus journey times, which could lead to modal shift and associated environmental benefits in terms of air quality improvements. However, it may cause delays and congestion amongst general traffic, which could have detrimental impacts on air quality. Overall, assessed to be neutral at this stage. Enhanced bus priority through the West North Street Junction would not be anticipated to generate significant impacts in terms of safety or integration, though this option would support the wider objectives of the City Centre Masterplan to reduce traffic in the city centre. Enhanced bus priority through the West North Street Junction would be anticipated to reduce bus journey times, which could generate economic benefits. However, there could be congestion associated with reduced priority for general traffic, which could generate negative economic impacts. Overall, assessed to be neutral at this stage. Enhanced bus priority through the West North Street Junction would be anticipated to reduce bus journey times which would enhance accessibility for bus users and would improve existing travel options for people without access to a car. 					Environment	Safety	Economy	Integration	Accessibility & Social Inclusion	-	-	-	-	✓
Environment	Safety	Economy	Integration	Accessibility & Social Inclusion											
-	-	-	-	✓											

BU33: Review the layout of the West North Street junction			
Implementability Criteria Appraisal	Summary		
	Feasibility	Affordability	Public Acceptability
	Low Risk	Medium Risk	Medium Risk
	Key Points		
	<ul style="list-style-type: none"> • There is potential to consolidate the existing splitter islands into pedestrian islands on West North Street and East North Street. Traffic modelling would be required to understand the potential impact on traffic. Restriction of the right turn to general traffic would require a TRO and use of appropriate signage. Consideration of traffic signal priority is covered by Option BU13 and Option O2. • Delivery of this option is considered to present a medium affordability risk to ACC. Further consideration of affordability would be required as the study progresses. • Delivery of this option is considered to be medium risk in terms of public acceptability due to the right-turn ban on general traffic turning right from West North Street onto King Street. 		
Conflicting Options	AT38		
Cost	Less than £250k		
Programme	Less than 2 years		
Selection/Rejection	Select		
Rationale	It is recommended that this option is progressed. It has the potential to perform well against a number of the TPOs and STAG Criteria and could be implemented as a 'quick-win' for a relatively low cost.		

Table 7.57: Option BU36 Appraisal

BU36: Implement bus or bus/trial high occupancy vehicle lane for the full length of Holburn Street between Holburn Junction and Garthdee Roundabout					
Description	Implementation of a bus/trial high occupancy vehicle lane in both directions with junction priority for the full length of Holburn Street between Holburn Junction and Garthdee Roundabout.				
TPO Appraisal	Summary				
	TPO1	TPO2	TPO3	TPO4	TPO5
	-	✓	✓	✓✓✓	✓✓
STAG Criteria Appraisal	Key Points				
	<ul style="list-style-type: none"> TPO2 – The provision of a bus lane on Holburn Street may reduce the convenience of using private cars due to increased delays, which would increase the competitiveness of walking and cycling for short trips. TPO3 – Reduced bus journey times would encourage growth in bus patronage on the corridor. TPO4 – The provision of a bus lane on Holburn Street would be anticipated to improve bus reliability and journey times along this section of the corridor. TPO5 – The provision of a bus lane on Holburn Street would contribute towards locking in the journey time benefits of the AWPR for public transport. There could, however, be some inappropriate use of adjacent local roads as a result of bus lanes, which would need to be protected against. No significant impacts are anticipated with regards TPO1. Overall, it is considered that a high occupancy vehicle lane would perform less strongly against the study objectives as there would be a more limited impact on reducing bus journey times and improving reliability compared with dedicated bus lanes. 				
	Summary				
Environment	Safety	Economy	Integration	Accessibility & Social Inclusion	
-	-	-	✓	✓	
STAG Criteria Appraisal	Key Points				
	<ul style="list-style-type: none"> Provision of a bus lane on Holburn Street would be anticipated to reduce bus journey times, which could lead to modal shift and associated environmental benefits in terms of air quality improvements. However, provision of bus lanes may cause delays and congestion amongst general traffic, which could have detrimental impacts on air quality. Overall, assessed to be neutral at this stage. Provision of a bus lane on Holburn Street would not be anticipated to generate significant impacts in terms of safety. Provision of a bus lane on Holburn Street would be anticipated to reduce bus journey times, which could generate economic benefits. However, there could be congestion associated with reducing the capacity for general traffic along the route, which could generate negative economic impacts. Overall, assessed to be neutral at this stage. Provision of a bus lane on Holburn Street would improve bus punctuality and reliability and will therefore have a positive impact on integration through improved and more reliable interchange opportunities. 				

BU36: Implement bus or bus/trial high occupancy vehicle lane for the full length of Holburn Street between Holburn Junction and Garthdee Roundabout							
	<ul style="list-style-type: none"> Provision of a bus lane on Holburn Street would be anticipated to reduce bus journey times, which would enhance accessibility for bus users and improve existing travel options for people without a car. If the provision of bus lanes led to congestion due to the reduced capacity for general traffic, there could be negative impacts for people with restricted mobility. Overall, assessed to be positive at this stage. 						
Implementability Criteria Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #005663; color: white;">Feasibility</th> <th style="background-color: #005663; color: white;">Affordability</th> <th style="background-color: #005663; color: white;">Public Acceptability</th> </tr> </thead> <tbody> <tr> <td style="background-color: #C00000; color: white;">High Risk</td> <td style="background-color: #669933; color: white;">Low Risk</td> <td style="background-color: #C00000; color: white;">High Risk</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> There is not sufficient space available to achieve a northbound and southbound bus lane in combination. There is likely to be multiple locations on Holburn Street with insufficient space to allow a standard width bus lane. Three lanes are achievable with the removal of car parking. However, parking occupation surveys would be required and alternatives should be explored. Any removal of the existing central islands would be detrimental to active travel. Implementation of a bus lane along Holburn Street would not be expected to incur significant capital or revenue costs and therefore, there is low risk to ACC in terms of affordability. There may be significant public acceptability concerns associated with the loss of car parking to accommodate bus priority infrastructure along this section of the corridor. Based on the findings from stakeholder engagement, there is limited support for the implementation of a bus/trial high occupancy vehicle lane. 	Feasibility	Affordability	Public Acceptability	High Risk	Low Risk	High Risk
	Feasibility	Affordability	Public Acceptability				
High Risk	Low Risk	High Risk					
Conflicting Options	Potential conflict with AT41 subject to additional land take review.						
Cost	Over £2m						
Programme	More than 5 years						
Selection/Rejection	Select						
Rationale	<p>It is recommended that the bus lane element of this option is progressed, although it should be noted that there is not adequate space to deliver a bus lane in both directions (i.e. four lanes) without additional land take. Three lanes can be accommodated with the removal of car parking. It has the potential to perform well against a number of the TPOs developed for the study and the STAG Criteria. Option BU44 (review of on-street parking along Holburn Street) and Option O26 (widen carriageway on Holburn Street) are possible enabling measures that would support delivery of a bus lane along Holburn Street. It is recommended that the bus/trial high occupancy vehicle lane element of this option is rejected from further consideration based on the findings from stakeholder consultation. The Scottish Government commitment to supporting dedicated bus priority infrastructure also provides added support for considering specific bus priority interventions on corridors such as Ellon to Garthdee.</p>						

Table 7.58: Option BU37 Appraisal

BU37: Review the layout of Holburn Junction					
Description	Review the layout of Holburn Junction to increase capacity for all arms and provide bus priority measures, including consideration of reallocating lanes on the northbound approach to the junction to prioritise bus movements, improved synchronisation of Holburn Junction, Rose Street and Chapel Street signalised junctions and implementation of a left-turn ban onto Alford Place.				
TPO Appraisal	Summary				
	TPO1	TPO2	TPO3	TPO4	TPO5
	-	-	✓	✓✓	✓✓
	Key Points				
	<ul style="list-style-type: none"> TPO3 – Enhanced bus priority through a key junction such as Holburn Junction would be anticipated to reduce bus journey times such that more people could be encouraged to travel by bus. TPO4 – Enhanced bus priority through a key junction such as Holburn Junction would be anticipated to reduce bus journey times and improve reliability. TPO5 – Enhanced bus priority through a key junction such as Holburn Junction would contribute towards locking in the journey time benefits of the AWPR for public transport. No significant impacts are anticipated with regards TPO1 and TPO2. 				
STAG Criteria Appraisal	Summary				
	Environment	Safety	Economy	Integration	Accessibility & Social Inclusion
	-	-	-	-	✓
	Key Points				
	<ul style="list-style-type: none"> Enhanced bus priority through Holburn Junction would be anticipated to reduce bus journey times, which could lead to modal shift and associated environmental benefits in terms of air quality improvements. However, it may cause delays and congestion amongst general traffic, which could have detrimental impacts on air quality. Overall, assessed to be neutral at this stage. Enhanced bus priority through Holburn Junction would not be anticipated to generate significant impacts in terms of safety or integration. However, the implementation of a left-turn from Holburn Street onto Alford Place may result in more traffic travelling along Union Street from this area, which could conflict with emerging proposals for Union Street. Enhanced bus priority through Holburn Junction would be anticipated to reduce bus journey times, which could generate economic benefits. However, there could be congestion associated with reduced priority for general traffic, which could generate negative economic impacts. Overall, assessed to be neutral at this stage. Enhanced bus priority through Holburn Junction would be anticipated to reduce bus journey times which would enhance accessibility for bus users and would improve existing travel options for people without access to a car. 				

BU37: Review the layout of Holburn Junction		
Implementability Criteria Appraisal	Summary	
	Feasibility	Affordability
	Medium Risk	Medium Risk
	Public Acceptability	
	Medium Risk	
	Key Points	
	<ul style="list-style-type: none"> Implementation of a left-turn ban from Holburn Street onto Alford Place could be achieved by extending the pedestrian island across the left-turn lane (although it should be ensured that cyclists can still make the left-turn manoeuvre at the junction). A TRO would be required for the left-turn ban. A modelling exercise would be required for consideration of improved synchronisation and a review should be undertaken of the existing SCOOT network to understand any loops that are not working. It is understood that the LEZ for Aberdeen will commence at Great Western Road, however, no further information on diversion routes is available at the time of writing. It is recommended that the removal of the left-turn facility is modelled in combination with the LEZ proposals. Delivery of this option is considered to present a medium affordability risk to ACC. Further consideration of affordability would be required as the study progresses. There may be some public acceptability concerns associated with implementation of a left-turn ban from Holburn Street onto Alford Place. 	
Conflicting Options	None	
Cost	Less than £250k	
Programme	Less than 2 years	
Selection/Rejection	Select	
Rationale	It is recommended that this option is progressed. It has the potential to perform well against a number of the TPOs developed for the study and the STAG Criteria. Further work is required to understand the implications of implementation of a left-turn ban onto Alford Place, including impacts on Union Street and the relationship with LEZ proposals.	

Table 7.59: Option BU38 Appraisal

BU38: Review the layout of the Union Grove junction					
Description	Review the layout of the Union Grove junction with Holburn Street, including consideration of reducing the yellow box markings to improve saturation flows at Holburn Junction.				
TPO Appraisal	Summary				
	TPO1	TPO2	TPO3	TPO4	TPO5
	-	-	-	✓	-
	Key Points				
	<ul style="list-style-type: none"> TPO4 – Revising the layout of the Union Grove junction with Holburn Street may provide minor improvements to bus journey times. No significant impacts are anticipated with regards TPO1, TPO2, TPO3 and TPO5. 				
STAG Criteria Appraisal	Summary				
	Environment	Safety	Economy	Integration	Accessibility & Social Inclusion
	-	-	-	-	✓
	Key Points				
	<ul style="list-style-type: none"> Revising the layout of the Union Grove junction with Holburn Street would not be anticipated to generate significant impacts in terms of environment, safety, economy or integration. Revising the layout of the Union Grove junction with Holburn Street may provide minor accessibility and social inclusion benefits associated with slight improvements to bus journey times. 				
Implementability Criteria Appraisal	Summary				
	Feasibility		Affordability		Public Acceptability
	Low Risk		Low Risk		Medium Risk
	Key Points				
	<ul style="list-style-type: none"> The yellow box junction is currently also being used to assist traffic emerging from Union Grove and therefore, its removal or reduction could have a detrimental impact on the junction capacity. A traffic modelling exercise should therefore be undertaken. Changes to the layout at Union Grove is not expected to incur significant capital or revenue costs and therefore, there is low risk to ACC in terms of affordability. There could be some public acceptability concerns if changes at the junction resulted in junction capacity issues for those exiting Union Grove. 				
Conflicting Options	None				
Cost	Less than £250k				
Programme	Less than 2 years				
Selection/Rejection	Reject				
Rationale	It is not recommended that this option is progressed. It would not be anticipated to generate a significant impact on the TPOs developed for the study or the STAG Criteria and there could be public acceptability concerns if the changes were to result in junction capacity issues at Union Grove.				

Table 7.60: Option BU39 Appraisal

BU39: Review the layout of the Great Western Road junction, including consideration of signal timings															
Description	Review the layout of the Great Western Road junction with Holburn Street, including consideration of the junction alignment and length of pedestrian crossings. Review signal timings to reduce the inter-green times and consider northbound and southbound bus signal priorities.														
TPO Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">TPO1</th> <th style="background-color: #004A69; color: white;">TPO2</th> <th style="background-color: #004A69; color: white;">TPO3</th> <th style="background-color: #004A69; color: white;">TPO4</th> <th style="background-color: #004A69; color: white;">TPO5</th> </tr> </thead> <tbody> <tr> <td>-</td> <td>-</td> <td style="background-color: #C8E6C9;">✓</td> <td style="background-color: #C8E6C9;">✓✓</td> <td style="background-color: #C8E6C9;">✓✓</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> TPO3 – Enhanced bus priority through a key junction such as the Great Western Road/Holburn Street Junction would be anticipated to reduce bus journey times such that more people could be encouraged to travel by bus. TPO4 – Enhanced bus priority through a key junction such as the Great Western Road/Holburn Street Junction would be anticipated to reduce bus journey times and improve reliability. TPO5 – Enhanced bus priority through a key junction such as the Great Western Road/Holburn Street Junction would contribute towards locking in the journey time benefits of the AWPR for public transport. No significant impacts are anticipated with regards TPO1 and TPO2. 					TPO1	TPO2	TPO3	TPO4	TPO5	-	-	✓	✓✓	✓✓
TPO1	TPO2	TPO3	TPO4	TPO5											
-	-	✓	✓✓	✓✓											
STAG Criteria Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">Environment</th> <th style="background-color: #004A69; color: white;">Safety</th> <th style="background-color: #004A69; color: white;">Economy</th> <th style="background-color: #004A69; color: white;">Integration</th> <th style="background-color: #004A69; color: white;">Accessibility & Social Inclusion</th> </tr> </thead> <tbody> <tr> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td style="background-color: #C8E6C9;">✓</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> Enhanced bus priority through the Great Western Road/Holburn Street Junction would be anticipated to reduce bus journey times, which could lead to modal shift and associated environmental benefits in terms of air quality improvements. However, it may cause delays and congestion amongst general traffic, which could have detrimental impacts on air quality. Overall, assessed to be neutral at this stage. Enhanced bus priority through the Great Western Road/Holburn Street Junction would not be anticipated to generate significant impacts in terms of safety or integration. Enhanced bus priority through the Great Western Road/Holburn Street Junction would be anticipated to reduce bus journey times, which could generate economic benefits. However, there could be congestion associated with reduced priority for general traffic, which could generate negative economic impacts. Overall, assessed to be neutral at this stage. Enhanced bus priority through the Great Western Road/Holburn Street Junction would be anticipated to reduce bus journey times which would enhance accessibility for bus users and would improve existing travel options for people without access to a car. 					Environment	Safety	Economy	Integration	Accessibility & Social Inclusion	-	-	-	-	✓
Environment	Safety	Economy	Integration	Accessibility & Social Inclusion											
-	-	-	-	✓											

BU39: Review the layout of the Great Western Road junction, including consideration of signal timings			
Implementability Criteria Appraisal	Summary		
	Feasibility	Affordability	Public Acceptability
	Low Risk	Medium Risk	Medium Risk
	Key Points		
	<ul style="list-style-type: none"> There are no significant feasibility concerns associated with reviewing the layout of the Great Western Road/Holburn Street Junction. Delivery of this option is considered to present a medium affordability risk to ACC. Further consideration of affordability would be required as the study progresses. There could be some public acceptability concerns associated with any delays that may be experienced at the junction as a result of enhanced priority for public transport. 		
Conflicting Options	AT45		
Cost	Less than £250k		
Programme	Less than 2 years		
Selection/Rejection	Select		
Rationale	It is recommended that this option is progressed. It has the potential to perform well against a number of the TPOs and STAG Criteria and could be implemented as a 'quick-win' for a relatively low cost.		

Table 7.61: Option BU40 Appraisal

BU40: Review the layout of the Great Southern Road Roundabout															
Description	Review the layout of the Great Southern Road Roundabout, including consideration of a southbound bus lane on approach to the roundabout (through the removal of parking bays) and a northbound filter bypass for buses.														
TPO Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">TPO1</th> <th style="background-color: #004A69; color: white;">TPO2</th> <th style="background-color: #004A69; color: white;">TPO3</th> <th style="background-color: #004A69; color: white;">TPO4</th> <th style="background-color: #004A69; color: white;">TPO5</th> </tr> </thead> <tbody> <tr> <td>-</td> <td>-</td> <td>✓</td> <td>✓✓</td> <td>✓✓</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> TPO3 – Enhanced bus priority through a key junction such as Great Southern Road Roundabout would be anticipated to reduce bus journey times such that more people could be encouraged to travel by bus. TPO4 – Enhanced bus priority through a key junction such as Great Southern Road Roundabout would be anticipated to reduce bus journey times and improve reliability. TPO5 – Enhanced bus priority through a key junction such as Great Southern Road Roundabout would contribute towards locking in the journey time benefits of the AWPR for public transport. No significant impacts are anticipated with regards TPO1 and TPO2. 					TPO1	TPO2	TPO3	TPO4	TPO5	-	-	✓	✓✓	✓✓
TPO1	TPO2	TPO3	TPO4	TPO5											
-	-	✓	✓✓	✓✓											
STAG Criteria Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">Environment</th> <th style="background-color: #004A69; color: white;">Safety</th> <th style="background-color: #004A69; color: white;">Economy</th> <th style="background-color: #004A69; color: white;">Integration</th> <th style="background-color: #004A69; color: white;">Accessibility & Social Inclusion</th> </tr> </thead> <tbody> <tr> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>✓</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> Enhanced bus priority through Great Southern Road Roundabout would be anticipated to reduce bus journey times, which could lead to modal shift and associated environmental benefits in terms of air quality improvements. However, it may cause delays and congestion amongst general traffic, which could have detrimental impacts on air quality. Overall, assessed to be neutral at this stage. Enhanced bus priority through Great Southern Road Roundabout would not be anticipated to generate significant impacts in terms of safety or integration. Enhanced bus priority through Great Southern Road Roundabout would be anticipated to reduce bus journey times, which could generate economic benefits. However, there could be congestion associated with reduced priority for general traffic, which could generate negative economic impacts. Overall, assessed to be neutral at this stage. Enhanced bus priority through Great Southern Road Roundabout would be anticipated to reduce bus journey times which would enhance accessibility for bus users and would improve existing travel options for people without access to a car. 					Environment	Safety	Economy	Integration	Accessibility & Social Inclusion	-	-	-	-	✓
Environment	Safety	Economy	Integration	Accessibility & Social Inclusion											
-	-	-	-	✓											
Implementability Criteria Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">Feasibility</th> <th style="background-color: #004A69; color: white;">Affordability</th> <th style="background-color: #004A69; color: white;">Public Acceptability</th> </tr> </thead> <tbody> <tr> <td>Medium Risk</td> <td>Medium Risk</td> <td>Medium Risk</td> </tr> </tbody> </table>					Feasibility	Affordability	Public Acceptability	Medium Risk	Medium Risk	Medium Risk				
Feasibility	Affordability	Public Acceptability													
Medium Risk	Medium Risk	Medium Risk													

BU40: Review the layout of the Great Southern Road Roundabout	
	<p>Key Points</p> <ul style="list-style-type: none"> • It would be possible to deliver a northbound filter lane at the roundabout, however, Nellfield Place would require to be closed off to accommodate this. Four lanes (two outer bus lanes) could be delivered on Holburn Street to the north of the roundabout but on-street parking would require removal. Local resident and business consultation would be required as well as a traffic modelling exercise and multiple TROs. • Delivery of this option is considered to present a medium affordability risk to ACC. Further consideration of affordability would be required as the study progresses. • There could be some public acceptability concerns associated with the removal of on-street parking to the north of the roundabout and the closing off of Nellfield Place.
Conflicting Options	None
Cost	£250k - £2m
Programme	2-5 years
Selection/Rejection	Select
Rationale	It is recommended that this option is progressed. It has the potential to perform well against a number of the TPOs and STAG Criteria. Further work is required to understand the impact on general traffic through the junction.

Table 7.62: Option BU41 Appraisal

BU41: Review Holburn Street/Broomhill Road Roundabout					
Description	Review Holburn Street/Broomhill Road junction to minimise delay for buses, including consideration of bus gate(s) and restricted access to Holburn Road.				
TPO Appraisal	Summary				
	TPO1	TPO2	TPO3	TPO4	TPO5
	✓✓	✓✓	✓	✓✓	✓✓
STAG Criteria Appraisal	Key Points				
	<ul style="list-style-type: none"> TPO1 – Review of the Holburn Street/Broomhill Road Roundabout, including implementation of a T-junction and restricting access to Holburn Road would provide improvements to the safety and attractiveness of active travel routes in the area, particularly between Holburn Street and Broomhill Road where a continuous footway could be provided. TPO2 – The closure of Holburn Road would reduce the convenience of private car trips in the area, which may increase the attractiveness of walking and cycling for short trips. TPO3 – Enhanced bus priority through a key junction such as Broomhill Road Roundabout would be anticipated to reduce bus journey times such that more people could be encouraged to travel by bus. TPO4 – Enhanced bus priority through a key junction such as Broomhill Road Roundabout would be anticipated to reduce bus journey times and improve reliability. TPO5 – Enhanced bus priority through a key junction such as Broomhill Road Roundabout would contribute towards locking in the journey time benefits of the AWPR for public transport. 				
	Summary				
STAG Criteria Appraisal	Environment	Safety	Economy	Integration	Accessibility & Social Inclusion
	-	-	-	-	✓
	Key Points				
STAG Criteria Appraisal	<ul style="list-style-type: none"> Enhanced bus priority through Broomhill Road Roundabout would be anticipated to reduce bus journey times, which could lead to modal shift and associated environmental benefits in terms of air quality improvements. However, it may cause delays and congestion amongst general traffic, which could have detrimental impacts on air quality. Overall, assessed to be neutral at this stage. Enhanced bus priority through Broomhill Road Roundabout would not be anticipated to generate significant impacts in terms of safety or integration. Enhanced bus priority through Broomhill Road Roundabout would be anticipated to reduce bus journey times, which could generate economic benefits. However, there could be congestion associated with reduced priority for general traffic, which could generate negative economic impacts. Overall, assessed to be neutral at this stage. Enhanced bus priority through Broomhill Road Roundabout would be anticipated to reduce bus journey times which would enhance accessibility for bus users and would improve existing travel options for people without access to a car. 				

BU41: Review Holburn Street/Broomhill Road Roundabout							
Implementability Criteria Appraisal	Summary						
	<table border="1"> <thead> <tr> <th>Feasibility</th> <th>Affordability</th> <th>Public Acceptability</th> </tr> </thead> <tbody> <tr> <td>Medium Risk</td> <td>Medium Risk</td> <td>High Risk</td> </tr> </tbody> </table>	Feasibility	Affordability	Public Acceptability	Medium Risk	Medium Risk	High Risk
Feasibility	Affordability	Public Acceptability					
Medium Risk	Medium Risk	High Risk					
	Key Points						
	<ul style="list-style-type: none"> • Delivery of this option would require a TRO and traffic modelling to understand the impact on general traffic. • Delivery of this option is considered to present a medium affordability risk to ACC. Further consideration of affordability would be required as the study progresses. • There could be significant public acceptability concerns associated with the closure of Holburn Road. 						
Conflicting Options	AT46						
Cost	£250k-£2m						
Programme	Less than 2 years						
Selection/Rejection	Select						
Rationale	It is recommended that this option is progressed. It has the potential to perform well against a number of the TPOs and STAG Criteria. Further work is required to understand the impact on general traffic through the junction. The effect of the implementation of this option on Great Western Road (on the A93 corridor – which is the subject of a separate study) should also be considered at this stage.						

Table 7.63: Option BU47 Appraisal

BU47: Review priorities at the Auchinyell Road junction					
Description	Review traffic priorities at the Auchinyell Road junction with Garthdee Road, including consideration of providing priority to buses turning right from Garthdee Road to Auchinyell Road.				
TPO Appraisal	Summary				
	TPO1	TPO2	TPO3	TPO4	TPO5
	-	-	-	✓	-
	Key Points				
	<ul style="list-style-type: none"> TPO4 – Enhanced priority for buses turning right from Garthdee Road to Auchinyell Road may provide minor journey time benefits for buses along this section of the corridor. No significant impacts are anticipated with regards TPO1, TPO2, TPO3 and TPO5. 				
STAG Criteria Appraisal	Summary				
	Environment	Safety	Economy	Integration	Accessibility & Social Inclusion
	-	-	-	-	-
	Key Points				
	<ul style="list-style-type: none"> Enhanced bus priority for buses turning right from Garthdee Road to Auchinyell Road may generate some very minor journey time benefits for buses at this section of the corridor however, overall, it is not considered that this would have a notable impact against any of the STAG Criteria. 				
Implementability Criteria Appraisal	Summary				
	Feasibility		Affordability		Public Acceptability
	Medium Risk		Low Risk		Low Risk
	Key Points				
	<ul style="list-style-type: none"> Priorities could be reassigned to make Auchinyell Road the major link and Garthdee Road (west) the minor link at the junction. A small area of land take would be needed to support sufficient bus radii. The changing of priorities at the Auchinyell Road/Garthdee Road Junction is not expected to incur significant capital or revenue costs and therefore, there is low risk to ACC in terms of affordability. There are no significant public acceptability concerns associated with the changing of priorities at the Auchinyell Road/Garthdee Road Junction. 				
Conflicting Options	None				
Cost	Less than £250k				
Programme	Less than 2 years				
Selection/Rejection	Reject				
Rationale	It is not recommended that this option is progressed. Whilst it has the potential to provide minor journey time benefits for buses, it has a limited impact on the other TPOs and on the STAG Criteria.				

7.3.3 Other Options

Table 7.64: Option O1 Appraisal

O1: Review road signage along the corridor															
Description	Review road signage to ensure it reflects the adopted roads hierarchy.														
TPO Appraisal	Summary <table border="1" style="width:100%; text-align:center;"> <thead> <tr> <th>TPO1</th> <th>TPO2</th> <th>TPO3</th> <th>TPO4</th> <th>TPO5</th> </tr> </thead> <tbody> <tr> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> </tr> </tbody> </table>					TPO1	TPO2	TPO3	TPO4	TPO5	-	-	-	-	-
	TPO1	TPO2	TPO3	TPO4	TPO5										
-	-	-	-	-											
Key Points <ul style="list-style-type: none"> No significant impacts are anticipated with regards TPO1, TPO2, TPO3 and TPO4. There could be some very slight benefits for TPO5 associated with directing traffic via the most appropriate route, however this was largely completed as part of the AWPR City Sign Alterations project. 															
STAG Criteria Appraisal	Summary <table border="1" style="width:100%; text-align:center;"> <thead> <tr> <th>Environment</th> <th>Safety</th> <th>Economy</th> <th>Integration</th> <th>Accessibility & Social Inclusion</th> </tr> </thead> <tbody> <tr> <td>-</td> <td>-</td> <td>-</td> <td>✓</td> <td>-</td> </tr> </tbody> </table>					Environment	Safety	Economy	Integration	Accessibility & Social Inclusion	-	-	-	✓	-
	Environment	Safety	Economy	Integration	Accessibility & Social Inclusion										
-	-	-	✓	-											
Key Points <ul style="list-style-type: none"> Reviewing road signage along the corridor to ensure it reflects the adopted roads hierarchy would not be anticipated to generate significant impacts in terms of environment, safety, economy or accessibility and social inclusion. There could be minor integration benefits associated with updating road signage in line with policy. 															
Implementability Criteria Appraisal	Summary <table border="1" style="width:100%; text-align:center;"> <thead> <tr> <th>Feasibility</th> <th>Affordability</th> <th>Public Acceptability</th> </tr> </thead> <tbody> <tr> <td>Low Risk</td> <td>Low Risk</td> <td>Low risk</td> </tr> </tbody> </table>					Feasibility	Affordability	Public Acceptability	Low Risk	Low Risk	Low risk				
	Feasibility	Affordability	Public Acceptability												
Low Risk	Low Risk	Low risk													
Key Points <ul style="list-style-type: none"> There are no significant feasibility concerns associated with the review of road signage along the corridor. A review of road signage is not expected to incur significant capital or revenue costs and therefore, there is low risk to ACC in terms of affordability. There are no significant public acceptability concerns associated with the review of road signage along the corridor. 															
Conflicting Options	None														
Cost	Less than £250k														
Programme	Less than 2 years														
Selection/Rejection	Reject														
Rationale	It is not recommended that this option is progressed (as part of this study). A review of road signage in line with the adopted roads hierarchy would not be expected to have a notable impact on any of the TPOs developed for this study and would be anticipated to have a limited impact against the STAG Criteria. It is recommended that this should be undertaken on a city-wide basis to ensure changes implemented through the AWPR City Sign Alterations project are in line with the adopted roads hierarchy.														

Table 7.65: Option O2 Appraisal

O2: Review and revalidation of the SCOOT system					
Description	Review current junctions under SCOOT system and consider junctions to add to the SCOOT network to ensure optimal flow.				
TPO Appraisal	Summary				
	TPO1	TPO2	TPO3	TPO4	TPO5
	-	-	-	✓✓	-
Key Points					
<ul style="list-style-type: none"> TPO4 – Signalling enhancements could reduce bus journey times. No significant impacts are anticipated with regards TPO1, TPO2, TPO3 and TPO5. 					
STAG Criteria Appraisal	Summary				
	Environment	Safety	Economy	Integration	Accessibility & Social Inclusion
	-	-	✓	-	✓
Key Points					
<ul style="list-style-type: none"> Signalling enhancements through key junctions would not be anticipated to generate significant impacts in terms of environment, safety or integration. Signalling enhancements through key junctions could generate minor economic benefits by reducing bus (and car) journey times. Signalling enhancements could improve existing travel options for people without access to a car. 					
Implementability Criteria Appraisal	Summary				
	Feasibility		Affordability		Public Acceptability
	Medium Risk		Medium Risk		Low Risk
Key Points					
<ul style="list-style-type: none"> Review and revalidation of the SCOOT system would require a holistic approach, including whether other options would be implemented. ACC would be required to undertake a maintenance review of the SCOOT network to determine which junctions are still functioning and a budget would be required to repair the existing system. Confirmation would be required on the server controlling the SCOOT network and whether this is compatible with the First/Stagecoach ticketing machine technology. Waypoints would also need to be checked. Review and revalidation of the SCOOT system is considered to present a medium affordability risk to ACC due to the number of parties that require to be involved. Further consideration of affordability would be required as the study progresses. There are no significant public acceptability concerns associated with reviewing and revalidating the SCOOT system. 					
Conflicting Options	None				
Cost	£250k - £2m				
Programme	2-5 years				
Selection/Rejection	Select				
Rationale	It is recommended that this option is progressed. It has the potential to perform well against a number of the TPOs and STAG Criteria.				

Table 7.66: Option O4 Appraisal

O4: Upgrade A90(T)/B9005 Roundabout															
Description	Upgrade the A90(T)/B9005 Roundabout to the south of Ellon with a) increase to two lanes on northbound exit, b) increase to two lanes on all arms or c) increase to two lanes on all arms + left turn filter lane for buses to Ellon.														
TPO Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">TPO1</th> <th style="background-color: #004A69; color: white;">TPO2</th> <th style="background-color: #004A69; color: white;">TPO3</th> <th style="background-color: #004A69; color: white;">TPO4</th> <th style="background-color: #004A69; color: white;">TPO5</th> </tr> </thead> <tbody> <tr> <td style="background-color: #F08080;">xx</td> <td style="background-color: #F08080;">xx</td> <td style="background-color: #FFFFFF;">-</td> <td style="background-color: #C8E6C9;">✓✓</td> <td style="background-color: #C8E6C9;">✓</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> TPO1 – Providing more capacity for vehicles through the A90(T)/B9005 Roundabout would reduce the attractiveness and safety of the junction for active travel users. TPO2 – Providing more capacity for vehicles through the A90(T)/B9005 Roundabout would increase the convenience of using private cars. TPO4 – Providing more capacity for vehicles through the A90(T)/B9005 Roundabout, including implementation of a left-turn filter lane for buses would allow buses to bypass any queueing on approach to Ellon, thereby reducing journey times and improving reliability. TPO5 – Providing more capacity for vehicles through the A90(T)/B9005 Roundabout, including implementation of a left-turn filter lane for buses would contribute towards locking in the journey time benefits of the AWPR for public transport. No significant impacts are anticipated with regards TPO3. 					TPO1	TPO2	TPO3	TPO4	TPO5	xx	xx	-	✓✓	✓
TPO1	TPO2	TPO3	TPO4	TPO5											
xx	xx	-	✓✓	✓											
STAG Criteria Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">Environment</th> <th style="background-color: #004A69; color: white;">Safety</th> <th style="background-color: #004A69; color: white;">Economy</th> <th style="background-color: #004A69; color: white;">Integration</th> <th style="background-color: #004A69; color: white;">Accessibility & Social Inclusion</th> </tr> </thead> <tbody> <tr> <td style="background-color: #F08080;">x</td> <td style="background-color: #FFFFFF;">-</td> <td style="background-color: #C8E6C9;">✓</td> <td style="background-color: #FFFFFF;">-</td> <td style="background-color: #C8E6C9;">✓</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> Increasing junction capacity at the A90(T)/B9005 Roundabout could contribute to increased traffic flows and therefore could generate negative air quality impacts. Increased capacity would also be anticipated to increase areas of hardstanding, which could have negative impacts on drainage. Increasing junction capacity at the A90(T)/B9005 Roundabout would not be anticipated to generate significant impacts in terms of safety or integration. There could be minor economic benefits associated with reduced bus (and car) journey times. Increasing junction capacity at the A90(T)/B9005 Roundabout, including implementation of a left-turn filter lane for buses would be anticipated to reduce bus journey times which would enhance accessibility for bus users and would improve existing travel options for people without access to a car. 					Environment	Safety	Economy	Integration	Accessibility & Social Inclusion	x	-	✓	-	✓
Environment	Safety	Economy	Integration	Accessibility & Social Inclusion											
x	-	✓	-	✓											
Implementability Criteria Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">Feasibility</th> <th style="background-color: #004A69; color: white;">Affordability</th> <th style="background-color: #004A69; color: white;">Public Acceptability</th> </tr> </thead> <tbody> <tr> <td style="background-color: #C8E6C9;">Low Risk</td> <td style="background-color: #F44336;">High Risk</td> <td style="background-color: #C8E6C9;">Low Risk</td> </tr> </tbody> </table>					Feasibility	Affordability	Public Acceptability	Low Risk	High Risk	Low Risk				
Feasibility	Affordability	Public Acceptability													
Low Risk	High Risk	Low Risk													

O4: Upgrade A90(T)/B9005 Roundabout	
	<p>Key Points</p> <ul style="list-style-type: none"> • The existing roundabout diameter is big enough to support dual carriageway sections on all arms i.e. 2 lanes northbound and southbound. Any works on the roundabout would require Transport Scotland approval. • Delivery of this option is considered to present a high affordability risk due to the anticipated high capital cost and uncertainty over appropriate funding streams for support. Further consideration of affordability would be required as the study progresses. • It is anticipated that upgrades to the capacity of the A90(T)/B9005 junction would reduce delays at the junction and therefore it is assessed to be low risk in terms of public acceptability.
Conflicting Options	None
Cost	Over £2m
Programme	2-5 years
Selection/Rejection	Select
Rationale	It is recommended that the left-turn filter lane for buses element of this option is progressed. As a whole, increasing the capacity of the junction does not perform well against the TPOs or STAG Criteria, however, it is considered that delivery of a left-turn filter lane for buses would generate benefits.

Table 7.67: Option O7 Appraisal

O7: Implement dual carriageway on A90(T) Ellon Bypass															
Description	Implement dual carriageway on A90(T) Ellon Bypass south of the River Ythan Bridge, north and south of the River Ythan Bridge or for the full length.														
TPO Appraisal	Summary <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">TPO1</th> <th style="background-color: #004A69; color: white;">TPO2</th> <th style="background-color: #004A69; color: white;">TPO3</th> <th style="background-color: #004A69; color: white;">TPO4</th> <th style="background-color: #004A69; color: white;">TPO5</th> </tr> </thead> <tbody> <tr> <td style="background-color: #C00000; color: white;">xxx</td> <td style="background-color: #C00000; color: white;">xxx</td> <td style="background-color: #FFFFFF; color: black;">-</td> <td style="background-color: #90EE90; color: black;">✓</td> <td style="background-color: #F08080; color: black;">x</td> </tr> </tbody> </table>					TPO1	TPO2	TPO3	TPO4	TPO5	xxx	xxx	-	✓	x
	TPO1	TPO2	TPO3	TPO4	TPO5										
xxx	xxx	-	✓	x											
Key Points <ul style="list-style-type: none"> TPO1 – Increasing the carriageway capacity would have negative impacts on the safety and attractiveness of active travel routes. TPO2 – Increasing the carriageway capacity would increase the convenience of using private cars. TPO4 – Increasing the carriageway capacity could provide minor journey time benefits for buses. TPO5 – Increasing the carriageway capacity for all vehicles does not support the aims of locking in the benefits of the AWPR as it could generate induced traffic. No significant impacts are anticipated with regards TPO3. 															
STAG Criteria Appraisal	Summary <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">Environment</th> <th style="background-color: #004A69; color: white;">Safety</th> <th style="background-color: #004A69; color: white;">Economy</th> <th style="background-color: #004A69; color: white;">Integration</th> <th style="background-color: #004A69; color: white;">Accessibility & Social Inclusion</th> </tr> </thead> <tbody> <tr> <td style="background-color: #C00000; color: white;">xxx</td> <td style="background-color: #C00000; color: white;">xxx</td> <td style="background-color: #90EE90; color: black;">✓✓</td> <td style="background-color: #FFFFFF; color: black;">-</td> <td style="background-color: #F08080; color: black;">x</td> </tr> </tbody> </table>					Environment	Safety	Economy	Integration	Accessibility & Social Inclusion	xxx	xxx	✓✓	-	x
	Environment	Safety	Economy	Integration	Accessibility & Social Inclusion										
xxx	xxx	✓✓	-	x											
Key Points <ul style="list-style-type: none"> Increasing the carriageway capacity would increase traffic flows and therefore could generate negative air quality impacts. There could also be negative impacts on biodiversity and habitats, landscape, visual amenity and drainage. Increasing the carriageway capacity would increase traffic flows and therefore increase the risk of accidents. There could also be negative safety impacts for active travel users due to the requirement to cross another lane of traffic. Increasing the carriageway capacity would be anticipated to create economic benefits associated with reduced bus (and car) journey times. Increasing the carriageway capacity would not be anticipated to generate significant impacts in terms of integration, although it would not support policy and sits at the bottom of the Sustainable Investment Hierarchy. Increasing the carriageway capacity would create increased severance and reduce local accessibility for pedestrians and cyclists. 															
Implementability Criteria Appraisal	Summary <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">Feasibility</th> <th style="background-color: #004A69; color: white;">Affordability</th> <th style="background-color: #004A69; color: white;">Public Acceptability</th> </tr> </thead> <tbody> <tr> <td style="background-color: #C00000; color: white;">High Risk</td> <td style="background-color: #C00000; color: white;">High Risk</td> <td style="background-color: #4F81BD; color: white;">Low Risk</td> </tr> </tbody> </table>					Feasibility	Affordability	Public Acceptability	High Risk	High Risk	Low Risk				
	Feasibility	Affordability	Public Acceptability												
High Risk	High Risk	Low Risk													
Key Points <ul style="list-style-type: none"> Implementation of a dual carriageway on the A90(T) Ellon Bypass would require Transport Scotland approval. For a dual carriageway to be deliverable along the full length of the Ellon Bypass, a new bridge link would be required over the River Ythan. A multi-disciplinary study would be required including geology, ecology, 															

O7: Implement dual carriageway on A90(T) Ellon Bypass	
	<p>bridges and water engineering. This option would also require Road Construction Consent (RCC).</p> <ul style="list-style-type: none"> • Delivery of this option is considered to present a high affordability risk due to the anticipated high capital cost and uncertainty over appropriate funding streams for support. Further consideration of affordability would be required as the study progresses. • It is considered that public acceptability of a dual carriageway on the A90(T) Ellon Bypass would be low risk, however, there would be some concerns regarding additional road building given the climate emergency and the move towards more sustainable modes of travel.
Conflicting Options	None
Cost	Over £2m
Programme	More than 5 years
Selection/Rejection	Reject
Rationale	<p>It is recommended that this option is rejected from further consideration as it is outwith the scope of the Ellon P&R to Garthdee Study and there is currently no clear delivery pathway for this scale of investment on the trunk road network. However, it is recommended that ACC works with partners to explore how this option may be progressed separately - there would be an opportunity in due course to ascertain how the benefits of any trunk road improvement at Ellon can complement the options moving forward in the Ellon P&R to Garthdee Study.</p>

Table 7.68: Option O14 Appraisal

O14: Application of red route clearway restrictions along the full length of King Street															
Description	Application of red route clearway restrictions along the full length of King Street to improve link and junction capacity for all traffic (specifically buses), including parking and loading opportunities. Systematic creation of short-term parking and loading opportunities on appropriate side roads would be required.														
TPO Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">TPO1</th> <th style="background-color: #004A69; color: white;">TPO2</th> <th style="background-color: #004A69; color: white;">TPO3</th> <th style="background-color: #004A69; color: white;">TPO4</th> <th style="background-color: #004A69; color: white;">TPO5</th> </tr> </thead> <tbody> <tr> <td>-</td> <td>-</td> <td>-</td> <td style="background-color: #C6E0B4;">✓</td> <td style="background-color: #C6E0B4;">✓</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> TPO4 – Red route interventions would enable buses to be more free-flowing along the corridor and therefore provide minor improvements to bus journey times. TPO5 – Red route interventions would enable traffic to be more free-flowing along the corridor and therefore would encourage use of this route rather than less appropriate adjacent routes. No significant impacts are anticipated with regards TPO1, TPO2 and TPO3. 					TPO1	TPO2	TPO3	TPO4	TPO5	-	-	-	✓	✓
TPO1	TPO2	TPO3	TPO4	TPO5											
-	-	-	✓	✓											
STAG Criteria Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">Environment</th> <th style="background-color: #004A69; color: white;">Safety</th> <th style="background-color: #004A69; color: white;">Economy</th> <th style="background-color: #004A69; color: white;">Integration</th> <th style="background-color: #004A69; color: white;">Accessibility & Social Inclusion</th> </tr> </thead> <tbody> <tr> <td style="background-color: #C6E0B4;">✓</td> <td style="background-color: #C6E0B4;">✓</td> <td style="background-color: #C6E0B4;">✓</td> <td>-</td> <td style="background-color: #C6E0B4;">✓</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> Red route interventions would be anticipated to enable traffic to be more free-flowing, which could generate minor environmental benefits. Red route interventions may generate minor safety improvements as it would enable traffic to be more free-flowing, reducing the risk of collisions. Red route interventions would be anticipated to enable traffic to be more free-flowing, which could reduce journey times however, the relocation of parking and loading restrictions could increase journey times for freight vehicles. Red route interventions would not be anticipated to generate significant impacts in terms of integration. Red route interventions could improve existing travel options for people without access to a car. 					Environment	Safety	Economy	Integration	Accessibility & Social Inclusion	✓	✓	✓	-	✓
Environment	Safety	Economy	Integration	Accessibility & Social Inclusion											
✓	✓	✓	-	✓											
Implementability Criteria Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">Feasibility</th> <th style="background-color: #004A69; color: white;">Affordability</th> <th style="background-color: #004A69; color: white;">Public Acceptability</th> </tr> </thead> <tbody> <tr> <td>Medium Risk</td> <td>Medium Risk</td> <td style="background-color: #C00000; color: white;">High Risk</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> The application of red route clearway restrictions could potentially have an impact on car parking, businesses, vehicle movements and refuse collection. Parking occupation surveys and stakeholder consultation exercises would be required, and alternatives should be explored. Refuse storage and alternatives should also be explored in terms of locations for storage and means of removal. A TRO would be required to implement this option and there is a possibility that residents and/or businesses would object to the Order which could have a detrimental impact on option implementation timescales. 					Feasibility	Affordability	Public Acceptability	Medium Risk	Medium Risk	High Risk				
Feasibility	Affordability	Public Acceptability													
Medium Risk	Medium Risk	High Risk													

O14: Application of red route clearway restrictions along the full length of King Street	
	<ul style="list-style-type: none"> The application of red route clearway restrictions is anticipated to present medium affordability risks to ACC due to the requirement to relocate refuse storage. There are likely to be some significant public acceptability concerns associated with implementation of red route clearway restrictions in terms of potential removal of car parking, the impact on refuse storage and the potentially negative impact on businesses.
Conflicting Options	None
Cost	Less than £250k
Programme	Less than 2 years
Selection/Rejection	Select
Rationale	It is recommended that this option is progressed. Whilst there are deliverability concerns associated with this option, it is considered to perform well against a number of the TPOs and STAG Criteria. Further consideration of deliverability risks will be required as the study progresses.

Table 7.69: Option O17 Appraisal

O17: Review the routing of freight at the Mounthooly Way junction														
Description	Review the routing of freight at the Mounthooly Way junction, including consideration of diverting freight away from King Street and onto Mounthooly Way and West North Street, for example through the introduction of width restrictions to limit HGV routing along King Street.													
TPO Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">TPO1</th> <th style="background-color: #004A69; color: white;">TPO2</th> <th style="background-color: #004A69; color: white;">TPO3</th> <th style="background-color: #004A69; color: white;">TPO4</th> <th style="background-color: #004A69; color: white;">TPO5</th> </tr> </thead> <tbody> <tr> <td style="background-color: #C6E0B4;">✓</td> <td style="background-color: #D9E1F2;">-</td> <td style="background-color: #D9E1F2;">-</td> <td style="background-color: #C6E0B4;">✓</td> <td style="background-color: #D9E1F2;">-</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> TPO1 – The re-routing of freight would lead to improved feelings of safety for active travel users on the southern section of King Street, thus improving the attractiveness of travelling actively. TPO4 – The re-routing of freight may result in minor benefits for public transport journey times and reliability by removing some vehicles from the southern section of King Street. No significant impacts are anticipated with regards TPO2, TPO3 and TPO5. 				TPO1	TPO2	TPO3	TPO4	TPO5	✓	-	-	✓	-
TPO1	TPO2	TPO3	TPO4	TPO5										
✓	-	-	✓	-										
STAG Criteria Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">Environment</th> <th style="background-color: #004A69; color: white;">Safety</th> <th style="background-color: #004A69; color: white;">Economy</th> <th style="background-color: #004A69; color: white;">Integration</th> <th style="background-color: #004A69; color: white;">Accessibility & Social Inclusion</th> </tr> </thead> <tbody> <tr> <td style="background-color: #D9E1F2;">-</td> <td style="background-color: #C6E0B4;">✓</td> <td style="background-color: #D9E1F2;">-</td> <td style="background-color: #D9E1F2;">-</td> <td style="background-color: #D9E1F2;">-</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> The re-routing of freight would increase the vehicle km travelled, which could have negative impacts on global air quality. There could be benefits in local air quality along the southern section of King Street (where people movement is higher). This may contribute to physical fitness improvements associated with mode shift if restricted sections are made more people friendly places. Overall, assessed as neutral at this stage. The re-routing of freight away from secondary and tertiary routes would lead to increased feelings of safety for active travel users. The re-routing of freight may increase freight journey times due to the increased vehicle km required. However, the re-routing of freight could contribute to reduced and more reliable journey times for active travel and bus users, with associated beneficial economic impacts. Further work, including quantification, is required as the study progresses to determine the economic impacts fully. Overall, assessed as neutral at this stage. The re-routing of freight would not be anticipated to generate significant impacts in terms of integration or accessibility and social inclusion. 				Environment	Safety	Economy	Integration	Accessibility & Social Inclusion	-	✓	-	-	-
Environment	Safety	Economy	Integration	Accessibility & Social Inclusion										
-	✓	-	-	-										
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Feasibility	Affordability	Public Acceptability												
Medium Risk	Low Risk	Low Risk												

O17: Review the routing of freight at the Mounthooly Way junction	
	<p>option development. A TRO would potentially be required if this option was to be delivered through implementation of a weight restriction on King Street.</p> <ul style="list-style-type: none"> • The re-routing of freight is not expected to incur significant capital or revenue costs and therefore, there is low risk to ACC in terms of affordability. • There are no significant public acceptability concerns associated with the re-routing of freight at the Mounthooly Way Junction.
Conflicting Options	None
Cost	Less than £250k
Programme	Less than 2 years
Selection/Rejection	Select
Rationale	It is recommended that this option is progressed. It has the potential to perform well against a number of the TPOs and STAG Criteria and could be implemented as a 'quick-win' for a relatively low cost.

Table 7.70: Option O18 Appraisal

O18: Implement traffic calming measures on King Street to the south of Mounthooly Way															
Description	Implementation of traffic calming measures on King Street to the south of Mounthooly Way (in line with its reduced priority in the adopted roads hierarchy), including consideration of a 20mph speed restriction and removal of the centre line.														
TPO Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">TPO1</th> <th style="background-color: #004A69; color: white;">TPO2</th> <th style="background-color: #004A69; color: white;">TPO3</th> <th style="background-color: #004A69; color: white;">TPO4</th> <th style="background-color: #004A69; color: white;">TPO5</th> </tr> </thead> <tbody> <tr> <td style="background-color: #D9EAD3;">✓</td> <td style="background-color: #D9EAD3;">✓✓</td> <td style="background-color: #F2F2F2;">-</td> <td style="background-color: #F4CCCC;">x</td> <td style="background-color: #D9EAD3;">✓</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> TPO1 – Reduced traffic speeds would be anticipated to encourage greater active travel use associated with improved feelings of safety. TPO2 – Reduced traffic speeds would reduce the convenience of private cars, thereby increasing the competitiveness of walking and cycling for short trips. TPO4 – Traffic calming measures would be anticipated to increase bus journey times. TPO5 – There could be minor benefits in terms of locking in the benefits of the AWPR if modal shift towards active travel could be achieved. In addition, at this point of the network, it is considered more appropriate that traffic uses the parallel West North Street route which has dual carriageway capacity. No significant impacts are anticipated with regards TPO3. 					TPO1	TPO2	TPO3	TPO4	TPO5	✓	✓✓	-	x	✓
TPO1	TPO2	TPO3	TPO4	TPO5											
✓	✓✓	-	x	✓											
STAG Criteria Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">Environment</th> <th style="background-color: #004A69; color: white;">Safety</th> <th style="background-color: #004A69; color: white;">Economy</th> <th style="background-color: #004A69; color: white;">Integration</th> <th style="background-color: #004A69; color: white;">Accessibility & Social Inclusion</th> </tr> </thead> <tbody> <tr> <td style="background-color: #D9EAD3;">✓</td> <td style="background-color: #D9EAD3;">✓✓</td> <td style="background-color: #F4CCCC;">x</td> <td style="background-color: #F2F2F2;">-</td> <td style="background-color: #D9EAD3;">✓</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> Reduced traffic speeds would result in less efficient vehicle running, but it could make active travel more attractive and car less attractive, whilst also generating potential benefits in terms of noise reduction. Reduced traffic speeds would reduce the risk and severity of accidents. It may also encourage greater active travel use and could have knock-on benefits in terms of safety in numbers. Reduced traffic speeds would generate negative economic impacts associated with increased bus and car journey times. There may be some economic benefits associated with a modal shift towards active travel. Further work, including quantification, is required as the study progresses to determine the economic impacts fully. Assessed as a minor negative at this stage. Reduced traffic speeds would not be anticipated to generate significant impacts in terms of integration. Reduced traffic speeds may improve local accessibility by making active travel more attractive. 					Environment	Safety	Economy	Integration	Accessibility & Social Inclusion	✓	✓✓	x	-	✓
Environment	Safety	Economy	Integration	Accessibility & Social Inclusion											
✓	✓✓	x	-	✓											
Implementability Criteria Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">Feasibility</th> <th style="background-color: #004A69; color: white;">Affordability</th> <th style="background-color: #004A69; color: white;">Public Acceptability</th> </tr> </thead> <tbody> <tr> <td style="background-color: #F2F2F2;">Medium Risk</td> <td style="background-color: #4F7942; color: white;">Low Risk</td> <td style="background-color: #F2F2F2;">Medium Risk</td> </tr> </tbody> </table>					Feasibility	Affordability	Public Acceptability	Medium Risk	Low Risk	Medium Risk				
Feasibility	Affordability	Public Acceptability													
Medium Risk	Low Risk	Medium Risk													

O18: Implement traffic calming measures on King Street to the south of Mounthooly Way	
	<p>Key Points</p> <ul style="list-style-type: none"> • Traffic calming measures are not particularly compatible with bus and HGV movements, particularly any physical measures. Raised tables and speed humps are likely to cause carriageway damage and noise pollution. A reduction to 20mph would require associated TROs, updated signage and some cooperation with Police Scotland on monitoring for enforcement. • Implementation of traffic calming measures or a 20mph speed restriction is not expected to incur significant capital or revenue costs and therefore, there is low risk to ACC in terms of affordability. • Implementation of traffic calming measures or a 20mph speed restriction may generate some public acceptability concerns associated with increased journey times for traffic. It would be anticipated that traffic calming measures would generate more significant concerns than reduction of the speed limit to 20mph.
Conflicting Options	None
Cost	Less than £250k
Programme	Less than 2 years
Selection/Rejection	Select
Rationale	It is recommended that this option is progressed. Reduced traffic speeds would generate positive impacts against a number of the TPOs and STAG Criteria and could be implemented as a 'quick-win' for a relatively low cost.

Table 7.71: Option O20 Appraisal

O20: Close or restrict movements into side roads along the full length of King Street															
Description	Close or restrict movements into side roads along the full length of King Street to improve link capacity for freight and bus travel and reduce conflict with cycle traffic.														
TPO Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">TPO1</th> <th style="background-color: #004A69; color: white;">TPO2</th> <th style="background-color: #004A69; color: white;">TPO3</th> <th style="background-color: #004A69; color: white;">TPO4</th> <th style="background-color: #004A69; color: white;">TPO5</th> </tr> </thead> <tbody> <tr> <td style="background-color: #C8E6C9;">✓</td> <td style="background-color: #C8E6C9;">✓</td> <td style="background-color: #FFFFFF;">-</td> <td style="background-color: #C8E6C9;">✓</td> <td style="background-color: #FFFFFF;">-</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> • TPO1 – Side road access restrictions would enable safer movement across side road junctions for active travel users. • TPO2 – Side road access restrictions reduces the convenience of private cars, which could increase the competitiveness of walking and cycling for short trips. • TPO4 – Side road access restrictions would support improvements to bus reliability and journey times. • No significant impacts are anticipated with regards TPO3 and TPO5. 					TPO1	TPO2	TPO3	TPO4	TPO5	✓	✓	-	✓	-
TPO1	TPO2	TPO3	TPO4	TPO5											
✓	✓	-	✓	-											
STAG Criteria Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">Environment</th> <th style="background-color: #004A69; color: white;">Safety</th> <th style="background-color: #004A69; color: white;">Economy</th> <th style="background-color: #004A69; color: white;">Integration</th> <th style="background-color: #004A69; color: white;">Accessibility & Social Inclusion</th> </tr> </thead> <tbody> <tr> <td style="background-color: #FFFFFF;">-</td> <td style="background-color: #C8E6C9;">✓✓</td> <td style="background-color: #FFFFFF;">-</td> <td style="background-color: #FFFFFF;">-</td> <td style="background-color: #FFFFFF;">-</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> • Side road access restrictions would reduce traffic flow in the area and therefore could lead to improved local air quality, however this could be countered by increased traffic elsewhere on the network and therefore no significant impacts are anticipated overall. • Side road access restrictions would reduce traffic flow in the area and therefore reduce the interaction (and subsequent risk of accidents) between active travel users and general traffic. • Side road access restrictions could lead to increased car journey times, which could generate negative economic impacts. However, it could contribute to reduced and more reliable journey times for active travel and bus users, with associated beneficial economic impacts. Further work, including quantification, is required as the study progresses to determine the economic impacts fully. Overall, assessed as neutral at this stage. • Side road access restrictions would not be anticipated to generate significant impacts in terms of integration. • Side road access restrictions could lead to minor accessibility improvements for active travel users and for bus users if journey times were improved as a result, however, access restrictions could generate potential negative impacts for people with restricted mobility. Overall, assessed as neutral at this stage. 					Environment	Safety	Economy	Integration	Accessibility & Social Inclusion	-	✓✓	-	-	-
Environment	Safety	Economy	Integration	Accessibility & Social Inclusion											
-	✓✓	-	-	-											
Implementability Criteria Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">Feasibility</th> <th style="background-color: #004A69; color: white;">Affordability</th> <th style="background-color: #004A69; color: white;">Public Acceptability</th> </tr> </thead> <tbody> <tr> <td style="background-color: #F44336;">High Risk</td> <td style="background-color: #66BB6A;">Low Risk</td> <td style="background-color: #F44336;">High Risk</td> </tr> </tbody> </table>					Feasibility	Affordability	Public Acceptability	High Risk	Low Risk	High Risk				
Feasibility	Affordability	Public Acceptability													
High Risk	Low Risk	High Risk													

O20: Close or restrict movements into side roads along the full length of King Street	
	<p>Key Points</p> <ul style="list-style-type: none"> Some access restrictions have been identified as part of other option proposals, however, a full review would be required, including a wide-reaching consultation process. There is a possibility that residents would object to stopping-up roads or introducing one-way systems when going through the TRO process, which could have a detrimental impact on option implementation timescales. Access restrictions should only be implemented on streets where an alternative access is provided and therefore a further study would be required on origins and destinations within this section of the study corridor. The impacts of re-routeing would also need to be understood. Implementation of side road access restrictions is not expected to incur significant capital or revenue costs and therefore, there is low risk to ACC in terms of affordability. There may be significant public acceptability concerns associated with implementation of side road access restrictions along King Street. King Street provides access to a high number of residential properties and a number of key destinations including Pittodrie and Aberdeen Sports Village and reduced access to these would not be anticipated to be well-received by the public.
Conflicting Options	None
Cost	£50k-£70k per location (dependent on whether other off-site works are required to accommodate closure or restriction).
Programme	Less than 2 years
Selection/Rejection	Select
Rationale	It is recommended that this option is progressed for further consideration. Whilst it has the potential to generate negative impacts in terms of economy and accessibility and social inclusion, it is considered that there would be benefit in exploring this option further to determine potential benefits (and costs). The impacts of re-routeing (and the impact of this in the context of the roads hierarchy) would also need to be understood.

Table 7.72: Option O22 Appraisal

O22: Implement 20mph speed restriction on Holburn Street															
Description	Implementation of a 20mph speed restriction on Holburn Street in line with its reduced priority in the adopted roads hierarchy.														
TPO Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">TPO1</th> <th style="background-color: #004A69; color: white;">TPO2</th> <th style="background-color: #004A69; color: white;">TPO3</th> <th style="background-color: #004A69; color: white;">TPO4</th> <th style="background-color: #004A69; color: white;">TPO5</th> </tr> </thead> <tbody> <tr> <td style="background-color: #C6E0B4;">✓</td> <td style="background-color: #C6E0B4;">✓✓</td> <td style="background-color: #F4CCCC;">-</td> <td style="background-color: #F4CCCC;">x</td> <td style="background-color: #C6E0B4;">✓</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> TPO1 – Reduced traffic speeds would be anticipated to encourage greater active travel use associated with improved feelings of safety. TPO2 – Reduced traffic speeds would reduce the convenience of private cars, thereby increasing the competitiveness of walking and cycling for short trips. TPO4 – Traffic calming measures would be anticipated to increase bus journey times. TPO5 – There could be minor benefits in terms of locking in the benefits of the AWPR if modal shift towards active travel could be achieved. No significant impacts are anticipated with regards TPO3. 					TPO1	TPO2	TPO3	TPO4	TPO5	✓	✓✓	-	x	✓
TPO1	TPO2	TPO3	TPO4	TPO5											
✓	✓✓	-	x	✓											
STAG Criteria Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">Environment</th> <th style="background-color: #004A69; color: white;">Safety</th> <th style="background-color: #004A69; color: white;">Economy</th> <th style="background-color: #004A69; color: white;">Integration</th> <th style="background-color: #004A69; color: white;">Accessibility & Social Inclusion</th> </tr> </thead> <tbody> <tr> <td style="background-color: #C6E0B4;">✓</td> <td style="background-color: #C6E0B4;">✓✓</td> <td style="background-color: #F4CCCC;">x</td> <td style="background-color: #F4CCCC;">-</td> <td style="background-color: #C6E0B4;">✓</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> Reduced traffic speeds would result in less efficient vehicle running, but it could make active travel more attractive and car less attractive, whilst also generating potential benefits in terms of noise reduction. Reduced traffic speeds would reduce the risk and severity of accidents. It may also encourage greater active travel use and could have knock-on benefits in terms of safety in numbers. Reduced traffic speeds would generate negative economic impacts associated with increased bus and car journey times. There may be some economic benefits associated with a modal shift towards active travel. Further work, including quantification, is required as the study progresses to determine the economic impacts fully. Assessed as a minor negative at this stage. Reduced traffic speeds would not be anticipated to generate significant impacts in terms of integration. Reduced traffic speeds may improve local accessibility by making active travel more attractive. 					Environment	Safety	Economy	Integration	Accessibility & Social Inclusion	✓	✓✓	x	-	✓
Environment	Safety	Economy	Integration	Accessibility & Social Inclusion											
✓	✓✓	x	-	✓											
Implementability Criteria Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">Feasibility</th> <th style="background-color: #004A69; color: white;">Affordability</th> <th style="background-color: #004A69; color: white;">Public Acceptability</th> </tr> </thead> <tbody> <tr> <td style="background-color: #F4CCCC;">Medium Risk</td> <td style="background-color: #6AA84F;">Low Risk</td> <td style="background-color: #F4CCCC;">Medium Risk</td> </tr> </tbody> </table>					Feasibility	Affordability	Public Acceptability	Medium Risk	Low Risk	Medium Risk				
Feasibility	Affordability	Public Acceptability													
Medium Risk	Low Risk	Medium Risk													

O22: Implement 20mph speed restriction on Holburn Street	
	<p>Key Points</p> <ul style="list-style-type: none"> • Implementation of a 20mph speed restriction on Holburn Street would require TROs, updated signage and some cooperation with Police Scotland on monitoring for enforcement. • Implementation of a 20mph speed restriction on Holburn Street is not expected to incur significant capital or revenue costs and therefore, there is low risk to ACC in terms of affordability. • Implementation of a 20mph speed restriction may generate some public acceptability concerns associated with increased journey times for traffic.
Conflicting Options	None
Cost	Less than £250k
Programme	Less than 2 years
Selection/Rejection	Select
Rationale	It is recommended that this option is progressed. Reduced traffic speeds would generate positive impacts against a number of the TPOs and STAG Criteria and could be implemented as a 'quick-win' for a relatively low cost.

Table 7.73: Option O23 Appraisal

O23: Reimagining of Holburn Street streetscape between Great Western Road and Holburn Junction															
Description	Reimagining of the Holburn Street streetscape between Great Western Road and Holburn Junction to provide priority for sustainable travel modes in line with adopted position in the roads hierarchy. This could include tightening side road junction radii and creating continuous footways across side road junctions and access points.														
TPO Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">TPO1</th> <th style="background-color: #004A69; color: white;">TPO2</th> <th style="background-color: #004A69; color: white;">TPO3</th> <th style="background-color: #004A69; color: white;">TPO4</th> <th style="background-color: #004A69; color: white;">TPO5</th> </tr> </thead> <tbody> <tr> <td style="background-color: #C6E0B4;">✓✓</td> <td style="background-color: #C6E0B4;">✓✓</td> <td style="background-color: #C6E0B4;">✓</td> <td style="background-color: #C6E0B4;">✓✓</td> <td style="background-color: #C6E0B4;">✓</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> • TPO1 – Streetscape interventions would look to prioritise movements for active travel users and public transport, which would be expected to increase the attractiveness of walking and cycling options. • TPO2 – Streetscape interventions would look to prioritise movements for active travel users and public transport, reducing the convenience of private cars. • TPO3 – Streetscape interventions would look to prioritise movements for active travel users and public transport, enabling reduced bus journey times and achieving growth in bus patronage. • TPO4 – Enhanced bus priority would be anticipated to reduce bus journey times. • TPO5 – Modal shift to bus and active travel would reduce the number of cars on the road, supporting the aims of locking in the benefits of the AWPR. 					TPO1	TPO2	TPO3	TPO4	TPO5	✓✓	✓✓	✓	✓✓	✓
TPO1	TPO2	TPO3	TPO4	TPO5											
✓✓	✓✓	✓	✓✓	✓											
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Environment	Safety	Economy	Integration	Accessibility & Social Inclusion											
✓	✓✓	✓	✓	-											

O23: Reimagining of Holburn Street streetscape between Great Western Road and Holburn Junction			
Implementability Criteria Appraisal	Summary		
	Feasibility	Affordability	Public Acceptability
	Low Risk	Medium Risk	Medium Risk
	Key Points		
	<ul style="list-style-type: none"> Streetscape interventions that look to prioritise movements for active travel users and public transport would require a reduction in the number of general traffic lanes between Great Western Road and Holburn Junction. A traffic modelling exercise and topographical survey would be required to determine available widths. Delivery of this option is considered to present a medium affordability risk to ACC. Further consideration of affordability would be required as the study progresses. There may be public acceptability concerns associated with the implementation of streetscape interventions due to the reduction in the number of general traffic lanes that would be required. However, this section of the corridor is included within the City Centre Masterplan area, which was subject to extensive consultation and has a key focus on improving the city centre as a place for people rather than traffic. 		
Conflicting Options	None		
Cost	Less than £250k		
Programme	Less than 2 years		
Selection/Rejection	Select		
Rationale	It is recommended that this option is progressed. Reimagining of the streetscape would generate positive impacts against all of the TPOs and a number of the STAG Criteria. Further work is required to understand the impact on general traffic and the existing available widths for intervention.		

Table 7.74: Option O25 Appraisal

O25: Implement right-turn ban at Holburn Street onto Justice Mill Lane					
Description	Implement right-turn ban at Holburn Street onto Justice Mill Lane.				
TPO Appraisal	Summary				
	TPO1	TPO2	TPO3	TPO4	TPO5
	-	-	-	-	-
Key Points					
<ul style="list-style-type: none"> No significant impacts are anticipated regarding TPO1, TPO2, TPO3, TPO4 and TPO5. 					
STAG Criteria Appraisal	Summary				
	Environment	Safety	Economy	Integration	Accessibility & Social Inclusion
	-	✓	-	-	-
Key Points					
<ul style="list-style-type: none"> Implementation of a right-turn ban from Holburn Street onto Justice Mill Lane would not be anticipated to generate significant impacts in terms of environment, economy, integration or accessibility and social inclusion. Implementation of a right-turn ban from Holburn Street onto Justice Mill Lane could generate minor safety improvements due to the reduced risk of collision at the junction. 					
Implementability Criteria Appraisal	Summary				
	Feasibility		Affordability		Public Acceptability
	Medium Risk		Low Risk		Low Risk
Key Points					
<ul style="list-style-type: none"> Implementation of a right-turn ban from Holburn Street onto Justice Mill Lane would require a TRO. A physical barrier could also be implemented to aid enforcement of the restriction (as was implemented as part of the Spaces for People interventions). Implementation of a right-turn ban from Holburn Street onto Justice Mill Lane is not expected to incur significant capital or revenue costs and therefore, there is low risk to ACC in terms of affordability. There are no significant public acceptability concerns associated with implementation of a right-turn ban from Holburn Street onto Justice Mill Lane. Access to Justice Mill Lane from Holburn Street has been closed throughout the COVID-19 pandemic as a result of Spaces for People interventions and therefore it is considered that road users have become accustomed to alternative routeing. 					
Conflicting Options	None				
Cost	Less than £250k				
Programme	Less than 2 years				
Selection/Rejection	Reject				
Rationale	It is not recommended that this option is progressed. It is not anticipated to generate any impacts against the TPOs developed for the study and is considered to have very limited impact on the STAG Criteria.				

Table 7.75: Option O28 Appraisal

O28: Implement width restriction on Holburn Street at Riverside Drive															
Description	Implement width restriction on Holburn Street at Riverside Drive to restrict HGV access.														
TPO Appraisal	Summary <table border="1" style="width:100%; text-align:center;"> <thead> <tr> <th>TPO1</th> <th>TPO2</th> <th>TPO3</th> <th>TPO4</th> <th>TPO5</th> </tr> </thead> <tbody> <tr> <td>✓</td> <td>-</td> <td>-</td> <td>✓</td> <td>-</td> </tr> </tbody> </table>					TPO1	TPO2	TPO3	TPO4	TPO5	✓	-	-	✓	-
	TPO1	TPO2	TPO3	TPO4	TPO5										
✓	-	-	✓	-											
Key Points <ul style="list-style-type: none"> TPO1 – The banning of HGVs on Holburn Street may improve the safety and attractiveness of active travel on the northern section of Holburn Street. TPO4 – The banning of HGVs on Holburn Street (north of Riverside Drive) may result in minor benefits for public transport journey times and reliability by removing some vehicles from the northern section of Holburn Street. No significant impacts are anticipated with regards TPO2, TPO3 and TPO5. 															
STAG Criteria Appraisal	Summary <table border="1" style="width:100%; text-align:center;"> <thead> <tr> <th>Environment</th> <th>Safety</th> <th>Economy</th> <th>Integration</th> <th>Accessibility & Social Inclusion</th> </tr> </thead> <tbody> <tr> <td>-</td> <td>✓</td> <td>-</td> <td>-</td> <td>-</td> </tr> </tbody> </table>					Environment	Safety	Economy	Integration	Accessibility & Social Inclusion	-	✓	-	-	-
	Environment	Safety	Economy	Integration	Accessibility & Social Inclusion										
-	✓	-	-	-											
Key Points <ul style="list-style-type: none"> The banning of HGVs on Holburn Street would not be anticipated to generate significant impacts in terms of environment, economy, integration or accessibility and social inclusion. The banning of HGVs on Holburn Street (north of Riverside Drive) may lead to increased feelings of safety for active travel users on Holburn Street. 															
Implementability Criteria Appraisal	Summary <table border="1" style="width:100%; text-align:center;"> <thead> <tr> <th>Feasibility</th> <th>Affordability</th> <th>Public Acceptability</th> </tr> </thead> <tbody> <tr> <td>Medium Risk</td> <td>Low Risk</td> <td>Low Risk</td> </tr> </tbody> </table>					Feasibility	Affordability	Public Acceptability	Medium Risk	Low Risk	Low Risk				
	Feasibility	Affordability	Public Acceptability												
Medium Risk	Low Risk	Low Risk													
Key Points <ul style="list-style-type: none"> Implementation of a width restriction on Holburn Street at Riverside Drive would require a TRO and a further study on freight movements would be recommended. Delivery of this option would also require implementation of associated signage. Implementation of a width restriction on Holburn Street at Riverside Drive is not expected to incur significant capital or revenue costs and therefore, there is low risk to ACC in terms of affordability. There are no significant public acceptability concerns associated with this option. 															
Conflicting Options	None														
Cost	Less than £250k														
Programme	Less than 2 years														
Selection/Rejection	Select														
Rationale	It is recommended that this option is progressed for further consideration. It would be anticipated to provide minor benefits against some of the TPOs and STAG Criteria. Further work is required to understand any unintended routeing consequences that could occur as a result of the restriction.														

Table 7.76: Option O29 Appraisal

O29: Review the layout of Garthdee Roundabout					
Description	Review the layout of Garthdee Roundabout, including consideration of conversion to signalised junction, allowing bus priority measures and enhanced pedestrian and cycle provision to be introduced.				
TPO Appraisal	Summary				
	TPO1	TPO2	TPO3	TPO4	TPO5
	✓✓	✓	✓	✓✓	✓✓
	Key Points				
	<ul style="list-style-type: none"> • TPO1 – Improving active travel provision at the Garthdee Roundabout would be anticipated to provide moderate benefits against TPO1 due to the safety benefits to active travel users that junction signalisation would bring. • TPO2 – Reviewing the layout of Garthdee Roundabout such that priority is enhanced for active travel and public transport is likely to cause delays to general traffic, which may reduce the attractiveness of the private car for short trips. • TPO3 – Enhanced bus priority through a key junction such as Garthdee Roundabout would be anticipated to reduce bus journey times such that more people could be encouraged to travel by bus. • TPO4 – Enhanced bus priority through a key junction such as Garthdee Roundabout would be anticipated to reduce bus journey times and improve reliability. • TPO5 – Enhanced bus priority through a key junction such as Garthdee Roundabout would contribute towards locking in the journey time benefits of the AWPR for public transport. 				
STAG Criteria Appraisal	Summary				
	Environment	Safety	Economy	Integration	Accessibility & Social Inclusion
	-	✓✓	-	✓	✓✓
	Key Points				
	<ul style="list-style-type: none"> • Enhanced bus and active travel priority through Garthdee Roundabout would be anticipated to reduce bus journey times, which could lead to modal shift and associated environmental benefits in terms of air quality improvements. However, it may cause delays and congestion amongst general traffic, which could have detrimental impacts on air quality. Overall, assessed to be neutral at this stage. • Enhanced active travel provision through Garthdee Roundabout would improve perceptions of safety and would reduce the risk between different types of road user, particularly given the uncontrolled nature of the existing roundabout. • Enhanced bus and active travel priority through Garthdee Roundabout would be anticipated to reduce bus journey times, which could generate economic benefits. However, there could be congestion associated with reduced priority for general traffic, which could generate negative economic impacts. Overall, assessed to be neutral at this stage. • Enhanced bus and active travel priority through Garthdee Roundabout would support integration of the active travel network and support policy integration by encouraging more trips to be undertaken sustainably. • Enhanced bus and active travel priority through Garthdee Roundabout would be anticipated to reduce bus journey times which would enhance accessibility for bus 				

O29: Review the layout of Garthdee Roundabout							
	users and would improve existing travel options for people without access to a car. Improved active travel provision would also reduce severance and increase local accessibility for those walking and cycling.						
Implementability Criteria Appraisal	<p>Summary</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="background-color: #004A69; color: white;">Feasibility</th> <th style="background-color: #004A69; color: white;">Affordability</th> <th style="background-color: #004A69; color: white;">Public Acceptability</th> </tr> </thead> <tbody> <tr> <td style="background-color: #C00000; color: white;">High Risk</td> <td style="background-color: #C00000; color: white;">High Risk</td> <td style="background-color: #C00000; color: white;">Medium Risk</td> </tr> </tbody> </table> <p>Key Points</p> <ul style="list-style-type: none"> Changes to the layout of Garthdee Roundabout would require a traffic modelling exercise to be undertaken and a complete redesign of the roundabout. In addition, a topographical survey should be undertaken to confirm the available widths. As the proposed intervention is on a major roundabout on a busy bus and HGV route, a freight study should also be undertaken. Delivery of this option is considered to present a high affordability risk to ACC due to the anticipated high capital cost and uncertainty over appropriate funding streams for support. Further consideration of affordability would be required as the study progresses. There may be some public acceptability concerns associated with changes to the layout of Garthdee Roundabout, particularly in terms of reduced priority for general traffic, which could cause delays at the junction. 	Feasibility	Affordability	Public Acceptability	High Risk	High Risk	Medium Risk
	Feasibility	Affordability	Public Acceptability				
High Risk	High Risk	Medium Risk					
Conflicting Options	None						
Cost	Over £2m						
Programme	2-5 years						
Selection/Rejection	Select						
Rationale	It is recommended that this option is progressed. It has the potential to perform well against a number of the TPOs and STAG Criteria. Further work is required to understand the impact on general traffic through the junction.						

8. Summary and Next Steps

8.1 Introduction

This study has set out a STAG-based appraisal of options for improving transport connections (particularly public transport and active travel connections) from the P&R in Ellon, Aberdeenshire to the Garthdee Road corridor in Aberdeen City, and on related public transport routes.

This summary section confirms the options proposed to be rejected from further assessment – and those recommended to progress to further (detailed) appraisal in line with STAG.

8.2 Rejected Options

It is recommended that the following options are rejected from further consideration based on the findings of the appraisal.

Table 8.1: Options Rejected from Further Consideration

Ref	Option Title	Rationale for Rejection
AT12	Extend the Ellon Road shared use path on the west side of the carriageway to the Bridge of Don	Whilst it has the potential to deliver minor benefits against TPO1 and minor safety and accessibility and social inclusion benefits, shared use infrastructure is less likely to generate modal shift than segregated infrastructure. Furthermore, delivery of this option would require redistribution of the carriageway, incurring significant cost and being a lower priority for funding from Sustrans as it is focussed on shared use rather than segregated facilities.
AT26	Implement active travel route via a fully segregated active travel bridge across the River Don	It is recommended that Option AT26 is rejected from further appraisal at this time. Option AT23 may afford a similar level of enhancement for active travel across the Bridge of Don but at a lower carbon footprint due to re-use of existing infrastructure.
AT28	Implement a crossing point for active travel users to the north of the Bridge of Don	It is not considered that an additional crossing point would be required if crossing facilities are provided at Balgownie Road as part of AT17. Mapping of pedestrian desire lines should be undertaken through progression of AT17 to ensure crossing facilities are provided in the most appropriate location.
BU3	Review of bus stop provision on the corridor	It is not considered to perform well against the TPOs or STAG Criteria and it would be anticipated to generate public acceptability concerns. Furthermore, feedback from bus operators indicated that the number of bus stops (e.g. on King Street) has been a benefit to operations overall.
BU24	Implement bus or bus/trial high occupancy vehicle lane on the Bridge of Don	It is estimated that around 2,000 vehicles travel over the Bridge of Don on-way during peak periods. According to the DMRB and based on the lane widths, the link capacity is 1,600-1,800 vehicles. Thus, the bridge would be severely over capacity if general traffic was to be limited to one lane.
BU38	Review the layout of the Union Grove Junction	It would not be anticipated to generate a significant impact on the TPOs developed for the study or the STAG Criteria and there could be public acceptability concerns if the changes were to result in junction capacity issues at Union Grove.
BU47	Review priorities at the Auchinyell Road junction	Whilst it has the potential to provide minor journey time benefits for buses, it has a limited impact on the other TPOs and on the STAG Criteria.
O1	Review road signage on the corridor	A review of road signage in line with the adopted roads hierarchy would not be expected to have a notable impact on any of the TPOs developed for this study and would be anticipated to have a limited impact against the STAG Criteria. It is recommended that this should be undertaken on a city-wide basis to ensure changes implemented through the AWPR City Sign Alterations project are in line with the adopted roads hierarchy.
O7	Implement dual carriageway on A90(T) Ellon Bypass	It is recommended that this option is rejected from further consideration as it is outwith the scope of the Ellon P&R to Garthdee Study and there is currently no clear delivery pathway for this scale of investment on the trunk road network. However, it

Ref	Option Title	Rationale for Rejection
		is recommended that ACC works with partners to explore how this option may be progressed separately - there would be an opportunity in due course to ascertain how the benefits of any trunk road improvement at Ellon can complement the options moving forward in the Ellon P&R to Garthdee Study.
O25	Implement right-turn ban at Holburn Street onto Justice Mill Lane	It is not anticipated to generate any impacts against the TPOs developed for the study and is considered to have very limited impact on the STAG Criteria.

8.3 Selected Options

Based on the findings of the appraisal, the remaining options have been categorised into short, medium and long-term options in the table below. Timescales are based on the following assumptions:

- Short-term – less than 2 years;
- Medium-term – 2-5 years; and
- Long-term – more than 5 years.

The selected options are included in the schematic diagrams that are presented as part of [Appendix E](#). It should be noted that the options presented in [Table 8.3](#) are not included within these diagrams as the timescale is considered to be dependent on the delivery of infrastructure measures.

Table 8.2: Programme of Selected Options

Ref	Option Title	Timescale
AT2	Improve signage for active travel	Short
AT14	Implement a crossing point for active travel users on Ellon Road south of Murcar Roundabout.	Short
AT20	Maintain and improve cycle parking provision at Bridge of Don Park and Ride	Short
AT21	Improve active travel access to Bridge of Don Park and Ride	Short
AT39	Tighten junction radii and reduce side road width along the full length of King Street	Short
AT47	Improvements to access point to the Deeside Way on Holburn Street.	Short
AT53	Reduce traffic speeds on Garthdee Road	Short
AT55	Provide crossing facility on Garthdee Road at Gray's School of Art.	Short
BU10	Extend bus lane hours of operation on the corridor	Short
BU11	Improve bus lane enforcement on the corridor	Short
BU13	Review opportunities to utilise Intelligent Transport Systems (ITS) to aid bus priority along the study corridor	Short
BU30	Review the layout of the Regent Walk junction	Short
BU31	Review the layout of the Orchard Street/Linksfield Road junction, including consideration of signal timings	Short
BU32	Review the layout of the Mounthooly Way junction	Short
BU33	Review the layout of the West North Street junction	Short
BU37	Review the layout of Holburn Junction	Short
BU39	Review the layout of the Great Western Road junction, including consideration of signal timings	Short
BU41	Review Holburn Street/Broomhill Road Junction	Short
O14	Application of red route clearway restrictions along the full length of King Street	Short
O17	Review the routeing of freight at the Mounthooly Way junction	Short
O18	Implement traffic calming measures on King Street to the south of Mounthooly Way	Short
O20	Close or restrict movements into side roads along the full length of King Street	Short

Ref	Option Title	Timescale
O22	Implement 20mph speed restriction on Holburn Street	Short
O23	Reimagining of Holburn Street streetscape between Great Western Road and Holburn Junction	Short
O28	Implement width restriction on Holburn Street at Riverside Drive	Short
AT11	Implement active travel route via local residential network to the west of the study corridor	Medium
AT15	Improve active travel provision at the Ellon Road/Parkway junction	Medium
AT17	Improve active travel facilities at the Ellon Road/Balgownie Road junction	Medium
AT33	Implement active travel route via Beach Esplanade	Medium
AT34	Implement active travel route via Golf Road and Park Road	Medium
AT38	Create protected junction at King Street/West North Street junction for cyclists <i>(subject to implementation of Option AT30 to ensure cohesive network)</i>	Medium
AT44	Implement active travel route via Bon Accord Terrace and Hardgate	Medium
AT45	Create protected junction at Holburn Street/Great Western Road junction for cyclists <i>(subject to implementation of Option AT41 to ensure cohesive network)</i>	Medium
AT54	Widen narrow footways on Garthdee Road	Medium
AT58	Upgrade the junction at Asda/Garthdee Road to improve cycle provision	Medium
AT59	Upgrade the junction at Sainsbury's/Garthdee Road to improve cycle provision	Medium
BU20	Implement upgrades to the Ellon Road/Parkway junction to improve northbound bus priority	Medium
BU22	Reconfigure access/egress from Bridge of Don Park and Ride to Ellon Road	Medium
BU23	Implement junction upgrades at the Ellon Road/North Donside Road junction to improve bus priority from North Donside Road	Medium
BU25	Implement bus lane for the full length of King Street between Bridge of Don and Castle Street	Medium
BU40	Review the layout of the Great Southern Road Roundabout	Medium
O2	Review and revalidation of the SCOOT system	Medium
O4	Upgrade A90(T)/B9005 Roundabout	Medium
O29	Review the layout of Garthdee Roundabout	Medium
AT3	Implement long distance active travel route between Ellon and Murcar	Long
AT8	Implement segregated cycleway between Murcar and Bridge of Don	Long
AT23	Implement segregated cycleway on the Bridge of Don	Long
AT30	Implement segregated cycleway on King Street <i>(subject to review of additional land take requirements)</i>	Long
AT41	Implement segregated cycleway on Holburn Street <i>(subject to review of additional land take requirements)</i>	Long
AT48	Implement segregated cycleway on Garthdee Road	Long
BU12	Implement Aberdeen Rapid Transit connecting Kingswells to Bridge of Don	Long
BU18	Implement bus lane between Murcar Roundabout and the Bridge of Don	Long
BU36	Implement bus lane for the full length of Holburn Street between Holburn Junction and Garthdee Roundabout	Long

In addition to the above, there are a number of supporting bus options that could be implemented within relatively short timescales. However, feedback from bus operators indicated that infrastructure measures should be the priority and a view on supporting measures can be taken once infrastructure is in place. Therefore, it is recommended that the options outlined in the table below are long-term but could be implemented within a period of two years.

Table 8.3: Supporting Bus Measures

Ref	Option Title
BU1	Review ticketing structure
BU2	Review bus stop infrastructure on the corridor
BU4	Review how accessibility is being provided on vehicles operating on the corridor
BU5	Fare improvements delivered through a BSIP
BU6	Frequency improvements delivered through a BSIP
BU7	Quality improvements delivered through a BSIP
BU9	Enhance bus monitoring capability
BU17	Improve service provision in the settlements between Ellon and Aberdeen

8.4 Next Steps

It is recommended that ACC reviews the outcome of the option appraisal with a view to determining which of the 'quick wins' may be suitable for early implementation as a result of this study.

Thereafter, detailed appraisal of the remaining selected options should be undertaken to further understand the scale of impacts against the TPOs, STAG and Implementability criteria – and whether option packaging may further support their deliverability. The identification of short, medium and long-term actions in this study should assist in this regard.

Quantification of option impacts and further understanding of bus and active travel option compatibility across the corridor will allow ACC to determine a holistic approach for bringing forward interventions on the Ellon to Garthdee corridor.

ABERDEEN CITY COUNCIL

COMMITTEE	City Growth and Resources
DATE	03 February 2022
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Bus Partnership Fund Update
REPORT NUMBER	COM/22/018
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 Note the progress of the delivery of this grant;
- 2.2 Note that officers will 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, given the long term nature of the project, to bring back update reports on a quarterly basis.

3. BACKGROUND

- 3.1 Reference is made to the meeting of the City Growth and Resources Committee of 10 November 2021 wherein the Committee considered the report 'Bus Partnership Fund Bid – COM/21/254' and resolved:

- (i) Note the progress of the delivery of this grant;
- (ii) 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
- (iii) Instruct the Chief Officer – Strategic Place Planning to prepare reports on the progress of the delivery of this grant and that they be submitted to the Committee for consideration.

3.2 The below table provides an update on the status of all Bus Partnership Fund projects as of November 2021.

Project	Current Stage	Progress
BPF004-1 A90 Ellon to Garthdee	Completion of STAG (Scottish Transport Appraisal Guidance) appraisal and identification of preferred options	Consultation completed and final appraisal report along with supporting documents submitted to Transport Scotland. Bus Partnership Fund deliverables Gateway Review Workshop took place in December 2021. Study outcomes and recommendations for next steps are included in a separate report for this project on the Agenda.
BPF004-3 A96 Inverurie to Aberdeen	Completion of STAG appraisal and identification of preferred options	Options appraisal works are currently ongoing. Next steps will be to conclude options appraisal works, start the Quantified Impacts and Cost Benefit Analysis, as well as the STAG options appraisal summary tables and further stakeholder engagement.
BPF004-5 A944/A9119 Westhill to Aberdeen	Completion of STAG appraisal and identification of preferred options	Option development and appraisal work has continued, with an internal stakeholder workshop taking place in November 2021. Option development and appraisal work to continue, with engagement and site visits due to take place early 2022.
BPF004-7 A92 Stonehaven to Aberdeen	Completion of STAG appraisal and identification of preferred options	Project Inception complete with review of Existing Studies and Policy Review completed in December 2021. Option appraisal to commence early 2022.
BPF004-9 City Centre	Outline Business Case development	The Phase 1 City Centre Masterplan (CCMP) Traffic Management Plan has been completed and the outcomes agreed by this Committee in November. Phase 2 works are currently being scoped with commencement to take place early 2022.
BPF004-11 Aberdeen Rapid Transit	Completion of Case for Change	Case for change activities ongoing, drawing heavily on work already done to date but also including a review of existing / planned Bus Rapid Transit Schemes elsewhere; Problems and Opportunities; Policy Review; and consideration of Transport Planning Objectives (TPOs). A mind-mapping

		workshop was held with partners of the Bus Alliance in November 2021. Discussion with client team on option generation is progressing. Next steps are to continue case for change activities including the review of other schemes and development of TPOs. Option generation and some initial appraisal will be carried out in parallel to some of the case for change activities.
BPF004-13 South College Street	Design and Preparation	Single Procurement Document process has been concluded and main works tenderers selected. Next steps are to complete the off street car park access agreement, issue the main works tender and complete the design.
BPF004-14 Comms and Engagement	Scoping	The scope has been identified and circulated within the Bus Partnership Fund Working Group. Next steps are to liaise with marketing and comms teams at the councils and Nestrans to understand how this commission would be managed, how it fits with wider marketing & comms activities and to develop the consultancy brief for issue in early 2022.
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 and the first claim was received from Transport Scotland in December 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.
- 4.4 The first financial claim of £55,749.42 was processed and paid on 10th December 2021.

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	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.

	subject to statutory objection.		
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	M	Work with partners to deliver the projects within the grant award and continue to work in partnership to maximise

	are a significant contributor so increasing sustainable travel will be necessary to achieving this sector's required reduction.		'match in kind' to add value to this grant in terms of meeting the strategic objectives of partners and Transport Scotland.
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7. OUTCOMES

<u>COUNCIL DELIVERY PLAN</u>	
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: 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. 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.
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
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9. BACKGROUND PAPERS

[City Growth and Resources Committee 12 November 2021 Combined City and Beach Report Item 4](#)

[City Growth and Resources Committee 10 November 2021 Bus Partnership Fund Item 18](#)

[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	3 February 2022
EXEMPT	The covering report is not exempt, however the content of Appendices A, B, C, D & E are exempt under paras 6, 8 and 9 of Part I of Schedule 7A to the Local Government (Scotland) Act 1973.
CONFIDENTIAL	No
REPORT TITLE	Aberdeen Hydrogen Hub Strategic Partnership - Contract Award/Approval of Joint Venture
REPORT NUMBER	COM/22/031
DIRECTOR	Gale Beattie
CHIEF OFFICER	Craig Innes
REPORT AUTHOR	Barry Davidson / Andrew Collins
TERMS OF REFERENCE	1.1, 2.1.1, 3.3, 4.1

1. PURPOSE OF REPORT

- 1.1 To seek a range of approvals with the objective of Aberdeen City Council entering into a Joint Venture with BP International Limited (“bp”) to deliver the Aberdeen Hydrogen Hub (“AHH”) Strategic Partnership (the “Project”).
- 1.2 To provide details on the proposed Joint Venture structure, governance, obligations, associated risks and the return on investment expected to the Council through participation in the Joint Venture.

2. RECOMMENDATION(S)

That the Committee:

Contract Award / Approval of Joint Venture

- 2.1 Subject to compliance with subsidy control legislation, an ongoing analysis of which is currently being undertaken, approves the appointment of BP International Limited (“bp”) as Joint Venture partner to deliver the Aberdeen Hydrogen Hub Strategic Partnership following a public procurement procedure, and subject to the budget approval in 2.4;
- 2.2 Authorises the Head of Commercial and Procurement to conclude and sign the Legal Agreements (as detailed in Appendix D) with bp, and to negotiate and agree any changes to them he considers to be necessary or desirable, subject to the budget approval in 2.4;
- 2.3 Authorises the Head of Commercial and Procurement to undertake or instruct any other actions, and the entering into of any other contracts and/or

documentation, that he considers to be necessary or desirable in connection with the setting up and operation of the Joint Venture;

Finance

- 2.4 Approves the Business Case for the Strategic Partnership included at Appendix B, and notes the Council's share of the estimated capital investment in the Joint Venture relating to Phase 1 of the AHH, and the seed funding investment to support the delivery of community benefits, supply chain development and training and skills and refers this to the Council's budget process;
- 2.5 Authorises the Head of Commercial and Procurement to spend up to £160k in 2021/22 in support of Recommendation 2.3, to be funded from the underspend on the 2021/22 General Fund Capital Programme;

Governance

- 2.6 Notes the Joint Venture structure in Appendix D and approve the proposed name of the separate legal entity to be incorporated and registered with Companies House;
- 2.7 Notes the summary of obligations of the Council in relation to the Joint Venture in Appendix D;
- 2.8 Notes the summary of the key provisions of the Joint Venture Legal Agreements in Appendix D in relation to Council Shareholder approvals and delegates authority to the Director of Resources to discharge the Shareholder Reserved Matters stated in Appendix D on behalf of the Council;
- 2.9 Notes that the Shareholder Reserved Matters **not** included in the Recommendation 2.8 above and that would require to be referred back to Committee for a decision include:
 - a) changing the share capital and distributions;
 - b) changes outside normal course of JVCo business;
 - c) funding approval for Projects not already included in the Council budget;
 - d) winding up the JVco;
- 2.10 Notes the key provisions of the Joint Venture Legal Agreements in Appendix D in relation to Council Director approvals and approves the appointment of the Director of Resources, and the Director of Commissioning as Directors of the JVCo to undertake the Director functions stated in Appendix D;
- 2.11 Notes that the Council's investment in JVCo expected to commence in 2021/22 will be incorporated into the Council's Group Accounts and subject to the statutory Annual Accounts and Audit process;
- 2.12 Instructs the Director of Resources and Director of Commissioning to continue discussions with Aberdeen Heat and Power regarding future opportunities for integrating hydrogen into District Heating and report the outcomes to a future meeting of this Committee; and

Site Selection

- 2.13 Notes in principle the proposed sites in Appendix E (together with the associated planning risks) for the solar park array and the hydrogen production and refuelling facility and instructs the Chief Officer City Growth, in consultation with the Chief Officer Corporate Landlord to provide an update on Site Selection and any associated commercial terms at the next meeting of this Committee.

3. BACKGROUND

- 3.1 Aberdeen City Council, in partnership with Opportunity North East (ONE) and Scottish Enterprise (SE), appointed Element Energy in 2019 to review the business case for the hydrogen sector in Aberdeen following successful pilot projects – including the Aberdeen hydrogen bus project and Council fleet deployment – but continuing market failure for wider commercial adoption of hydrogen.
- 3.2 The report concluded that collating hydrogen demand across fleets, increasing production and supply of green hydrogen by connecting to large scale renewable generators, and coordinating supply chain and training could lower the price of hydrogen and catalyse use by other growth sectors seeking to decarbonise (heat, industry, maritime, rail etc). This would then create significant economic opportunities as part of an energy transition in North East Scotland; unlocking new economic opportunities worth upwards of £700m gross value added to Scotland's economy by 2030, as well as thousands of high-value jobs in Aberdeen and the surrounding region.
- 3.3 This concept of a commercial hydrogen production, storage and distribution facility in Aberdeen powered by renewable energy, with associated training and supply chain support to facilitate uptake by fleet, heat, industry, export etc. has become known as the AHH.
- 3.4 It is envisaged that the AHH will be developed in three phases in response to growing demands for hydrogen:
- Phase 1: initial production for public sector consumption including the provision of a resilient, cost effective supply of hydrogen on a commercial basis to the market to support both existing and proposed transport projects.
 - Phase 2: expansion in the short to medium term to connect to larger volume utilisation of hydrogen - rail, trucks and marine use.
 - Phase 3: hydrogen for heat and export. Whole system approach to supply and demand. Innovation, skills and transition hub to support expansion of the local supply chain. Pursue the ambition for Aberdeen to be the centre of a brand-new energy production business, exporting hydrogen to the world. Recent ScotWind announcements may support the future delivery of Phase 3.
- 3.5 In June 2020, the Hydrogen Hub concept was adopted into the City Council's Energy Transition and Strategic Infrastructure Plans as part of a net zero vision.

The concept was also presented to the Scottish Government who announced they would support the AHH delivery with a £15m contribution from their newly established Energy Transition Fund – allocated to hydrogen fleet deployments to generate ‘anchor demand’ (bus and Council), hydrogen infrastructure (production and distribution), feasibility for heat and rail applications (future demand), and hydrogen training/supply chain developments, therefore stimulating private sector entry into this market where market failure had previously existed.

- 3.6 The vision for the AHH aligns with the UK Government’s recent UK Hydrogen Strategy publication which sets out the approach to develop a thriving low carbon hydrogen sector in the UK with an ambition to generate 5GW of renewable and low carbon hydrogen by 2030 and the Scottish Government’s Hydrogen Policy Statement and Draft Hydrogen Action Plan, which both pitch Scotland to become a leading hydrogen nation in the production of reliable, competitive, sustainable hydrogen.

Previous Committee Decisions in relation to the AHH

- 3.7 On 28 October 2020 (COM/20/185) the Council instructed the Chief Officer - City Growth following consultation with the Chief Officer - Finance, Head of Commercial and Procurement Services and the Chief Officer - Governance to identify the optimum investment and delivery model for the production, storage and distribution of renewable hydrogen for Aberdeen.
- 3.8 On 10 March 2021 (RES/21/055) the Council authorised the Chief Officer - City Growth, in consultation with the Head of Commercial and Procurement, to undertake a procurement exercise for the appointment of a partner to deliver the hydrogen hub programme and agreed in principle to a sum of £19.4million over the financial years 2021/22 and 2022/23 for a hydrogen production facility on completion of the procurement exercise to secure a joint venture partner for the hydrogen hub programme.
- 3.9 On 25 October 2021 (COM/21/269) the Council’s Urgent Business Committee approved the appointment of bp as the preferred bidder for the AHH Joint Venture.

The AHH Procurement Process

- 3.10 In order to assess the market interest in a joint venture partner for the AHH, a market sounding exercise was held using a Prior Information Notice (PIN) published in December 2020 using the Public Contracts Scotland and EU tender ePortals (ref. number 2020/S 251-634174).
- 3.11 This PIN exercise resulted in the receipt of 27 expressions of interest and during subsequent interviews with a cross section of respondents, the exercise concluded that there was considerable interest from investors in opportunities to inject finance into green hydrogen schemes; that a Joint Venture structure was deemed attractive to the market as it capitalises on a mix of public sector and private sector strengths; and that the Council’s anchor demand

for hydrogen for buses is a 'game changer' in relation to kick starting a new supply location for hydrogen in a developing market.

- 3.12 Following on from the soft market testing, a contract notice was published on 22 June 2021 using the Public Contracts Scotland and Find a Tender service ePortals (reference 14187-2021 2021/S 000-014187) and used the competitive dialogue process pursuant to Public Contracts (Scotland) Regulations seeking a Joint Venture partner for an initial term of 10 years plus 2 x 5 year extension options. The Council received 98 notes of interest in the opportunity.
- 3.13 The competitive dialogue procedure was chosen because the complexity, legal and financial makeup of the Joint Venture partnership and the risks which are attached to these are such that the contract cannot be awarded without prior negotiation. The competitive dialogue procedure was selected in preference to the competitive procedure with negotiation because the complexity of the requirement (and the time period available for the tender period) did not allow sufficient time for the tenderers to prepare an initial tender.
- 3.14 On closure and receipt of the mandatory Single Procurement Documents the Council received 10 submissions which were evaluated and ranked, with the top three being invited to participate in dialogue.
- 3.15 The dialogue process included bidders submitting first draft tender documents prior to commencement of dialogue meetings, allowing meetings to be focused on the issues raised by those submissions and a dynamic and flexible approach to dialogue which focused on resolving issues rather than formal pre-set meets and agendas prior to requesting final tenders.
- 3.16 The final tenders were evaluated against a weighted scoring process to identify a long term strategic partner to work with the Council to deliver a business plan which will realise the Council's AHH concept and meet the Council and Non-Contracting Authorities' requirements for hydrogen. The following criteria were assessed as part of the evaluation:
- The Legal Agreements;
 - The Joint Venture Business Plan;
 - The Procurement and Development of an Infrastructure Business Plan;
 - The Operations and Maintenance Business Plan;
 - The Resourcing, funding and financing of the Joint Venture Business Plan;
 - The Supply Chain Development and Training delivery Business Plans;
 - The Economic Development and delivery Business Plan; and
 - Price submission.
- 3.17 bp was selected as the preferred bidder at the conclusion of this process (please refer to Appendices A, C and E for further details on the preferred bidder's submission; a comparison of the preferred bidder's solution against the stated Council objectives for the AHH and a summary of project risks).
- 3.18 On 27 August 2020 the Council entered into a Memorandum of Understanding ("MoU") with bp that provides a framework for cooperation to help the Council

achieve the goals under the Strategic Infrastructure Plan – Energy Transition, “the SIP”, approved by the Council in May 2020. The MoU clearly states that if there are any commercial opportunities that arise from that work, these will be governed separately. To ensure there was no conflict between the MoU and the Council’s procurement of a development partner for the Aberdeen Hydrogen Hub, work on any conflicting hydrogen activity was postponed until the procurement was complete, and progress will now be governed through this Joint Venture process.

4. FINANCIAL IMPLICATIONS

- 4.1 Appendix B includes details of the expected capital investment required of the Council by the Joint Venture and the anticipated return on investment.
- 4.2 Individual projects (including future phases) undertaken by the Joint Venture will require further business cases, including their funding solutions, to be presented to the Joint Venture Board, (and relevant Council Committee where additional funding is required), for approval before proceeding. The Council may be able to access external funding opportunities in support of this activity that the Joint Venture would otherwise be unable to access e.g. Green Growth Accelerator, Energy Transition Fund etc. Further funding opportunities will be explored by Council officers on a project by project basis. Current Scottish Government funding is outlined in the Executive Summary of Appendix B.
- 4.3 If JVCo decides not to proceed with the Project at the point of final investment (expected to be in Q1 2023), the Council would be unlikely to see any return for the equity investment from the first two years of the Project as outlined in Appendix B.

5. LEGAL IMPLICATIONS

- 5.1 The Council has received consent from Scottish Government to act as a trading operation through its investment in JVCo under Section 1A of the Local Authorities (Good and Services) Act 1970.
- 5.2 The Legal Agreements are described in Appendix D (comprising a Shareholders Agreement, Articles of Association, Management Services Agreement and Hydrogen Supply Framework Agreement). The competitive dialogue process allows bidders to propose amendments to the Legal Agreements during dialogue, and these were accepted or rejected depending on the known or perceived transfer of risk involved.
- 5.3 The bids were then evaluated on the basis of the extent to which amendments to the Legal Agreements taken as a whole, represent:
 - i. in the case of the Shareholders Agreement and Articles of Association, robust shareholder provisions which will allow the Council to protect its investment and ensure the delivery of the Joint Venture's purpose; and
 - ii. in the case of the Hydrogen Supply Framework Agreement, transfer of risk to or from the Council and/or any dilution of the provisions under that

agreement which ensure delivery of best value hydrogen supply to the Council and the Non-ACC Contracting Authorities permitted to call-off under the framework and/or incentivise performance.

- 5.4 The legal and commercial implications related to the establishment and operation of the Joint Venture are provided in Appendix D of this report.
- 5.5 Relevant Director training will be provided by JVCo as part of a 100 days kick-off plan following incorporation of JVCo.
- 5.6 The Council is complying with its obligations in relation to market abuse regulations governing the bonds listed on the London Stock Exchange.
- 5.7 bp has been formally accredited as a Living Wage Employer by the Living Wage Foundation.

6. MANAGEMENT OF RISK

- 6.1 The recommendations contained within this report and the assessment of risk contained within the table below have been carefully considered against the Council's Risk Appetite Statement. The proposals set out in the recommendations are consistent with the Council's approved risk appetite statement.
- 6.2 The risks in this report reflect the risk of entry/non-entry into the Joint Venture. Appendix B addresses the risk to the Council's investment in the Joint Venture, and Appendix E provides a summary of all risks identified during the procurement, all at the time of writing.
- 6.3 Following the formal establishment of the Joint Venture, JVCo will be responsible for identifying risks, proposing mitigations, the monitoring of risks and the subsequent reporting of risks in a format agreeable to both the Council and bp. The risks to JVCo and associated controls and control actions will evolve as the AHH progresses through the three phases set out in section 3.4 above.
- 6.4 The risk ratings specified reflect the risk level post-mitigation assuming the mitigation actions identified will be implemented and completed.
- 6.5 It is anticipated that Management accounts and annual performance reporting of JVCo will both be reported back to CG&R Committee.

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
Strategic Risk	If the Joint Venture is not accepted there is a risk of losing first mover advantage in the hydrogen market.	L	Approve the recommendations within this committee report.

	The AHH will support the outputs specified in the 2020 Strategic Infrastructure Plan and support the Energy Transition vision, emissions reduction and net zero aspirations of the City and Region.		
Compliance	Compliance with relevant commercial legislation including trading, procurement and Subsidy Control.	L	<p>The Council has received consent from Scottish Government to act as a trading operation through its investment.</p> <p>Legal and procurement advice has been provided throughout the Project to ensure the procurement process followed was compliant with the terms of the Public Contracts (Scotland) Regulations 2015.</p> <p>Full legal review of funding proposals for compliance with subsidy control requirements/grant conditions to be completed prior to Contract award.</p>
Operational	Lack of hydrogen supply for vehicles in the City. With the commitments the Council has made to vehicles (buses, Council fleet, etc) there is a danger that demand will exceed supply. This will either delay the roll out of our h2 fleet programme or require more expensive interim h2 to be sought.	L	<p>Approve the recommendations within this report.</p> <p>The AHH which will provide a resilient and reliable source of hydrogen for transport and will ameliorate this risk.</p>

Financial	JVCo does not perform against the financial model provided by bp.	M	Sensitivity analysis has been carried out on the bp financial model. Further details on the financial risks are included in the business case in Appendix B.
Reputational	<p>Failure to obtain Committee approval to enter into JVCo may impact on the reputation of the Council and Aberdeen's leading position in deploying zero-carbon technologies in the energy and transport sectors.</p> <p>The Council has a vision for the Aberdeen City Region to become a world-class energy hub blazing a trail with a replicable model for a low and zero carbon economy at the forefront of hydrogen technology in Europe and announced its intentions for the Hydrogen Hub in the media and at COP26.</p>	H	Approve the recommendations within this report.
Environment / Climate	Failure to support the decarbonisation of the Council's fleet operations and general air quality improvements in the City region.	L	<p>Approve the recommendations within this report.</p> <p>The delivery of the AHH will support the growth of a new, clean industrial sector in the north east that can expand to include heat, industry and power as well as transport.</p>

7. OUTCOMES

<u>COUNCIL DELIVERY PLAN</u>	
Impact of Report	
Aberdeen City Council Policy Statement	<p>The proposals within this report for the AHH support the delivery of the following Policy Statements: -</p> <p><u>Economy</u></p> <p>7. Continue to maximise community benefit from major developments.</p> <p>11. Work with both governments in order to unleash the non-oil and gas economic potential of the city.</p> <p><u>Place</u></p> <p>1. Build up our existing strength in hydrogen technology.</p> <p>2. Support efforts to develop inward investment opportunities.</p>
Aberdeen City Local Outcome Improvement Plan	
Prosperous Economy Stretch Outcomes	<p>The proposals within this report support the delivery of Stretch Outcome 3 – 500 Aberdeen City Residents upskilled/reskilled to enable them to move into, within and between economic opportunities as they arise by 2026.</p> <p>The deployment of hydrogen vehicles as part of the long-term plan to deliver the Aberdeen Hydrogen Hub is directly linked to Aberdeen’s energy transition and economic diversification.</p> <p>Delivery of the AHH programme will have a direct impact on local jobs (additional technicians, refuelling capability, local supply chain support, training, construction, delivery) and significant potential on GVA of the region and the number of jobs.</p>
Prosperous People Stretch Outcomes	<p>The proposals within this report support the delivery of Stretch Outcome 11 - Healthy life expectancy (time lived in good health) is five years longer by 2026.</p>

	Fuel cell electric vehicles have lower NOx and Particulate Matter emissions than diesel equivalents benefitting residents in air quality management areas across the City.
Prosperous Place Stretch Outcomes	The proposals within this report contribute to delivery of Stretch Outcome 13 - carbon emissions reduction by 61% by 2026 and adapting to the impacts of our changing climate. Renewable hydrogen used in a fuel cell electric vehicle has zero emissions. ACC's h2 vehicles have saved over 140 tonnes of CO2 in the past few years as they run on green tariff produced hydrogen.
Regional and City Strategies	<p>The proposals within this report support the following Strategies:</p> <ul style="list-style-type: none"> • Aberdeen City Net Zero Vision (2020) • Strategic Infrastructure Plan – Energy Transition (2020) • Council Climate Change Plan 2021-2025 • Aberdeen City Region Hydrogen Strategy & Action Plan 2015-2025 • Local Transport Strategy 2016-2021 • Air Quality Action Plan (2011) • Nestrans 2040: Regional Transport Strategy for the North East of Scotland (2021) • Regional Economic Strategy (2015) • The emerging Net Zero Aberdeen route map (2022) <p>The AHH supports the city's energy transition from fossil based to net carbon zero public sector; net carbon zero city and ultimately a climate positive city over the next few decades.</p>
UK and Scottish Legislative and Policy Programmes	<p>The proposals for the AHH within this report support the requirements placed upon the Council by:</p> <ul style="list-style-type: none"> • The Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 • A fairer, greener Scotland Programme for Government 2021-22 – Low Emissions Zones <p>The proposals for the AHH within this report support the following policies:</p>

	<ul style="list-style-type: none"> • UK Government Hydrogen Strategy (2021) • Scottish Government Hydrogen Policy Statement (2020) • Scottish Government Draft Hydrogen Action Plan (2021) • Scotland’s Energy Strategy Position Statement (2021)
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8. IMPACT ASSESSMENTS

Assessment	Outcome
Impact Assessment	Completed – Impact Assessment considered through to Front End Engineering Design / Final Investment Decisions.
Data Protection Impact Assessment	Not required

9. BACKGROUND PAPERS

9.1 The following papers were consulted in the preparation of this report:

- Net Zero Vision and Infrastructure Plan – PLA/20/088 – Urgent Business Committee – 6 May 2020
- Aberdeen Hydrogen Hub Programme – COM/20/185 – City Growth and Resources Committee – 28 October 2020
- General Fund Revenue Budget and Capital Programme 2021/22 to 2025/26 – RES/21/055 – 10 March 2021
- Hydrogen Hub Preferred Bidder Appointment – COM/21/269 – Urgent Business Committee – 25 October 2021

10. APPENDICES

Appendix A – Summary of Preferred Bidders Solution

Appendix B – Business Case

Appendix C – Comparison of Preferred Bidders Solution with Council Objectives

Appendix D – Legal Agreements Overview and Governance

Appendix E – Project Risk Profile

11. REPORT AUTHOR CONTACT DETAILS

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ABERDEEN CITY COUNCIL

COMMITTEE	City Growth and Resources
DATE	3 February 2021
EXEMPT	The content of the report is public but Appendix 1 should be considered exempt under Paragraph 9 of schedule 7A of the Local Government (Scotland) Act 1973.
CONFIDENTIAL	No
REPORT TITLE	Community Asset Transfer Requests received for the Tillydrone Community Centre
REPORT NUMBER	RES/22/027
DIRECTOR	Steven Whyte
CHIEF OFFICER	Stephen Booth
REPORT AUTHOR	Cate Armstrong
TERMS OF REFERENCE	4.1 & 4.4

1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to advise the Committee of the asset transfer requests received for the Tillydrone Community Centre.

2. RECOMMENDATIONS

That the Committee:-

- 2.1 Note the three community asset transfer requests submitted for the Tillydrone Community Centre;
- 2.2 Accept the recommendation as outlined in Appendix 1 to progress the asset transfer request; and
- 2.2 Instruct the Chief Officer – Governance to conclude missives for the transfer of the property incorporating various terms and conditions as are necessary to protect the Council's interest, together with any other matters as are required to complete the transaction.

3. BACKGROUND

- 3.1 The Former Tillydrone Community Centre was declared surplus to the Council's requirements on 4th March 2019 and closed following the opening of the new Tillydrone Community Campus in August 2019. It has been vacant since August 2019.
- 3.2 The Former Community Centre is located on north side of Gordon's Mills Road, close to the Diamond Bridge. This area is designated as Green Belt and therefore the site would not be suitable for development purposes.

- 3.3 As a Community Centre the building is considered to be within Class 11 – Assembly and Leisure.
- 3.4 The property including the adjacent parking area has a market value of £160,000, as calculated by an internal valuation in accordance with the Royal Institute of Chartered Surveyors valuation guidance. See Appendix 2 for a site plan.
- 3.5 There have been several community groups, all communities of interest, interested in the property and initially it was hoped that 2 or more of these would come together to make a joint application for the transfer of ownership of the property. Unfortunately, they were unable to reach a mutual agreement and this joint interest did not progress into a formal application at that time.
- 3.6 As several community groups had expressed interest in progressing an asset transfer request for the community centre it was decided that all the interested groups would be asked to submit their applications simultaneously so that the requests could be processed in parallel.
- 3.7 Three valid applications were received from:
Granite City Taekwondo (GCTK)
The Polish Association Aberdeen (PAA)
The Catalyst Community Regeneration Company (CCRCo)
- 3.8 The full application requesting an asset transfer and all supporting documents are available for reading on the Community Asset Transfer page on the [ACC website](#).
- 3.9 As part of the Community Asset Transfer process all transfer requests must be made available for the local and wider community to view and to be able to submit their representations regarding the proposed Community Asset Transfer. The request was publicised at the Tillydrone Community Campus and the application and the supporting documents were available to view within the new Tillydrone Library and on the Aberdeen City Council website. No formal representations were received by Aberdeen City Council prior to the closing date for representations to be submitted. The Tillydrone Community Council were also provided with access to all the applications and the supporting documents.
- 3.10 Tillydrone Community Council noted that they had been contacted by and met with 2 of the community groups; the Polish Association Aberdeen and Granite City Taekwondo to discuss their proposals. They indicated that they favoured the proposal put forward by Granite City Taekwondo as they had provided a *“very concise business plan which involves integrating with the Tillydrone Community. They also noted to us that there would be time slots scheduled for community use, which we also felt was also an important factor”*.
- 3.11 When reviewing the application, the panel are required to assess whether the benefits of the asset transfer request are; greater or less than the benefits of an alternative proposal. An alternative proposal may be another asset transfer, or

another proposal made by the Council. In the case of surplus properties such as the Tillydrone Community Centre, disposal on the open market can be considered as an alternative proposal. The price offered for the transfer should also be considered alongside the non-financial benefits. Consideration of what outcomes could be achieved with any profits or savings that might be made, or what impact any financial loss might have, compared with the benefits offered by each of the different community proposals or any alternative proposals.

3.12 In assessing the benefits of the transfer request the panel had to consider whether agreeing to it would be likely to promote or improve:

- Economic development
- Regeneration
- Public health
- Social wellbeing
- Environmental wellbeing or
- Reduce inequalities of outcome which result from socio-economic disadvantage

3.13 Consideration is also given to the impact that the request and the proposed services will have on the Council and the services it provides. Will there be an overlap with existing services? Will there be a positive or negative effect on the Council's Services.

3.14 GCTK were formerly a non-profit making Taekwondo Club that has operated in Aberdeen for circa 19 years. They registered as a SCIO to enable them to progress an asset transfer request for the Tillydrone Community Centre. Their objectives are to retain a local community facility for and in productive local community use. Their community is identified as the people within the City of Aberdeen.

3.15 GCTK have made a request for a 19 year lease of the property with a request that transfer of ownership of the asset should progress once they have a proven track record of running the facility and providing the services. The proposed rent is £5.00 per annum with an annual stepped increase of £5.00 for 4 years. As part of their application, they have noted several terms and conditions they required to be included in the lease if their request is successful.

3.16 The terms and conditions they have requested require the Council to undertake a full building inspection and have any required maintenance repairs and cyclical testing carried out to ensure that the Community Centre is fit for occupation.

3.17 They have also requested that the Council have the 2 sets of doors at the main entrance be upgraded to automatic electric doors and have a ramp fitted at the rear fire exit door.

3.18 GCTK's primary activity will be provision of Taekwondo Classes, other proposed activities in the Centre include educational activities and life-long learning, a Foodbank service, community gatherings, and fundraising events.

They also plan to let out space to other local community groups to provide an income stream. They propose to reserve 20 - 26 hours a week of the available lets for community use at nil cost. The letting fee for other groups will be £15.00 per hour at year 1, rising gradually to £20.00 at year 5.

- 3.19 CCRCo is a limited company set up by the Catalyst Vineyard Church for the purpose of acquiring buildings that might be under-utilised or in need of refurbishment and overseeing their rejuvenation and development for the benefit of the wider communities where the local church groups are located. They intend to use the Community Centre as a community hub providing a range of mid-week community activities and hosting Sunday Church services. Their community body is identified as the adult individuals who are committed adherents of the Catalyst Vineyard Church, publicly expressing Christian faith commitment, fully engaged in the community life of Catalyst Vineyard Church including regular participation in Catalyst Vineyard Church services, and who are engaged in the delivery of Catalyst Vineyard Church's social transformation activities in Aberdeen, Aberdeenshire and other locations.
- 3.20 CCRCo have requested the transfer of ownership at the nominal price of £1.00.
- 3.21 CCRCo are looking to establish a community hub to support the local community with activities such as Sunday Services, Mainly Music, Catalyst Kids, Holiday Clubs, Catalyst Youth, Catalyst Students, The Alpha Course, Connect groups, a Foodbank, a Men's drop-in club, a CAP money course, as well as various community events. Space would also be available to rent at a reasonable rate to other local community groups, whose ethos complements that of the Church and their Christian faith.
- 3.22 CCRCo will be funded mainly through donations received by the Catalyst Vineyard Church.
- 3.23 The Polish Association Aberdeen is an unincorporated community group that is in the process of registering as a SCIO so they are eligible to progress their asset transfer request for ownership of the Tillydrone Community Centre. The objectives of this group are the advancement of citizenship or community development, the advancement of the arts, heritage, culture or science, the promotion of equality and diversion, the provision of recreational facilities, or the organisation of recreational activities, with the object of improving the conditions of life for the persons for whom the facilities or activities are primarily intended, and in the furtherance of this by; undertaking activities which further the purposes and provide public benefit to the Polish Community in the City of Aberdeen and its environs. Their community is identified as any individual over 16 who identifies as having a connection with Poland and who wishes to further the purposes of the organisation. Their existing services, previously ran from the Union St premises include counselling services, Polish Library, free information point, a Drumming group, English Classes, Polish classes for non-polish speakers.
- 3.24 PAA are requesting the transfer of ownership at the nominal price of £1.00.

- 3.25 PAA are looking to set up a community centre / hub for their existing PAA services and for other Polish community partner organisations, groups and individuals and also local community initiatives. They would continue to run and expand on their existing services, some of which are listed above. New planned projects included a parent's club, book club, DIY / Craft Club, youth groups in conjunction with the Polish Scouting Group, Polish Sunday School, dance and art classes
- 3.26 The panel discussed the information supplied by each of the three community transfer bodies in relation to the corresponding questions within the evaluation assessment and the panel came to a consensus as to the appropriate score to award for each question for each community group.
- 3.27 Having discussed each of the individual proposals the panel then gave consideration as to which of the requests, if any, provided the greater benefits for the local area and would demonstrate best value for the Council if it were recommended for acceptance.
- 3.28 As noted above 2 of the offers received have requested the transfer of ownership for £1.00. If one of these offers were to be accepted then the property would no longer be the responsibility of the Council, as ownership of the property would be transferred to the community group and liability for any holding costs in relation to the property would cease.
- 3.29 If the transfer request for the lease of the property were approved then the property would remain in Council ownership. The community group would take responsibility for covering the running costs going forward, but under the proposed terms and conditions, if agreed to, the Council would have to bear the cost of undertaking a full condition survey and implementing any required repairs or maintenance prior to the lease being formalised. In addition to this is the request for the Council to have the current access points upgraded by providing 2 sets of automated doors at the front entrance and the installation of a ramp at the rear.
- 3.30 The Council are not required to accept the terms and conditions as stated by the community body wishing to progress the lease but it is possible that this community group would not be in a position to progress the asset transfer if any statutory maintenance or repair works required to make the building fit for occupation were not undertaken unless they could secure external funding.
- 3.31 If the proposed terms and conditions were removed or amended the community group would be in a position to submit a request for a review of the decision by the Review Sub Committee. It should be noted that all the community bodies would be in a position to submit a request for a review of the decision if they are unhappy with the terms and conditions or the decision they receive.

4. FINANCIAL IMPLICATIONS

- 4.1 The financial implications arising from the recommendation to accept the asset transfer request would be that the Council would no longer have responsibility

for the holding costs of the property of circa £25,000 per annum including business rates.

- 4.2 There could also be financial implications resulting from any alternative decision made by Committee as any of the community bodies dissatisfied with the decision would then be entitled to submit a request for a review. If the applicants are unhappy with the decision from the Sub Committee then a subsequent appeal can be lodged with the Scottish Ministers. This would result in the Council being responsible for the holding costs of the property until the appeal process is completed. This could take up to 2 years, as each stage of the review and appeal process could take up to 6 months, and the Council is prohibited from disposing of the property until this process has concluded. Therefore, the Council will continue to be liable for the holding costs for the property during this process.

5. LEGAL IMPLICATIONS

- 5.1 There are no direct legal implications arising from the recommendations of this report other than the requirement of legal resource to complete the transaction under the Part 5 of Community Empowerment (Scotland) Act 2015.
- 5.2 The Community Empowerment (Scotland) Act 2015 introduced a right for community bodies to make requests to the Council for any land or buildings they feel they could make better use of. Community Bodies can request ownership, lease or other rights as they wish. The Act requires the Council to assess these requests transparently against a specified list of criteria and to agree the request unless there are reasonable grounds for refusal. A disposal at less than market value can be justified when these additional benefits empower communities and align with local and national priorities to enable the delivery of Best Value. To demonstrate that this resource would be put to good use the Council must demonstrate that this Asset Transfer gives Best Value, and that the benefits provided by the community group outweighs the loss of the capital receipt that the Council would otherwise have received. The Council are required to consider the following types of benefit: (a) economic development or regeneration; (b) public health; (c) social well-being; (d) environmental well-being; (e) reduce inequalities from socio-economic disadvantage; (f) any other benefits that might arise through the alternative use of the asset.

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
Strategic Risk	None in relation to this recommendation		
Compliance	None in relation to this recommendation		
Operational	There are risks in relation to staff through the retention of vacant building	L	Approve the recommendation of this Report

	which would require regular inspection and management.		
Financial	<p>1. If responsibility of the asset is retained by the Council; the property's annual holding costs of circa £25,000 would require to be met by the Council until the property could be disposed of.</p> <p>2. Not achieving Best Value</p>	<p>L</p> <p>L</p>	<p>1. Approve the recommendation to accept the asset transfer request for the asset.</p> <p>2. Accept the asset transfer request for the property, including any necessary terms and conditions to ensure Best Value is achieved for the Council</p>
Reputational	If the property remains vacant, it will be subject to further deterioration and disrepair and may be subject to vandalism causing reputational damage to the Council.	L	Approve the recommendation for the asset transfer request of the asset
Environment / Climate	None in relation to this report.		

7. OUTCOMES

<u>COUNCIL DELIVERY PLAN</u>	
	Impact of Report
Aberdeen City Council Policy Statement	No Impact
Aberdeen City Local Outcome Improvement Plan	
Prosperous Economy Stretch Outcomes	

	The proposals within this report support the delivery of LOIP Stretch Outcome 1 – 10% increase in employment across priority and volume growth sectors by 2026. GCTK plan to provide to let space to small ./ new businesses.
Prosperous People Stretch Outcomes	The proposals within this report support the delivery of all Children & Young People Stretch Outcomes 3 to 7 in the LOIP. GCTK have plans to support children though educational activities
Prosperous Place Stretch Outcomes	The proposals within this report support the delivery of LOIP Stretch Outcome 13 – No one in Aberdeen will go without food due to poverty by 2026. GCTK plan to set up a foodbank

8. IMPACT ASSESSMENTS

Assessment	Outcome
Impact Assessment	
Data Protection Impact Assessment	not required

9. BACKGROUND PAPERS

Application Documents and supporting documents available on ACC website as per link below.

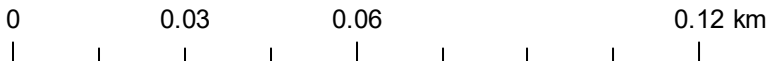
[Asset Transfer Request - Applications and supporting documents](#)

10. APPENDICES

*Appendix 1 Community Asset Transfer Request Tender Summary
Appendix 2 Site Plan*

11. REPORT AUTHOR CONTACT DETAILS

Name	Cate Armstrong
Title	Estates Surveyor
Email Address	carmstrong@aberdeencity.gov.uk
Tel	07824543208



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ABERDEEN CITY COUNCIL

COMMITTEE	City Growth and Resources
DATE	3 February 2021
EXEMPT	The content of the report is public but Appendix 2 should be considered exempt under Paragraph 6 & 9 of Schedule 7A of the Local Government (Scotland) Act 1973
CONFIDENTIAL	No
REPORT TITLE	Disposal of the former Braeside School and Lodge Site
REPORT NUMBER	RES/22/014
DIRECTOR	Steven Whyte
CHIEF OFFICER	Stephen Booth
REPORT AUTHOR	Cate Armstrong
TERMS OF REFERENCE	4.1 & 4.4

1. PURPOSE OF REPORT

- 1.1 The purpose of this Report is to advise Committee of the offers received for the Site of the Former Braeside School and Lodge following the outcome of the recent marketing exercise.

2. RECOMMENDATION(S)

That the Committee :-

- 2.1 Accept the recommended offer to purchase the site as outlined in Appendix 2.
- 2.2 Instruct the Chief Officer – Governance to conclude missives for the disposal 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 transaction

3. BACKGROUND

- 3.1 The Former Braeside Nursery School and the adjacent School Lodge were declared surplus on 25 November 2019, having been vacated during the Summer of 2019 with the School Lodge, remaining occupied for a further period to reduce the risk of damage by vandals.
- 3.2 The site is located within the Airyhall area in the West End of Aberdeen City, extending to circa 1.04HA (2.5 acres) with an access directly onto Braeside Place. The site is bounded to the northwest and northeast by Braeside Place and on the southwest by a covered reservoir with a playpark to the south / southeast. (Appendix 1)
- 3.3 Demolition works started on site in February 2021 and were completed in mid-June prior to the site being put on the market for sale. The site is almost

rectangular in shape and slopes slightly from North to South. The access road from Braeside Place has been partially retained, all hardstanding has been removed and the ground levelled. There is an 800mm water mains that runs from the northwest side boundary almost parallel to the playpark boundary fence.

- 3.4 This brownfield site is within a residential area and has been zoned as an Opportunity Site (OP39) in the ALDP 2017. This is allocated for residential development. The ALDP Policy D1 states that all development must ensure high standards of design and have a strong and distinctive sense of place. The prevailing character of the area is that of relatively uniform 1½ storey, semi-detached residential dwellings. It is expected that that any scheme for the site will respect this in regards to plot sizes, plot ratios, building form, heights, site arrangement and orientation.
- 3.5 The cleared site was put on the market in May 2021, and following a robust marketing campaign and once a number of noted interests were received a closing date was set for 7th December 2021.
- 3.6 At the closing date 2 offers were received, the details of which are summarised in Appendix 2.
- 3.7 It is recommended that the Committee accept Offer 1 as outlined in Appendix 2.

4. FINANCIAL IMPLICATIONS

- 4.1 The financial implications arising from the recommendation to approve the sale of the property would be a capital receipt for the Council's General Fund.

5. LEGAL IMPLICATIONS

- 5.1 There are no direct legal implications arising from the recommendations of this report other than the requirement of legal resource to complete the transaction.

6. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
Strategic Risk	None in relation to this recommendation		
Compliance	None in relation to this recommendation		
Operational	There are risks in relation to staff through the retention of vacant building	L	Approve the recommendation of this Report

	which would require regular inspection and management.		
Financial	If the property remains unsold the Council will not benefit from the Capital Receipt.	L	Approve the recommendation of this Report
Reputational	If the site remains empty for a prolonged period this increases the current health and safety risks to members of the public associated with the vacant site and fly tipping therefore continuing to have a negative impact locally and the citizens living in the surrounding area.	L	Approve the recommendation of this Report
Environment / Climate	None in relation to this recommendation		

7. OUTCOMES

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

8. IMPACT ASSESSMENTS

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

9. BACKGROUND PAPERS

N/A

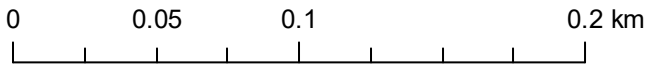
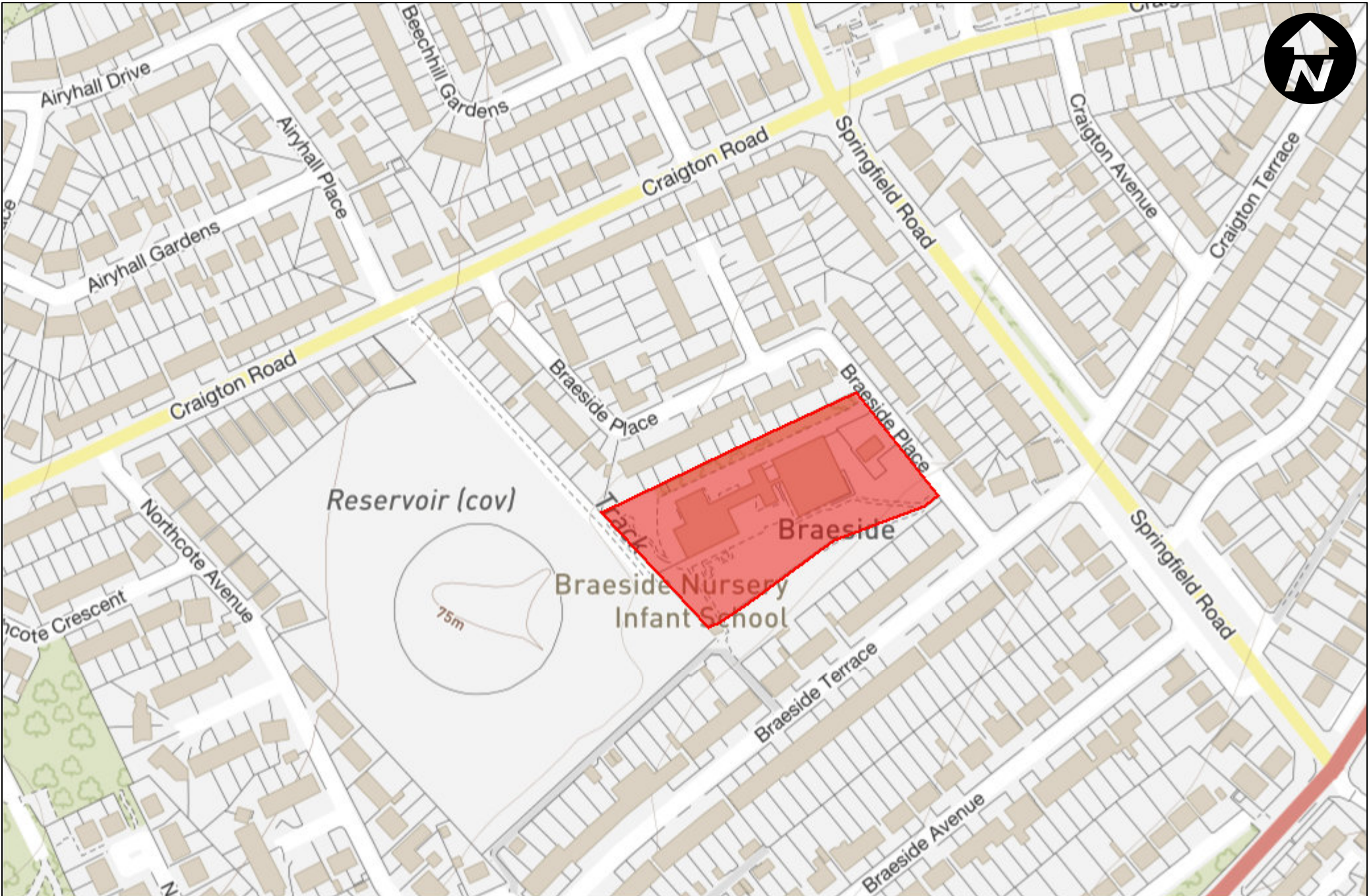
10. APPENDICES

Appendix 1 – Site Plan

Appendix 2 – Tender Summary Report

11. REPORT AUTHOR CONTACT DETAILS

Name	Cate Armstrong
Title	Estates Surveyor
Email Address	Carmstrong@Aberdeencity.gov.uk
Tel	07824543208



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ABERDEEN CITY COUNCIL

COMMITTEE	City Growth and Resources
DATE	3 February 2022
EXEMPT	The content of the report is public but Appendix 2 should be considered exempt under Paragraph 9 of Schedule 7A of the Local Government (Scotland) Act 1973
CONFIDENTIAL	No
REPORT TITLE	Disposal of the former Cordyce School Site
REPORT NUMBER	RES/22/013
DIRECTOR	Steven Whyte
CHIEF OFFICER	Stephen Booth
REPORT AUTHOR	Peter Thatcher
TERMS OF REFERENCE	4.1 & 4.4

1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to advise members of the offers received for the site of the former Cordyce School following the outcome of the recent marketing exercise.

2. RECOMMENDATION(S)

That the Committee :-

- 2.1 Accept the recommended offer to purchase the site as outlined in Appendix 2; and
- 2.2 Instruct the Chief Officer – Governance to conclude missives for the disposal 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 transaction

3. BACKGROUND

- 3.1 The Former Cordyce School was declared surplus at the Education and Children's Services Committee on 25 January 2018. The subjects are a site extending to 7.75 Hectares (19 acres) or thereby which previously contained the local authorities Cordyce residential school. The buildings on the site have been demolished leaving a cleared site. A site plan is attached at appendix 1
- 3.2 Under the current 2017 Aberdeen Development Plan, the site is located in the green belt, and policy NE2 applies. This policy is very restrictive and states that no development will be permitted in the Green Belt for purposes other than those essential for agriculture; woodland and forestry; recreational uses compatible with an agricultural or natural setting; mineral extraction/ quarry restoration; or landscape renewal.

- 3.3 In the Proposed Aberdeen Local Development Plan 2020 the policy is proposed to be changed, and the Cordyce School site has been allocated as OP14, and considered suitable for a number of uses, including housing, a garden centre and health and fitness village. OP 14 is split between two policies – The central area coloured yellow is mixed use area H2 that contained the school buildings and associated hard standing area and the surrounding area containing mature trees and amenity land which is Green Belt/Network Green Space.
- 3.4 The subjects were advertised on the open market in April 2021 and following a robust marketing campaign and once a number of noted interests were received a closing date was set for 7 December 2021.
- 3.5 The offers received at the closing date are detailed and summarised in the Tender Summary report in Appendix 2.
- 3.6 It is recommended that the Committee accept the recommended offer for the site as outlined in Appendix 2.

4. FINANCIAL IMPLICATIONS

- 4.1 The financial implications arising from the recommendation to approve the sale of the property would be a capital receipt for the Council's General Fund.

5. LEGAL IMPLICATIONS

- 5.1 There are no direct legal implications arising from the recommendations of this report other than the requirement of legal resource to complete the transaction.

6. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
Strategic Risk	None in relation to this recommendation		
Compliance	None in relation to this recommendation		
Operational	There are risks in relation to staff through the retention of vacant site which would require to be managed and inspected.	L	Approve the recommendation of this Report
Financial	If the site remains unsold the Council will not benefit from the Capital Receipt	L	Approve the recommendation of this Report

	and holding costs will remain.		
Reputational	If the site remains empty for a prolonged period this increases the current health and safety risks to members of the public associated with the vacant site and fly tipping therefore continuing to have a negative impact locally and the citizens living in the surrounding area.	L	Approve the recommendation of this Report
Environment / Climate	None in relation to this recommendation		

7. OUTCOMES

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

8. IMPACT ASSESSMENTS

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

9. BACKGROUND PAPERS

N/A

10. APPENDICES

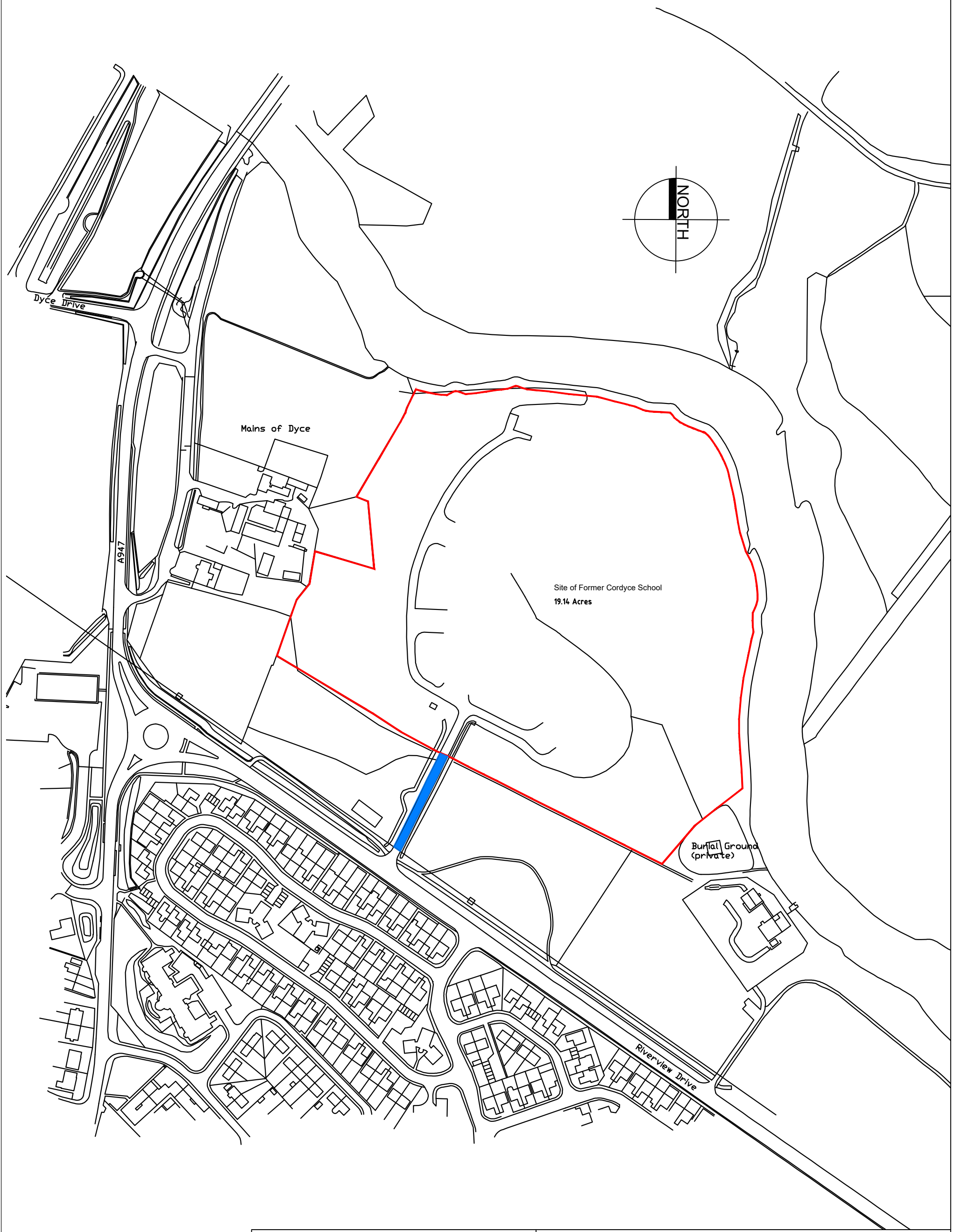
Appendix 1 – Site Plan

Appendix 2 – Tender Summary Report

11. REPORT AUTHOR CONTACT DETAILS

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Tel	01224 522 313

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FORMER CORDYCE SCHOOL		
Riverview Drive		
Dyce. AB21 7NF		
Date.	FEB 2021	
Drawn.	DD	Scale. 1:2500
Drawing No.	1611 - 002	A3

ABERDEEN CITY COUNCIL

**CORPORATE LANDLORD
RESOURCES**

Marischal College, Second
Floor South, Business Hub
10, Broad Street,
Aberdeen, AB10 1AB



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